To: The Council

Date: FEB 12 2013

From: Mayor

Council District: 3

Proposed General Plan Amendments, Zone Changes and
Height District Changes, Specific Plan Amendments, and
Code Amendments for the
Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area.
(CPC-2008-3470-SP-ZC-GPA-SUD)

I herewith concur with the City Planning Commission's action
approving the proposed General Plan Amendments and
Transportation Element of the General Plan and
transmit this matter for your consideration.

ANTONIO R. VILLARAIGOSA
Mayor

PLANNING & LAND
USE MANAGEMENT
FEB 13 2013

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION
WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
GEORGE HOVAGUIMIAN
ROBERT LESSIN
DANA M. PERLMAN
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ANTONIO R. VILLARAIGOSA
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INFORMATION
www.planning.lacity.org

Date: FEB 12 2013

City Plan Case No. CPC-2008-3470-SP-ZC-GPA-SUD
Env'l Clearance No.: ENV-2008-3471-EIR
Council District No. 3 (Hon. Dennis P. Zine)

The Honorable Antonio R. Villaraigosa, Mayor
City of Los Angeles
City Hall, Room 305
Los Angeles, CA 90012

Dear Mayor:

PROPOSED GENERAL PLAN AMENDMENTS FOR THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN AREA

Pursuant to the provisions of Section 551, 555 and 558 of the City Charter, transmitted herewith is the November 29, 2012 action of the City Planning Commission approving the proposed General Plan Amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and Transportation Element of the General Plan.

The proposed General Plan Amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, and related amendments to the Transportation Element of the General Plan, are submitted to you for your recommendation, which is to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

The City Planning Commission, as evidenced by the attached Findings, has determined that the proposed general plan amendments, land use designations, and zone changes will be consistent with the City's General Plan.

Your action is requested on the proposed plan amendments as specified by Section 11.5.6 of the Los Angeles Municipal Code. The zone changes, code amendments, specific plan amendment, and sign district ordinances will be transmitted to you following the City Council's action.

RECOMMENDATION

That the Mayor:

1. Concur in the attached action of the City Planning Commission relative to its approval of the proposed General Plan Amendments for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and Transportation Element of the General Plan.

2. Recommend that the City Council adopt the attached Findings of the City Planning Commission relative to the General Plan Amendments; and

3. Recommend that the Council adopt, by Resolution, the General Plan Amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and the Highways and Freeways Map of the Transportation Element, as set forth in the attached exhibits; and

4. Recommend that the City Council direct staff to revise the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Map, the Highways and Freeways Map of the Transportation Element, and the Long-Range Land Use Diagram of the Citywide Framework Element, in accordance with this action.

Very truly yours,

MICHAEL J. LOGRANDE
Director of Planning

Kevin J. Keller, AICP
Senior City Planner

Attachments:
1. City Plan Case File
2. Resolution Amending the Community Plan, Transportation Element, and Framework Element
3. City Council Package

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

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INFORMATION
www.planning.lacity.org

Date: FEB 12 2013

City Plan Case No. CPC-2008-3470-SP-ZC-GPA-SUD
Env'l Clearance No.: ENV-2008-3471-EIR
Council District No. 3 (Hon. Dennis P. Zine)

The Honorable City Council
City of Los Angeles
City Hall, Room 395
Los Angeles, CA 90012

Dear Councilmembers:

PROPOSED GENERAL PLAN AMENDMENTS, ZONE CHANGES AND HEIGHT DISTRICT CHANGES, SPECIFIC PLAN AMENDMENTS, AND CODE AMENDMENTS FOR THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN AREA

Pursuant to the provisions of Section 551, 555 and 558 of the City Charter, transmitted herewith is the November 29, 2012 action of the City Planning Commission approving the proposed General Plan Amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and Transportation Element. The City Planning Commission also approved the requested rezoning actions to effect changes of zone and height district, specific plan amendments, code amendments, and establishment of a sign district as set forth in the attached exhibits.

The City Planning Commission, as evidenced by the attached Findings, has determined that the proposed general plan amendments, land use designations, code amendments, sign district, specific plan amendments and zone changes will be consistent with the City's General Plan.

The proposed General Plan Amendments were submitted to the Mayor whose recommendation will be forwarded to you as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the City Council:

1. Concur in the attached action of the City Planning Commission relative to its approval of the proposed zone changes, code amendments, and General Plan Amendments for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

2. Adopt the attached Findings of the City Planning Commission as the Findings of the City Council, including the environmental findings.

3. Adopt, pursuant to Section 12.04 of the LAMC, replacement of the existing designation of WC Warner Center Specific Plan Zone to its revised designation of WC College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown Zones.

4. Adopt, pursuant to the procedures in Section 12.32 of the LAMC, zone change and height district change ordinances as set forth in the attached exhibits.

5. Adopt, pursuant to the procedures in Section 11.5.6 of the LAMC, the Warner Center 2035 Specific Plan ordinance, and related ordinances including the Warner Center Signage Supplement Use District Ordinance and amendments to the Los Angeles Administrative Code for the Warner Center Mobility Trust Fund Ordinance and the Warner Center Cultural Arts Trust Fund Ordinance.

6. Adopt an ordinance repealing and replacing the existing Warner Center Specific Plan (Ordinance No. 174,061)

7. Adopt, by resolution, pursuant to Section 11.5.6 of the LAMC and City Charter Sections 555 and 558, amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and amendments to the Highways and Freeways Map of the Transportation Element of the General Plan, as set forth in the attached exhibits.

6. Certify and Adopt the Environmental Impact Report ENV-2008-3471-EIR.

7. Adopt the Statement of Overriding Considerations.

Very truly yours,

MICHAEL J. LOGRANDE
Director of Planning

Kevin J. Keller, AICP
Senior City Planner

Attachments:
1. City Plan Case File
2. City Planning Commission action, including Findings and Conditions
3. Resolution Amending the Community Plan, Transportation Element, and Framework Element
4. General Plan Amendment Maps
5. Zone Change Ordinance Maps

TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s) and Contact No.	C.D. No.
CPC-2008-3470-SP-ZC-GPA-SUD	THOMAS GLICK 818-574-5062	3

Items Appealable to Council:	Last Day to Appeal:	Appealed:
N/A	N/A	Yes ☐ No ☑

Location of Project (Include project titles, if any.)

WITHIN EXISTING WARNER CENTER SPECIFIC PLAN

Name(s), Applicant / Representative, Address, and Phone Number.

CITY OF LOS ANGELES

Name(s), Appellant / Representative, Address, and Phone Number.

Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description only those items which are appealable to Council.)

The proposed project, The Warner Center 2035 (WC2035) Plan, is a wholesale revision to the existing Warner Center Specific Plan, originally adopted by City Council on June 30, 1993 under Ordinance Nos. 168873 and 168984. Under Council File No. 05-0240, the City Council initiated this revision in a motion introduced on February 9, 2005 and approved on December 21, 2005. (See Exhibit A.) The new WC2035 Plan has been developed to specifically address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 Specific Plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The proposed Plan identifies an assumption (forecast) of growth for the year 2035 that represents development anticipated to occur by that year based on population growth and market demand. Development beyond this assumed growth would require additional environmental review (the plan itself would not necessarily have to be revised). WC2035 would allow for considerable flexibility as to where development would occur and would plan for development beyond the year 2035. It is anticipated that development under the Plan would result in the direct addition of approximately 42,700 new residents and approximately 48,860 new employees. It is further anticipated that the Plan would result in a net increase of 14 million square feet of new non-residential area and 23.5 million square feet of residential area (19,848 dwelling units). The Project includes General Plan Amendments, Zone Changes, and Street Reclassifications.

Fiscal Impact Statement *Determination states administrative costs are recovered through fees. Yes ☑ No ☐	Environmental No.	Commission Vote:
	ENV-2008-3471-EIR, SCH#1990011055	6 - 0

JAMES K. WILLIAMS, Commission Executive Assistant II	Date: FEB 12 2013

LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: FEB 12 2013

CASE NO: CPC-2008-3470-SP-ZC-GPA-SUD
CEQA: ENV-2008-3471-EIR,
SCH#1990011055

Location: The Warner Center 2035 Plan project area is the existing Warner Center Specific Plan (WCSP) project area which is currently bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard to the west. As part of the proposed Warner Center 2035 Plan, the City has expanded the Plan boundary north up to the south side of the Los Angeles River.
Council District: Three (3) – Hon. Dennis P. Zine
Plan Area: Canoga Park-Winnetka-Woodland Hills-West Hills

Applicant: City of Los Angeles

Request: Specific Plan, Zone Changes, General Plan Amendments, Supplemental Use District and other implementing ordinances.

At its meeting on November 29, 2012, the following action was taken by the City Planning Commission:

1. **Approved** the Staff Report as the City Planning Commission Report with the following modifications:
   Amended Exhibit B (Specific Plan Ordinance) to include a list of policy priorities for consideration as part of any optional Development Agreements, with review by the Warner Center Citizen's Advisory Committee (CAC).
   Amended Exhibit B (Specific Plan Ordinance) to clarify that project level mitigations from a project environmental impact report may tailor program level mitigations to the project level.
   Amended Exhibit L (Sign District) to clarify the relationship of interior signs to lots that are tied or under common ownership.
2. **Approved,** pursuant to Section 12.04 of the Los Angeles Municipal Code (LAMC), replacement of the existing designation of WC Warner Center Specific Plan Zone to its revised designation of the WC CL (College), CO (Commerce), DT (Downtown), NV (North Village), PK (Park), RV (River), TP (Topanga), and UT (Uptown) Zones.
3. **Approved,** pursuant to the procedures set forth in Section 12.32 of the Los Angeles Municipal Code (LAMC), Zone and Height District changes from the existing zoning both under the Warner Center Specific Plan (WC zones) and the zoning in the expansion area {RS-1; R1-1; [Q]RD2-1; R3-1; (Q)R3-1; R4-1; (Q)R4-1VL; P-1VL; (Q)P-1VL; [Q]P-1VL; CR-1VL; [Q]CR-1VL; [T][Q]CR-1VL; C1-1VL; (Q)C1-1VL; [Q]C1-1VL; C1.5-1VL; (Q)C1.5-1VL; [Q]C1.5-1VL; C2-1; C2-1VL; [Q]C2-1VL; MR1-1VL; [Q]MR1-1VL; [Q]M1-1VL; and [Q]PF-1VL} to reflect the eight (8) new zoning Districts specified in the Warner Center 2035 Plan including the CL (WC) College, CO (WC) Commerce, DT (WC) Downtown, NV (WC) North Village, PK (WC) Park, RV (WC) River, TP (WC) Topanga, and UT (WC) Uptown.
4. **Approved,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code, the Warner Center 2035 Plan and its enabling Ordinances including the Warner Center Signage Supplemental Use District Ordinance and amendments to the Los Angeles Administrative Code for the Warner Center Mobility Trust Fund Ordinance and the Warner Center Cultural Arts Trust Fund Ordinance.
5. **Approved** an ordinance repealing and replacing the existing Warner Center Specific Plan (Ordinance No. 174,061).

6. **Approved,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amendments to the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached Community Plan Resolution, the Community Plan Text, Community Plan Maps and Footnotes.
7. **Approved,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amendments to the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Plan boundaries.
8. **Instructed** the Department of City Planning to finalize the necessary zone change ordinances to be presented to City Council, and make other technical corrections as necessary.
9. **Authorized** the Director of Planning to present the resolution, Plan text and Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
10. **Adopted** the Environmental Impact Report **ENV-2008-3471-EIR** in its determination approving the proposed plan, and transmitted the EIR to the City Council for **certification**.
11. **Adopted** the **Statement of Overriding Considerations.**
12. **Adopted** the attached **Findings**, including the Environmental Findings.

Recommendations to City Council:

1. **Recommended** that the City Council **adopt,** pursuant to Section 12.04 of the Los Angeles Municipal Code (LAMC), replacement of the existing designation of WC Warner Center Specific Plan Zone to its revised designation of the WC CL (College), CO (Commerce), DT (Downtown), NV (North Village), PK (Park), RV (River), TP (Topanga), and UT (Uptown) Zones.
2. **Recommended** that the City Council **adopt,** pursuant to the procedures set forth in Section 12.32 of the Los Angeles Municipal Code (LAMC), Zone and Height District changes from the existing zoning both under the Warner Center Specific Plan (WC zones) and the zoning in the expansion area {RS-1; R1-1; [Q]RD2-1; R3-1; (Q)R3-1; R4-1; (Q)R4-1VL; P-1VL; (Q)P-1VL; [Q]P-1VL; CR-1VL; [Q]CR-1VL; [T][Q]CR-1VL; C1-1VL; (Q)C1-1VL; [Q]C1-1VL; C1.5-1VL; (Q)C1.5-1VL; [Q]C1.5-1VL; C2-1; C2-1VL; [Q]C2-1VL; MR1-1VL; [Q]MR1-1VL; [Q]M1-1VL; and [Q]PF-1VL} to reflect the eight (8) new zoning Districts specified in the Warner Center 2035 Plan including the CL (WC) College, CO (WC) Commerce, DT (WC) Downtown, NV (WC) North Village, PK (WC) Park, RV (WC) River, TP (WC) Topanga, and UT (WC) Uptown.
3. **Recommended** that the City Council **adopt,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code, the Warner Center 2035 Plan and its enabling Ordinances including the Warner Center Signage Supplemental Use District Ordinance and amendments to the Los Angeles Administrative Code for the Warner Center Mobility Trust Fund Ordinance and the Warner Center Cultural Arts Trust Fund Ordinance.
4. **Recommended** that the City Council **adopt** an ordinance repealing and replacing the existing Warner Center Specific Plan (Ordinance No. 174,061).
5. **Recommended** that the City Council **adopt,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amendments to the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached Community Plan Resolution, the Community Plan Text, Community Plan Maps and Footnotes.
6. **Recommended** that the City Council **adopt,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amendments to the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Plan boundaries.
7. **Recommended** that the City Council **review** and **consider** the Environmental Impact Report ENV-2008-3471-EIR in its determination approving the proposed plan, and transmit the EIR to the City Council for **certification**.
8. **Recommended** that the City Council **adopt** the **Statement of Overriding Considerations.**
9. **Recommended** that the City Council **adopt** the attached **findings**, including the Environmental Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken with the following vote:

Moved:	Roschen
Seconded:	Freer
Ayes:	Cardoso, Hovaguimian, Lessin, Perlman
Absent:	Romero, Burton
Vacant:	One

Vote: **6-0**

James K. Williams, Commission Executive Assistant II
City Planning Commission

Effective Date/Appeals: The decision of the City Planning Commission is final and not appealable to City Council.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th date following the date on which the City's decision becomes final.

Attachments: Maps, Findings; Specific Plan, Zone Changes, General Plan Amendments, Supplement Sign District Ordinance, and Other Enabling Legislative Actions, as Approved by the City Planning Commission.

Planning Staff: Ken Bernstein, Principal City Planner
Kevin Keller, Senior City Planner
Thomas Glick, City Planner

FINDINGS

I. CHARTER FINDINGS

1. **Warner Center 2035 Plan Area**[1] - The area is generally bounded by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The Plan area is approximately 1,000 acres or 1.5 square miles.

2. **Charter Section 556** – That in accordance with Charter Section 556, the proposed Warner Center 2035 Plan and implementing ordinances (Proposed Plan) are in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plan is consistent with and helps to further accomplish goals, objectives, and policies contained in portions of the General Plan, including the Citywide General Plan Framework Element. Specifically, with respect to land use, the General Plan Framework states the following:

> *Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
>
> *Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitation a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The Proposed Plan provides for a variety of different land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the community as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in the City of Los Angeles through the year 2035. The Proposed Plan includes a recommended pattern of land use that directs future growth to an area of the City where new development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips. Mixed-use development adjacent to the Orange Line transit corridor would give residents and visitor's mobility choices that would enable reduction in the number and length of vehicle trips thus reducing greenhouse gas emissions associated with local trip generation, in accordance with recent legislation (Senate Bill 375).

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[1] *The Warner Center 2035 Plan was previously referred to (including in the Draft EIR) as the Warner Center Regional Core Comprehensive Specific Plan.*

By encouraging transit oriented development and making a strong connection between transportation and land use planning, the proposed plan promotes several principles that are key to creating livable communities, including: improved mobility options for residents, employees, and visitors; increased access to a wide range of uses; and expanded opportunity for location-efficient housing in the city.

> *Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

The City's General Plan Framework identifies Warner Center a Regional Center. The Regional Center, which includes three existing Metro Orange Line stations and one future station, is an existing employment hub that contains some residential uses. The Proposed Plan provides for the area to transition to a more transit-oriented district, with a balanced mix and denser concentration of jobs and housing to support a sustainable center of development. The Proposed Project would allow for the development of residential, retail, institutional, open space, office and manufacturing uses similar to uses that currently occupy the Specific Plan area. These proposed uses would be located within walking distance of each other and would be connected by frequent transit service, thereby connecting them with the surrounding area. The Proposed Plan also expands the area designated for Regional Center Commercial land use in a manner consistent with that identified in the Framework.

> *Goal 3K: Transit stations to function as a primary focal point of the City's development.*
>
> *Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.*
>
> *Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.*
>
> *Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This*

concentration prevents commercial development from encroaching on existing residential neighborhoods.

There are three Orange Line stations within Warner Center (De Soto Avenue, Canoga Avenue and the Owensmouth Avenue Transit Hub). A fourth station is proposed (as an immediate first step) as part of the Proposed Project (in the vicinity of Oxnard Street and Variel Avenue). In addition, Warner Center is served by Rapid Bus, commuter buses and local buses. The Proposed Project aims to provide transit access throughout the district, so that all of Warner Center can support Transit Oriented Development (TOD). The Proposed Plan builds upon this proximity to transit by providing for an increased intensity of development as well as a balanced mix of uses, including: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

The Proposed Plan supports the expansion of housing opportunities near transit stations and within activity centers by allowing for substantial residential infill opportunities in an existing regional center that is well served by both local and regional transit services. The Plan allows for the addition of over 19,000 housing units, appropriately oriented to Warner Center's rich transit facilities, and planned in such a way as to provide adequate buffers from surrounding lower-density residential areas.

The Proposed Plan is also consistent with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. With respect to housing, the Proposed Plan helps achieve the following Community Plan objectives:

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.

Objective 1-2: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.

As stated above, the Proposed Plan provides for the addition of nearly 20,000 new residential units by the year 2035. The Plan encourages a mix of housing types to meet the needs of persons of various income levels.

Housing is encouraged to be located in mixed-use, transit oriented development, linked by streets with enhanced pedestrian amenities, allowing for more trips to be made on foot. A minimum percentage of land area in each of the eight districts of the Specific Plan Area would be devoted to non-residential uses, which allows flexibility while also ensuring an appropriate mix of uses in close proximity.

With respect to commercial land use, the Proposed Plan is consistent with the following Community Plan objectives:

Objective 2-2: Enhance the appearance of commercial districts.

Objective 2-4: Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

The Proposed Plan includes design requirements that would supplement the Los Angeles Municipal Code provisions and improve the appearance of the district. These requirements include standards for the design of streets and sidewalks, building setbacks, street frontages, building massing and articulation, parking facility design, landscaping, and signage. The focus of the requirements is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, connections to transit, and the public realm.

In regards to recreation, parks, and open space, the Proposed Plan helps meet each of the following Community Plan objectives:

Objective 4-1: To conserve, maintain and better use existing recreation and park facilities.

Objective 5-1: To preserve existing open space resources and develop new open space resources.

The Proposed Plan encourages the development of a "Great Park" which would include a sports field, Farmers Market, community gardens, skate parks and nature trails. Additionally, under the proposed project each development project would be required to improve and maintain open space equal to 15% of the site area. In general, open space would be located at street level, open to the public during daylight hours, and least three-quarters of an acre in size. If additional open space is required, payment of fees would provide adequate mitigation. The Proposed Plan includes design standards to establish a clear hierarchy of common open spaces that are distinguished by design and function. These open spaces will be linked by a connected pedestrian realm, resulting in an integrated network of active and passive open spaces that are well utilized and supported by activity from surrounding mixed-use development.

The Proposed Plan is consistent with the City's General Plan in that it provides for an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the community, within the larger framework of the City of Los Angeles. At its heart, the Proposed Plan is a plan for sustainable, transit-oriented development. As State law requires that the City plan for growth in population, housing, and employment levels and in consideration of new state requirements contained in SB 375, the Proposed Plan focuses this possible growth in the Regional Center near existing transit infrastructure. This approach helps to reduce dependency on automobiles, and offers mobility choices, encourages development with less impact on roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planned transit infrastructure. By directing growth around a Regional Center area, existing lower-density and historic neighborhoods are maintained.

3. **Charter Section 558** – That in accordance with Charter Section 558(b)(2), the Proposed Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element for the reasons stated above. In addition, the Proposed Plan will be in conformity with public necessity, convenience, general welfare and good zoning practice. One of the objectives of the Proposed Plan is to promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The Proposed Plan accomplishes this by including policies that concentrate potential future growth in a Regional Center near public transportation. The Proposed Plan follows good zoning practice in implementing policies such as FAR limitations and including development incentives to encourage new housing near jobs and in locations with multimodal transportation options.

4. **LAMC 12.32 C.2** – That in accordance with LAMC 12.32 C.2, the Proposed Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan is consistent with the City's General Plan and directly implements the policies of the Framework Element (as indicated above). In addition, the Proposed Plan will be in conformity with public necessity, convenience, general welfare and good zoning practice (as described above). The Proposed Plan promotes economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service,

industrial, and open space needs of the community. The Proposed Plan concentrates potential future growth in an existing designated center near public transportation. The Proposed Plan follows good zoning practice in implementing policies that provide transition between higher and lower density and including development incentives to encourage new housing near jobs and in a location with multimodal transportation options.

5. **Warner Center 2035 Plan Provisions** - As codified within the Plan's Sections, the intent of this proposed Project is to support the community vision of a successful Transit Oriented District (TOD) in the West Valley. As a result, the Plan establishes the following standards for development in Warner Center to the year 2035 and up to both approximately 14,000,000 square feet of new non-residential square footage and 23,500,000 square feet of new residential square footage:

- **District Zoning**: WC2035 is comprised of eight (8) Districts each with its own distinctive character and corresponding development standards. Map 1 displays the District boundaries in relationship to the entire Plan area and Maps 2 through 9 display each District. These Districts include the College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.

- **Regional Center Floor Area Ratios (FAR)**: FAR's permitted up to 4.5 to 1 for most lots within Warner Center Regional Center, except the Topanga District, which permits up to 3.0 to 1 and the Downtown District which permits a base FAR of 5.0 to 1.

- **Height**: Unlimited height permitted for most lots within Warner Center, excluding the Topanga and River Districts where transitional height provisions of the LAMC may apply.

- **Density**: As opposed to the density limitations of the 1993 Specific Plan, the new Plan proposes only that residential projects provide a minimum unit size of 300 square feet within the parameters of the maximum FAR permitted.

- **Parking:** Flexible parking rates where sharing of parking is encouraged and excess parking is discouraged.

- **Streamlined Project Processing**: Expanded Exempted Projects, Administrative Approvals, and streamlined Project Permit Compliance approvals.

- **Streamlined Entitlements:** Conditional Use Permits for entertainment uses, normally issued by the Office of Zoning

Administration, will be issued by the Director of Planning in the WC2035.

- **Hybrid Industrial.** Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The Hybrid Industrial provisions are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. The proposed project includes a section designed to not only preserve those industrial uses but encourage their expansion.

- **Plan Implementation Board/Entity**: The WC2035 will create an public-private or other entity that will be responsible for implementing the Vision for Warner Center by the following: Implement the Neighborhood Protection Program; Establish an area-wide assessment district to fund construction and maintenance of streetscape, open space improvements, utility undergrounding, and other improvements; Manage and distribute fees collected to guarantee that funds are kept and spent in Warner Center and the surrounding areas; Seek matching Federal, State and Local funds; Act as a public/private partner in future traffic and transit improvements/maintenance; Develop street lighting and wayfinding signage master plans; Implement infrastructure, physical, and transit improvements; Manage public/private projects directly; Oversee maintenance of streetscape and open space improvements; Manage parking allocation/shared parking; Monitor balance of residential/commercial development; Work to create a Business Improvement District including security, event management, promotion and marketing; and Monitor enforcement of and compliance with the Plan and other regulations.

- **Urban Design Guidelines.** The Guidelines include recommendations to provide developments with a wide variety of techniques to develop consistent with the Plan. The Guidelines provide ideas for development of blocks, streets, street wall and ground floor, parking and access, open space, architecture, landscaping, streetscape, and cultural amenities. The Guidelines as attached as an Appendix to the Plan. Certain Standards of those Guidelines are incorporated as regulations and requirements of Project in the WC2035 Plan.

- **Publically Accessible Open Space**. As opposed to the existing Specific Plan which provides for private open spaces through lot coverage limitations and Landscape Setback requirements, the WC2035 Plan requires that all Projects provide Publically Accessible Open Space (PAOS). These PAOS will be combined into a public open space network throughout the Plan area.

- **Activity Nodes and Active Street Frontages.** A key design characteristic of the WC2035 is to provide that ground floor retail, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating activity along that street. Within the WC2035, Activity Nodes at key intersections and Active Street Frontages at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.

- **New Streets and Pedestrian Adapted Pathways.** New publically accessible small streets and pedestrian accessways will subdivide the large automobile oriented blocks of Warner Center providing pubic pedestrian access and linkages between Publically Accessible Open Spaces.

- **Cultural Amenities.** The Plan establishes a Cultural Arts Development Fee requirement that exceeds the LAMC requirements.

- **Community Plan and General Amendments.** As part of the revisions to the Plan, the amendments to the General Plan and the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan are necessary including redesignation of Warner Center as a Regional Center Commercial. Additionally, amendments to the Transportation Element are necessary to provide for designation of new streets and existing street redesignations.

- **Mobility.** As part of the Plan and its environmental mitigation monitoring program, a Mobility Section is included which provides provisions for allowing development phased with mobility improvements including a Mobility Fee for most land uses in the Plan.

- **Signage:** The WC2035 is designated as a Supplemental Sign District which will allow greater latitude for the Plan to provide for flexibility of sign standards and provisions. The Plan's signage will: Support land uses and Urban Design Guidelines of the Plan; Reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs

throughout Warner Center; Contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and College Districts; and Contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts.

The success of the Plan as a TOD is dependent upon a variety of features of the Plan including:

Types of Uses. In addition to the presence of quality transit and dense development with managed automobile parking, the WC2035 Plan calls for a variety of uses within walking distance of one another. The amount of residential development within Warner Center should grow as development occurs, resulting in a more balanced Regional Center. The number of jobs is expected to increase from the existing approximately 40,000 jobs to 80,000 jobs by 2035, which includes research and development (R&D), professional, technical and other "creative class" jobs. In the future, most Districts in Warner Center will have a mix of land uses. While existing uses such as offices, commercial, retail, public facilities, and most residential projects will remain, there will also be redevelopment of uses such as single-story industrial, strip retail centers and large surface parking lots. Providing a mix of uses (either through vertical or horizontal development) on these redeveloped sites will encourage people to walk, bike or take transit rather than drive to complete daily tasks.

Land Use Pattern. The intended land use pattern in Warner Center promotes the concentration of the projected growth within walking distance of current and proposed Orange Line stations and a proposed internal circulator (per Section 7 of this Plan). Warner Center will be a leading Transit Oriented Development (TOD) area upon completion of a fourth Orange Line station (near Oxnard Street and Variel Avenue) and with operation of a modern streetcar or other transit system connecting Warner Center from north to south. Most Districts in Warner Center will include a mix of uses, with retail and office uses concentrated on Active Street Frontages. The street grid and open space network will be integrated into Warner Center's land use fabric.

Activity Nodes, Active Street Frontages, and Publically Accessible Open Spaces. A key design characteristic of the WC2035 Plan is to provide ground floor retail, flexible community space office, and other pedestrian-oriented uses with a focus on cultivating pedestrian activity along the street. Within the WC2035 Plan, Activity Nodes at key intersections, and Active Street Frontages with residential and non-residential use, are intended to insure that development at locations (as specified on Map 1) provide for pedestrian scale and activity.

As detailed in the District requirements, 14 identified areas within Warner Center are envisioned as Activity Nodes for a concentration of pedestrian and commercial activity that will also function as District focal points. Although commercial and pedestrian activity will be found outside these areas, the Activity Nodes will be distinguished by a concentration of commercial development, including but not limited to: pedestrian serving retail, and restaurants with outdoor seating/dining that is intended to spur pedestrian activity. This pedestrian activity will also be facilitated by greater investment in infrastructure and promotion of walkability through streetscape improvements and building design. Portions of the streets near an identified Activity Node may also be designed to include public art and tailored signage requirements.

As detailed in the District requirements, many of Warner Center's streets are designated as Active Street Frontages. These Active Street Frontages focus on both non-residential and residential uses with connections to the adjacent street, including transparent frontages regulations and pedestrian serving uses, signage and other design and landscaping elements at the ground level. The regulations established are designed to ensure that large Projects on existing large blocks provide adequate pedestrian and vehicular circulation publically accessible small streets called New Streets.

New Streets and Pedestrian Adapted Pathways. New publically accessible new streets and pedestrian pathways will break-up the large automobile oriented blocks of Warner Center providing public pedestrian access and is an integral part of a Master Planned Development. It is envisioned that as development occurs on these lots over the life of the WC2035 Plan, they will be subdivided by New Streets and Pedestrian Adapted Pathways that provide pedestrian access and linkages between Publically Accessible Open Spaces and other uses within the District. The required walkways and parkways associated with any New Streets shall be counted towards the requirements for Publically Accessible Open Space (vehicular portions of streets shall not be counted except for emergency vehicle access areas which have incorporated landscaping). Projects shall also be required to provide pedestrian-oriented walkways and accessways called Pedestrian Adapted Pathways. Over the life of the WC2035 Plan, these publically accessible pathways will create a network of circulation points for non-motorized vehicles and pedestrians. Any Pedestrian Adapted Pathway within a Project shall count towards the requirements for Publically Accessible Open Space.

District Wide Development Standards. The WC2035 Plan establishes eight (8) Districts. Each District includes a comprehensive set of development standards that shall be applied along with the design standards. The development standards set forth by this Plan are organized by District, and will ensure that new Projects and the re-use of

existing structures are of high-quality and are designed to support the goals of the WC2035 Plan.

Incentivized Uses and Bonuses. The intent of this Section is to encourage incentives through bonuses for Projects to provide Public Benefits (i.e., Incentivized Uses) that are desirable to support the transit and pedestrian orientation of Warner Center.

Parking. The public investment in public transportation has been significant. The Center is now served by a regional transportation system (i.e., the Orange Line). The public investment in transportation systems is continuing to grow with more systems coming on-line in the near future. The automobile is of less importance as a means to travel to and from Warner Center and its surroundings. The premise is that a strong parking policy can play an important role in reducing transportation demand and the environmental problems caused by traffic related to automobile travel. In reducing the supply of parking and increasing the costs of parking reduce demand for parking, people consider transportation alternatives to the single-occupy vehicle which translates to less congestion, less air pollution, and reduced fuel consumption. Alternatives include the public transportation systems that are currently in place as well as those proposed. The Parking provisions of the Plan are designed to be fair and flexible in the allocation of parking while preventing any excesses which could upset the delicate balance between too much parking and too little.

Hybrid Industrial. Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The intent of the Hybrid Industrial provisions are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center in specific has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. This section is designed to not only preserve those industrial uses but encourage their expansion.

Automobile and Truck Uses. Intent of the provision of the Plan related to automobile uses is to emphasize that, throughout the Plan area, there are many existing uses which continue to service automobile demand either through purchase, service, and maintenance. In particular, the Topanga District is comprised of parcels fronting the west side of Topanga Canyon Boulevard between Burbank Boulevard and Bassett Street. These parcels are mostly small and narrow and are generally improved with single- and multi-story commercial buildings and surface parking lots. The uses associated with these commercial buildings include fast-food restaurants, retail shopping centers, offices and new automobile

dealership franchises. The auto-oriented nature of Topanga Canyon Boulevard, a State Highway, has attracted auto-oriented uses including new Automobile Dealership franchises. These uses should be permitted to expand and flourish in the Topanga District only. It is not the intent to permit the wide variety of automobile and truck vehicle sales and service that are available to the public in the present day including recreational vehicles, motorcycles, recreation vehicles, all-terrain vehicles, trailers, and the like. The intent is a narrow one which is to continue the rich history of automobile sales and service along Topanga.

Mobility Section. As stated in the environmental finding below, the study area for the WC2035 Plan's traffic study included a total of 152 intersections and 52 arterial segments within the western San Fernando Valley which were selected for detailed level of service (LOS) analysis. All signalized and stop controlled intersections within the WC2035 boundaries were analyzed. Intersections and arterial segments outside of the WC2035 area that were most likely to be impacted by the WC2035 were also analyzed. These intersections and arterial segments were identified based upon proximity to the WC2035 area, access routes, existing travel patterns and forecasted travel patterns. The highway system in the study area was comprised of a grid pattern of arterials and collectors generally following a north-to-south/east-to-west orientation. Improvements for studied intersections and arterial segments were analyzed in part, for the following reasons:

- High levels of existing and projected future travel demand;
- Existing traffic congestion;
- Projected worsening of congestion in the future; and
- Constrained transportation facilities.

Based upon the WC2035 traffic study, the Plan and the individual Projects approved consistent with the Plan, will significantly impact the level of service at 87 intersections (out of 152 analyzed) and 4 arterial roadway segments (out of 52 analyzed). The intent of the Mobility Section is to insure that those individual Projects, analyzed as part of the WC2035 Plan's traffic study, provide for the necessary mitigations. The mitigations are embodied into the Mobility Standards established.

Neighborhood Protection Program Section. The intent of the Neighborhood Protection Program is to provide those areas surrounding Warner Center a procedure established within the Plan to allow for access and funding of localized mitigations to impacts not anticipated. In many cases, those impacts will be specific to an area either in the form of traffic, parking, noise, or many other types of localized impacts related to the short-term construction and long-term operation of development in Warner Center.

Cultural Resources. Community connectedness is highly valued among the Warner Center residents. Cultural resources and events such as public art, museums, theatres, or nature centers will continue to be brought to Warner Center through Plan requirements. This will continue a diversity of culture and art to Warner Center to support the TOD and offer a way for the community to come together. Through the Plan's Section 9, a Warner Center Cultural Arts fee is required for all Projects with a building permit valuation of $500,000 or more. Like the Citywide fee, the fee would be charged at the time of building permit at a rate of 1% of the total permit valuation. Unlike the Citywide fee which just applies to commercial and industrial projects, the Warner Center fee would apply to residential projects as well.

6. **California Environmental Quality Act (CEQA)** – See below under "II. Environmental Findings".

II. ENVIRONMENTAL FINDINGS

California Environmental Quality Act (CEQA) – Having received, reviewed and considered the following information as well as all other information in the administrative record of all proceeding on this matter, the City Planning Commission hereby finds and recommends that the City Council of the City of Los Angeles finds, determines and declares the following:

1. CERTIFICATION OF THE FINAL EIR

The City Council of the City of Los Angeles (the "City") hereby finds that the Final Environmental Impact Report State Clearinghouse No. 1990011055, dated June 2012 (the "Final EIR") for the proposed Project described below has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. This Final EIR is being certified in connection with all approvals required to implement the Project.

The City determined an EIR was necessary to analyze the potential environmental effects of the Proposed Plan. The Notice of Preparation (NOP) for a Draft EIR (the "Draft EIR") was circulated for a 30-day review period starting on June 8, 2009 and ending on July 8, 2009. A scoping meeting was held on June 22, 2009. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use; Noise; Population and Housing; Public Services; Transportation,

Circulation and Parking; Utilities.

On December 8, 2011, the City released the Draft EIR for public comment. The comment period was 63 calendar days (and therefore in excess of the 45-day public review period required by State law) and ended on February 6, 2012. The lead agency received 16 written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

2. CEQA FINDINGS

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines) require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1));

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091(a)(2)); or

- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines, Section 15091(a)(3)).

For those significant effects that cannot be mitigated to a level below significance, the City is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All Final EIR mitigation measures, as discussed herewith and as set forth in the Plan's Mitigation Monitoring Program (the "MMP" is included in Section 5 of the Final EIR) are incorporated by reference into these Findings. In addition, any revisions to the Plan that have occurred during the administrative process are incorporated by reference into these findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these findings are hereby adopted as part of the certification of the Final EIR along with adoption of a Statement of Overriding Considerations for the Plan.

3. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITHOUT MITIGATION

The Final EIR found that the following environmental impacts of the Proposed Plan will be less-than-significant without mitigation measures:

Agricultural Resources

Description of Effects: The proposed project area is developed and zoned for urban uses and is not currently used for agricultural purposes. Implementation of the proposed project would not result in the conversion of farmland. No loss of farmland would result from the implementation of the proposed project. No Williamson Act contracts are applicable within the proposed project area.

Air Quality

Description of Effects: Implementation of the proposed project could incrementally provide new sources of regional air emissions but they would be consistent with development assumptions for the City of Los Angeles and would therefore not conflict with or obstruct implementation of the Air Quality Management Plan.

It is not anticipated that the Warner Center 2035 Plan would result in significant construction and operational odor impacts.

Hazards and Hazardous Materials

Description of Effects: The Warner Center 2035 Plan is not located within an airport land use plan, within two miles of a public airport, or located within the vicinity of a private airstrip. The Warner Center 2035 Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Warner Center 2035 Plan would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Hydrology and Water Quality

Description of Effects: The Warner Center 2035 Plan area is located outside of a designated flood plain. Implementation of the Warner Center 2035 Plan would entail the recycling of existing urban land uses and would not convert natural lands that provide or substantially contribute to groundwater recharge. They would not include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. Therefore, no demonstrable and sustained reduction of groundwater recharge capacity would occur. The Warner Center 2035 Plan would not cause regulatory water quality standards at an existing

production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.

Land Use

Description of Effects: The Warner Center 2035 Plan would encourage medium to high-density mixed-use development adjacent to enhanced transit on sites that are currently developed with various urban uses. Proposed development would not physically divide an established community. The Warner Center 2035 Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project. The Warner Center 2035 Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.

Mineral Resources

Description of Effects: The proposed project area is already substantially urbanized and thus implementation of the proposed project would have no impact on mineral resources.

Population and Housing

Description of Effects: The project would result in increased population, housing and employment in the area.

Transportation, Circulation and Parking

Description of Effects: Mainline volumes along the study area freeway network would not significantly increase as a result of the Warner Center 2035 Plan. Significant parking impacts are not anticipated and the proposed parking requirements are expected to meet anticipated aggregate demand. Peak hour on-street parking restrictions are proposed in order to achieve some of the mitigation measures. The loss of peak hour on-street parking is not considered significant, as it would not be a complete removal of parking supply. In addition, the areas with proposed restrictions consist of predominantly residential land uses, which tend to require less parking during peak periods and more parking during off-peak periods (when restrictions will be lifted). Accident rates for the study area would be reduced by the Warner Center 2035 Plan. This would be achieved through the increase in the rate of transit usage and non-auto modes of travel, which historically have experienced lower rates of injuries, and fatalities in the Southern California region. The Warner Center 2035 Plan is not expected to significantly impact emergency access throughout the study area.

4. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

The Final EIR found that the following environmental impacts of the Proposed Plan will be less-than-significant with the implementation of mitigation measures:

Aesthetics

Description of Potentially Significant Effects: The proposed project could result in damage to scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or other locally recognized desirable aesthetic natural features. The proposed project could increase the overall lighting and illumination of the area.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to aesthetics and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Air Quality

Description of Potentially Significant Effects: Anticipated construction activities within the Warner Center 2035 Plan area would exceed SCAQMD regional significance thresholds. Average emissions would exceed thresholds for ROG. Peak construction activity would vary depending on project size; larger projects would result in additional thresholds being exceeded. It is anticipated that localized significance thresholds could be exceeded in the vicinity of some construction sites.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to air quality and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Biological Resources

Description of Potentially Significant Effects: The proposed project could impact nesting birds protected by the Migratory Birds Act. In addition, protected bats may be present beneath bridges in the area. The proposed project could conflict with local policies and ordinances regarding tree preservation. Project construction activities near the Los Angeles River could require permits from ACOE and/or CDFG.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to biological resources and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Cultural Resources

Description of Potentially Significant Effects: Implementation of the Warner Center 2035 Plan could cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5. (As time goes by more buildings will be older than 50 years and may become potential resources.) Development in the Warner Center 2035 Plan area would require ground-breaking activities. This could cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5. Ground-breaking activities in the Warner Center 2035 Plan area could disturb human remains, including those interred outside of formal cemeteries. Ground-breaking activities in the Warner Center 2035 Plan area could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to cultural resource impacts and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Geology and Soils

Description of Potentially Significant Effects: No known active faults or faults that could result in ground rupture traverse the project area. However, the project area contains areas that are potentially subject to liquefaction, expansive soils and slope stability issues. Development within the Warner Center 2035 Plan would include grading activities prior to the construction of multi-story structures that could affect soils in the area.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to geology and soils and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project,

and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Hazards and Hazardous Materials

Description of Potentially Significant Effects: A number of contaminated areas exist within Warner Center and development on these sites could result in these contaminants coming in to contact with site workers, passers-by and/or future occupants. In addition uses within Warner Center would store, use and generate routine hazardous materials/wastes (gasoline, cleaning products, paint, etc.). In addition, certain uses may involve the use/generation of non-routine hazardous materials or wastes. Therefore development within the Warner Center 2035 Plan area could create a significant hazard to the public or the environment through the routine transport, use, handling, or disposal of hazardous materials or through accidental conditions involving the release of hazardous materials.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to hazards and hazardous wastes and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Hydrology and Water Quality

Description of Potentially Significant Effects: The Warner Center 2035 Plan could cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body. Proposed construction activities are not anticipated to result in interruption of flow as little or no construction would occur in the Los Angeles River. Much of the project area is currently paved. Storm water flows would drain in a similar manner as today; runoff would be required to be treated and retained as necessary. The Warner Center 2035 Plan could affect the rate or change the direction of movement of existing contaminants. See also discussion of hazardous materials.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to hydrology and water quality and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-

significant level.

Public Services

Description of Potentially Significant Effects: The Warner Center 2035 Plan would result in an increase in residents as well as daytime population in Warner Center. This would result in an increased need for fire protection services on the site and Add Area. The Warner Center 2035 Plan would increase the number of residents as well as daytime population within Warner Center. This would result in an increased need for police services in the area. The Warner Center 2035 Plan would increase the number of residents as well as daytime population in Warner Center, thereby, increasing the number of students in the area. The proposed Warner Center 2035 Plan would increase residential and daytime population in the area. This could impact the need for new parks and/or recreational facilities in the area. The Warner Center 2035 Plan could result in a significant impact to local libraries and the need for new or physically altered libraries or library facilities.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to public services and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Transportation, Circulation and Parking

Description of Potentially Significant Effects: Unforeseeable circulation impacts to residential streets may occur as a result of the Warner Center 2035 Plan update. Generally, with high congestion levels (LOS F) and project-generated traffic, the likelihood that drivers may seek alternate routes and cut through adjacent neighborhoods increases. A total of 41 intersections were identified to pose a significant risk of generating cut-through traffic in adjacent neighborhoods.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to transportation, circulation and parking and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Utilities

Description of Potentially Significant Effects: The Warner Center 2035 Plan would increase the need for wastewater facilities in the area (both conveyance facilities and treatment). This could have a significant impact on wastewater and sewer services. The Warner Center 2035 Plan could increase the need for water in Warner Center. This could have a significant impact on water supply and conveyance. The Warner Center 2035 Plan could increase solid waste generation during construction and operational activities. Implementation of the Warner Center 2035 Plan could substantially increase demand for electricity and natural gas.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to utilities and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR includes mitigation measures that will either avoid or provide substantial mitigation of the Plan's identified potentially significant environmental effects, including potentially significant cumulative effects; however, certain environmental effects cannot be feasibly mitigated to a level of insignificance. Consequently, in accordance with CEQA Guideline 15093, a Statement of Overriding Considerations has been prepared to substantiate the City's decision to accept these unavoidable significant effects when balanced against the significant benefits afforded by the Plan.

Aesthetics

Description of Significant Effects: New signage has the potential to negatively impact visual quality. The proposed project could result in significant shade and shadow impacts to nearby sensitive uses including new uses that would be developed as part of the Warner Center 2035 Plan as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new mid- and high rise development).

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The mitigation measures would substantially reduce (if not eliminate) aesthetic impacts related to signage and shade shadow, but significant impacts could still remain. Without details of specific projects it was not possible to determine the extent of potential project-specific impacts; therefore, the Final EIR, conservatively, identifies these impacts as significant.

Air Quality

Description of Significant Effects: Anticipated construction activities within the Warner Center 2035 Plan area would exceed SCAQMD regional significance thresholds. Average emissions would exceed thresholds for ROG. Peak construction activity would vary depending on project size larger projects would result in additional thresholds being exceeded. It is anticipated that localized significance thresholds could be exceeded in the vicinity of some construction sites. In 2035 the net regional operational emissions resulting from the Warner Center 2035 Plan would exceed SCAQMD significance thresholds for PM2.5, and PM10. The Warner Center 2035 Plan could expose sensitive receptors to substantial pollutant concentrations. The Warner Center 2035 Plan would result in a significant increase in greenhouse gas emissions. However, development of the Warner Center 2035 Plan is anticipated to be offset by changes in regional development patterns (less development in places without transit and in locations without mixed-use).

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The Proposed Plan would have a significant impact on construction air quality and greenhouse gas emissions if it would: (1) violate any air quality standard or contribute substantially to an existing or project air quality violation; (2) expose sensitive receptors to substantial pollutant concentrations; (3) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or (4) conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The following facts, together with mitigation measures,

indicate that the significant effects of the Proposed Plan have been reduced or avoided to the extent feasible, but that certain significant air quality impacts are unavoidable. The Proposed Plan sets forth planning goals and objectives to improve air quality and includes a number of Transportation System Management (TSM) strategies to increase the efficiency of the existing transportation infrastructure. The Proposed Plan also includes policies to improve transit and transit ridership, policies to improve access to transit, policies to encourage non-motorized transportation, policies to support pedestrian mobility, policies to facilitate the use of transit and shared car options, and policies to invest in capital improvements to maintain the transportation infrastructure.

Construction: Implementation of the Proposed Plan would increase development capacity in the Warner Center Area. Construction activities associated with such development may result in criteria pollutant emissions from fugitive dust associated with ground disturbance during grading and exhaust emissions from construction equipment as well as worker and delivery vehicles traveling to and from the site. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects allowed under the Proposed Plan cannot be quantified; however, there is sufficient data available to determine the types of construction that may occur (e.g., residential, commercial, and industrial), and associated square footage. Emissions would be anticipated to be lower during years where, economically, the area is experiencing a slow down, and higher during years where the economy is at peak. It is anticipated that the daily average emission (between 2005 and 2035) would exceed the SCAQMD's recommended thresholds for construction emissions and impacts would be significant and unavoidable. However, individual years (and months and days) would vary substantially over the planning horizon.

Sensitive Receptors and LSTs: Localized Significant Thresholds (LST) have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants during construction under the Proposed Plan. LSTs have been established only for construction of projects and do not apply to emissions during operation. Each sensitive receptor area (SRA) in the Basin has a unique LST for pollutants. Because specific construction activity under the Proposed Plan cannot be determined at this time, this impact is considered significant and unavoidable.

Greenhouse Gas (GHG) Emissions: Impacts from GHG emissions associated with the Proposed Plan were evaluated based on CARB's interim tiered threshold. The Proposed Plan is not applicable with respect to the first tier as it is not categorically exempt under CEQA. With regard to the second tier, the City published a climate action plan in 2007 titled "GreenLA." In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled "ClimateLA." ClimateLA presents the existing GHG inventory for the City, including enforceable GHG reduction requirements,

provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow ClimateLA to be revised in order to meet targets. By 2030, ClimateLA aims to reduce GHG emissions by 35 percent from 1990 levels. ClimateLA sets goals to reduce waste, increase renewable energy, improve efficient use of water resources, reduce emissions from vehicles, and increase open space and greening. The Proposed Plan contains policies that help promote these goals. Estimated future emissions from area sources, electricity consumption, and landfills do not account for reductions that would occur under such policies. This is due to 1) such reductions are uncertain as most policies will only "encourage" or "promote" various measures, and 2) the reductions that could be achieved by these measures are difficult to quantify without specific data. Furthermore, a large amount of the increase in emissions is a direct result of increased vehicle miles traveled (VMT). When compared to existing levels, 2035 With Project Daily VMT grows by 49,448 vehicle miles, or 11.58 percent. 2035 With Project Daily VHT grows by 2,588 vehicle hours or 15.67 percent. As a result of increased development in Warner Center under the Warner Center 2035 Plan, the 2035 With Project conditions are anticipated to generate slightly more than double the growth in VMT and VHT of the 2035 No Project conditions. Even if emissions from electricity, area sources, and landfills would not increase (a number of Scoping Plan requirements are applicable to these industries and emissions are anticipated to go down, however specific per capita emission factors have not yet been developed for these industries), VMT increases would still result in increased GHG emissions. This increase in emissions would have the potential to interfere with implementation of the ClimateLA plan, and could interfere with the State's ability to meet its goals under AB 32. However, with development concentrated in areas such as Warner Center it is anticipated that growth in other areas of the region (further from transit) will not occur and therefore region-wide trips and emissions are anticipated to decrease – consistent with SB 375. Nonetheless, impacts from the Proposed Plan are considered significant and unavoidable due to the uncertainty associated with quantifying greenhouse gas emission reductions from certain industries (notably the power industry) in meeting AB 32 requirements.

Cumulative Impacts: Because the Proposed Plan is a planning project with a long-term horizon, and not an individual development project, cumulative projects are other plans and policies. Continued development in the Metro Los Angeles Subregion, in conjunction with developments in other communities in the City of Los Angeles and in the South Coast Air Basin, will increase pollutant emissions associated with construction; although, as a whole, criteria pollutants are anticipated to go down. Growth permitted by the Proposed Plan could incrementally contribute to exceedances of localized air quality standards, which could be cumulatively considerable. Development under the Proposed Plan would contribute to greenhouse gas emissions in the region.

Noise (Construction and Operational Impacts)

Description of Significant Effects: During construction of individual projects, the Warner Center 2035 Plan could cause exposure of persons to noise in levels in excess of standards established in the Los Angeles General Plan and/or Noise Ordinance, or applicable standards of other agencies. Vibration as a result of construction could also affect fragile buildings and/or people. The Warner Center 2035 Plan could result in significant operational noise impacts on Variel between Victory and Vanowen.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The impacts from the Proposed Plan would be considered significant if it would: (1) expose people to or generate noise levels in excess of standards established in the General Plan or noise ordinance, or applicable standards of other agencies; (2) expose people to or generate excessive ground-borne vibration or ground-borne noise levels; (3) cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; (4) cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; (5) for a project located within an airport land use plan area, or where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, expose people residing or working in the area to excessive noise levels; or, (6) for a project located in the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels. City guidelines recommend analyzing noise associated with both construction and operation, with corresponding thresholds designated for each. The Proposed Plan could result in significantly increased noise levels during construction activities, especially construction activities that occur adjacent to sensitive receptors. The Proposed Plan could expose people and/or structures to substantial ground-borne vibration levels as a result of construction activities that occur under the Proposed Plan. Increased traffic in the Plan Area would significantly increase noise levels at sensitive receptors along certain street segments. These impacts would be considered significant and unavoidable. It is anticipated that project-specific environmental analyses of discretionary projects will address this issue in more detail in some cases potentially identifying further mitigation.

Because the Proposed Plan is a planning project with a long-term horizon, and not an individual development project, cumulative projects are other plans and policies. The project's contributions to cumulative noise impacts relate primarily to increase in vehicular traffic on freeways and surface streets and, to a lesser extent due to its temporary nature, during construction activities. In some cases the noise levels associated with vehicular traffic are not significantly different from the No Project Scenario. Growth permitted under the Proposed Plan would contribute to increased noise levels in the region compared to 2008 conditions, resulting in a cumulatively significant impact. Typically construction noise is a localized effect, but when multiple construction projects are underway in the

same general area, cumulative construction impacts can occur.

Transportation

Description of Significant Effects: The Warner Center 2035 Plan has the potential to significantly impact the level of service at 87 intersections (out of 152 analyzed) and 4 arterial roadway segments (out of 52 analyzed). The Warner Center 2035 Plan would significantly contribute to cumulative growth in VMT and VHT for the study arterial network. Approximately half (5.25%) of the total 11.58% cumulative growth in VMT would be attributed to the Warner Center 2035 Plan. Similarly, 7.28% of the total 15.57% cumulative growth in VHT would be attributed to the Warner Center 2035 Plan.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The Proposed Plan would have a significant transportation impact if: (1) the volume-capacity (V/C) ratio under the Proposed Plan conditions at any of the analyzed intersections substantially exceeds that of 2008 Existing Conditions (using LADOT Criteria), and/or, (2) any arterial segment exceeded LOS E for 2035 With Project conditions (unless the operating LOS for future base conditions already exceeded LOS E); and/or (3) a substantial increase in total arterial VMT or VHT; and/or (4) parking supply could be inconsistent with the goals and objectives of the proposed project and could cause substantial detrimental affects to traffic circulation; and/or (5) proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥.0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).

The Proposed Plan includes a host of recommendations for mitigating the projected increase in traffic volume and shift in traffic patterns associated with land use changes. The major emphasis of the Proposed Plan is to encourage alternative modes of transportation – transit use, bicycling, walking, or ridesharing, to reduce vehicle trips generated in Warner Center. The Proposed Plan also includes significant improvements to area roadways. The Proposed Plan provides opportunities for use of alternate modes of transportation (non-motorized trips and transit) by concentrating development in mixed-use areas within walking distance of the regional transit system. One intersection (Variel and Victory), and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street) would remain significantly impacted after mitigation. Due to the redistribution of land use and the policies that support alternative modes, the Proposed Plan would reduce VMT and VHT in 2035 compared to the No Project Condition.

Because the Proposed Plan is a planning project with a long-term horizon, and not an individual development project, cumulative projects are other plans and

policies. The Proposed Plan's anticipated contribution to transportation impacts was examined using a regional analysis performed in compliance with the Los Angeles County Congestion Management Program (CMP) requirements and documented in the Final EIR. This analysis concluded that the Proposed Plan's transportation impacts would be cumulatively considerable, resulting in a cumulatively significant impact.

While the Proposed Plan is anticipated to result in impacts as indicated above, the project is consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012. It is expected that as a result of increased development adjacent to transit in areas such as Warner Center, this will correspondingly relieve development pressure in other areas further from transit. Thus although traffic and Greenhouse Gas emissions may increase in Warner Center, it is anticipated that regionally vehicle miles traveled and greenhouse gas emissions will be less.

6. ALTERNATIVES TO THE PROJECT

Warner Center Goals and Objectives. The Goals and Objectives of the Proposed Plan, as identified in the Final EIR, are:

- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035 (consistent with the Market Demand study for the area), including Research/Development, Professional/Technical and other "creative class" and high-paying industrial jobs.

- Provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity.

- Integrate public art in the overall vision of the project's architecture, landscape and open space design.

- To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add at least 20,000 new residential units by 2035 (consistent with the Market Demand study for the area).

- Provide transit access throughout Warner Center, so that all of Warner Center can support transit oriented development (TOD), thereby reducing trips and energy consumption in compliance with SB 375 and AB 32.

- Create a walkable community.

- Reduce the need for driving and, therefore, parking.

- Provide a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle ridership and transit usage.

- Encourage sustainability by meeting or exceeding regulatory requirements. Encourage sustainable building practices including use of recycled materials, water conservation and recycling, integration of alternative energy into building design, and other methods and practices to reduce the carbon footprint of the City as it develops in accordance with sustainable planning.

- Preserve industrially zoned land for industrial, research and development, creative and other uses consistent with industrial zoning.

GENERAL FINDINGS.

Based on these findings, the Final EIR, and the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of Plan alternatives that would feasibly attain most of the basic objectives of the Plan, but would not fully realize project objectives. Project alternatives would not allow the flexibility to increase growth in this transit-adjacent area to the extent allowed for by the Proposed Plan. The City finds that the alternatives would incrementally lessen significant impacts compared to conditions under the Proposed Plan, and that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, the Final EIR considered the following two (2) alternatives:

1. No Project, Continuation of existing Warner Center Specific Plan, or Revert to Underlying Basic Development Right (FAR 0.35:1). This alternative would result in growth in accordance with the SCAG forecast.

2. Reduced Development Alternative (75% Project)

[Note: Additionally, Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the analyzed alternatives. See below in Section 7.]

Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these alternatives is hereby found to be infeasible based on the Final EIR's analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. These considerations include the provision of development opportunities adjacent to transit, the flexibility to address land use incompatibilities, and employment opportunities for highly trained workers, of importance to the City, all as supported on the evidence contained the whole of

the administrative record and the evidence and testimony presented in this matter.

ALTERNATIVE NO. 1

No Project, Continuation of existing Warner Center Specific Plan, or Revert to Underlying Basic Development Right (FAR 0.35:1)

This Alternative is required by CEQA. Under the No Project Alternative, the existing Specific Plan would remain in place. Future development opportunities would remain open. The current plan requires that additional environmental review be undertaken in 2010 prior to any further development being approved (Section 17A of the 1993 Warner Center Specific Plan). The existing Specific Plan allows for development to occur beyond the year 2010, even without updated environmental review of the existing Specific Plan, subject to project-specific environmental review. The underlying basic development right for Warner Center is 0.35:1.

Impact Summary: The following significant and unavoidable impacts would occur under the No Project Alternative: Aesthetics (shading), Air Quality, Noise (Construction), Transportation.

Finding: With this Alternative, many of the environmental impacts projected to occur from development allowed under the Proposed Plan would be reduced as a result of decreased development. However, significant and unavoidable impacts would remain. This Alternative would be an environmentally superior alternative to the Proposed Plan. The No Project Alternative does not meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities and the considerations identified in the Statement of Overriding Considerations, make infeasible the No Project Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Warner Center, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

Rationale for Finding: The No Project Alternative, in general, is anticipated to result in less growth potential as compared to the Proposed Plan; it would continue the existing plan but project specific review would be required and the basic development right would revert to 0.35:1, which may not accommodate the growth in population anticipated by SCAG for the City of Los Angeles. As such, this Alternative would not meet an underlying purpose of the Proposed Plan to accommodate such growth. Additionally, this Alternative would not include components of the Proposed Plan designed to address the Project's objectives.

The No Project Alternative would not include land use changes designed to promote land use compatibility, would not add urban design guidelines to ensure that buildings and neighborhoods are well-designed, and would not modify street standards to improve mobility options.

ALTERNATIVE NO. 2

Reduced Development (75% Project)

Impact Summary: The following significant and unavoidable impacts would occur under the Reduced Development Alternative: Aesthetics, Air Quality, Noise (construction), Transportation.

Finding: With this Alternative, all of the environmental impacts projected to occur from development allowed under the Proposed Plan would continue to occur, although some would be incrementally reduced. Due to reduction in impacts, this Alternative would be an environmentally superior alternative to the Proposed Plan but benefits would be similarly reduced. This alternative would not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in the Statement of Overriding Considerations, make infeasible the Reduced Development Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Warner Center, as in the Proposed Plan, will allow other areas not well served by transit to maintain the existing scale of development, consistent with SB 375 and the recently adopted Sustainable Communities Strategy.

Rationale for Finding: The Reduced Development Alternative is anticipated to result in a lesser growth potential than the Proposed Plan, but more than the No Project Alternative. It could potentially result in fewer land use impacts than the Proposed Plan but more than No Project Alternative. The Reduced Development Alternative would provide decreased levels of housing and employment capacity adjacent to transit infrastructure. This alternative would not include the same level of transportation improvements as the Proposed Plan since fewer fees would be available (increasing fees would not be feasible as higher fees would reduce development). Additionally, it is anticipated that increased development adjacent to transit in areas (beyond the SCAG forecast analyzed in the Final EIR) such as Warner Center, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

7. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As stated above, Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the analyzed alternatives. From a strictly environmental standpoint, excluding social or economic issues, the No Project: Continue Existing Specific Plan (Alternative 1)/Revert to Basic Development Right (FAR of 0.35:1) would be environmentally superior to the proposed project because it would result in less development and therefore fewer impacts. However, this alternative would not address state and regional policies to focus development near transit and reduce vehicle trips and vehicle miles traveled. The No Project Continue Existing Specific Plan (Alternative 1)/Revert to Basic Development Right (FAR of 0.35:1) would reduce all the significant unavoidable environmental impacts of the proposed project but at least the potential would exist for impacts to remain that would have to be addressed project by project. This alternative, in and of itself, would not meet any of the project's objectives.

Therefore, Alternative 2 is identified as the environmentally superior alternative. It would address many of the proposed project objectives although not to the same extent as the project. With less development not all of the transportation improvements may be funded, and although less development would lead to generally fewer impacts, there exists the potential for traffic impacts to be worse than for the proposed project. This alternative would have the same significant impacts as the project, but they would be reduced in intensity or duration.

8. FINDINGS REGARDING GENERAL CEQA IMPACT CATEGORIES

Short Term versus Long Term Impacts

The Proposed Plan is intended to replace and update the existing Warner Center Specific Plan that, since its adoption, has anticipated urban uses in the majority of the area. The Proposed Plan as approved by the City Council is intended to provide land use carrying capacity in areas already slated for urban uses, consistent with state and regional policies encouraging densification of land uses in urban areas, especially adjacent to transit. Short term impacts related to traffic, energy and water consumption would occur. It is important to resolve these problems in the near term to ensure that the quality of life and the quality of the environment in the Warner Center Area are maintained.

Growth Inducing Impacts of the Proposed Plan

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss growth-inducing impacts of a proposed project. Growth-inducing impacts are ways in which the project could "...foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This includes projects that would remove obstacles to growth. However, as stated in the Guidelines, "it must not be assumed that growth in any

areas is necessarily beneficial, detrimental, or of little significance to the environment."

The proposed project would include approximately 62.7 million square feet of residential and non-residential development, including the development of approximately 20,000 dwelling units. The proposed project would result in an increase in the number of employees from about 40,000 employees under existing conditions to more than 89,000 employees under anticipated 2035 development levels. This compares to 54,037 anticipated by SCAG in 2035 without the proposed project (the No Project alternative).

As noted in the CEQA Guidelines, increases in population may tax existing community service facilities, requiring construction of new facilities that could themselves cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental or of little significance to the environment. As analyzed in the Plan's EIR Section 4.10, the population, housing and employment associated with the proposed project would be consistent with the growth anticipated for the City of Los Angeles as a whole.

The proposed project would remove impediments to growth to the extent that it would allow for increased development in Warner Center that may not be permitted under present planning regulations (although project-by-project incremental approvals would still be possible). It is the intent of the proposed project to focus growth that might otherwise occur in other areas of the City (further from transit and in areas without the mix of uses designed to reduce trips). The proposed project is designed to induce growth within Warner Center at the expense of growth elsewhere.

With regard to infrastructure-induced population growth, all roadway improvements planned for the proposed project, or as mitigation, are intended to provide for better circulation flows throughout the area and/or to improve pedestrian safety and would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades would also meet project-related demand. The proposed project's demand for commercial goods and services would be met by new retail, services and community facilities and by existing retail, service and other resources all located within the project site (Warner Center).

The proposed project is expected to provide for population and employment growth anticipated for the City of Los Angeles through the year 2035. The proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled.

The project would result in greater density of uses, would encourage walking and the use of transit both internal and external to the site (Warner Center). The

project would not induce growth in an area that is not already developed with infrastructure to accommodate such growth. Implementation of the proposed project would likely result in improvements to infrastructure in the area including water, sanitation, police and fire facilities as necessary to meet growth anticipated within Warner Center.

Overall, while the project would result in an increase in the population that could tax existing community service facilities that would need to be improved in the Warner Center area (police, fire, parks, libraries, water, sewer, solid waste facilities) it is not anticipated to encourage or facilitate other activities outside of Warner Center. Thus, the project would not result in significant growth-inducing impacts, other than those anticipated from implementation of the proposed project.

Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) requires that an EIR analyze significant irreversible environmental changes that would be caused by the proposed project. This includes the use of nonrenewable resources during construction and operation of a project to such a degree that the use of the resources thereafter is unlikely. It also includes significant and irreversible environmental changes that could result from environmental accidents associated with the project.

Implementation of the proposed project would include the construction of individual projects that that would result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources would include certain types of lumber and other forest products; metals such as steel, copper, and lead; aggregate materials used in concrete and asphalt (e.g., stone, gravel, and sand); and other construction materials such as plastic. In addition, fossil fuels used in construction vehicles would also be consumed during construction of the project.

Implementation of the proposed project would involve the continued consumption of limited, nonrenewable, and slowly renewable resources similar to other mixed-use projects. These resources would include natural gas and electricity, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating and cooling of buildings, transporting people and goods to and from the site, heating and refrigeration for food storage and preparation, heating and cooling of water, and lighting. Operation of the project would occur in accordance with Title 24, Part 6 of the California Code of Regulation, which sets forth conservation practices that would limit the amount of energy consumed by the project. In addition, the project would be subject to energy efficient planning and construction guidelines set forth by the City of Los Angeles. Nonetheless, the use of such resources would still continue to represent a long-term, irreversible commitment of these resources.

9. OTHER CEQA CONSIDERATIONS

Recirculation of Final EIR

CEQA Guidelines Section 15088.5 does not require recirculation of the Final EIR based on the following:

- No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;

- The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;

- There are no significant new environmental impacts resulting from the Project or from a new mitigation measure proposed to be implemented;

- There is no substantial increase in the severity of an environmental impact that has not been mitigated to a level of insignificance;

- The Applicant has not declined to adopt any feasible project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the Project; and

- The Final EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded. The City Council finds that, after considering the Final EIR, there is substantial evidence to conclude that none of the conditions requiring recirculation of the Final EIR are present and therefore recirculation of the Final EIR is not required.

Project Description

CEQA requires that the description of the project include "the whole of an action" and must contain specific information about the Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Plan. A proper project description is important to ensure that "environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous

consequences." (Bozung v. Local Agency Formation Commission (1975) 13 Cal.3d 263, 283-284.) The Final EIR contains a project description that describes the whole of the proposed action consistent with CEQA requirements.

Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, Department of City Planning, located at 200 North Spring Street, Los Angeles, California 90012.

Miscellaneous

a. The concept of "feasibility" encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a Project. "Feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.

b. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The City has conducted its own review and considered the Final EIR, and is exercising its independent judgment when acting as herein provided.

c. CEQA requires decision-makers to adopt a mitigation monitoring program for those mitigation measures identified in the Final EIR that would

mitigate or avoid each significant impact identified in the Final EIR and to incorporate the mitigation monitoring program, including all mitigation measures, as conditions of Project approval.

d. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.

e. CEQA requires the Lead Agency approving a Project to adopt a Mitigation Monitoring Program (MMP) for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the City Council and included in the MMP as adopted by the City Council serves that function. The MMP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the Final EIR and adopted by the City Council in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts the MMP and incorporated by reference into these findings. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the Final EIR.

f. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

g. The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

h. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the Final EIR. The City Council finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City Council finds that it has independently reviewed and analyzed the Final EIR for the Project, that the Draft EIR that was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City Council.

i. The City Council finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

j. The Planning Department evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on a full evaluation of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

k. The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft and Final EIR.

l. The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

10. MITIGATION MONITORING

The Mitigation Monitoring Plan (MMP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a plan where a Final EIR has identified significant environmental effects to adopt a "reporting or monitoring program for the changes to project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The City is the Lead Agency for the Plan.

The MMP is designed to monitor implementation of all feasible mitigation

measures as identified in the Final EIR for the Plan. All departments listed are within the City unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the City unless otherwise noted.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

The City of Los Angeles hereby adopts this Statement of Overriding Considerations concerning the unavoidable significant impacts of the Warner Center 2035 Plan (previously referred to as the Warner Center Regional Core Comprehensive Specific Plan – Warner Center 2035 Plan) to explain why the benefits of the Warner Center 2035 Plan outweigh and override its unavoidable impacts.

The Final Program Environmental Impact Report (PEIR) for the Warner Center 2035 Plan has identified and discussed significant environmental impacts that may occur as a result of implementation of the Warner Center 2035 Plan:

Visual quality has impacts with new signage that has the potential to significantly impact.

Shade and shadow impacts are potentially significant as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space).

Construction air quality impacts are potentially significant as a result of development projects and infrastructure construction (roadways, bridges, and utility lines) in the area.

Operational air quality impacts are potentially significant as a result of mobile source and energy use.

Greenhouse gas emissions impacts are potentially significant as a result of construction and operation.

Construction noise and vibration impacts are potentially significant at individual construction sites.

Operational noise impacts are potentially significant at Variel Avenue between Victory Boulevard and Vanowen Street.

Transportation impacts are potentially significant at one intersection (Variel Avenue and Victory Boulevard) and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street), due to increased vehicle miles traveled (VMT) and vehicle hours traveled (VHT).

The City of Los Angeles has made specific Findings, pursuant to the California Environmental Quality Act (CEQA), on each of the significant environmental impacts of the Warner Center 2035 Plan and on mitigation measures and alternatives. Nevertheless, even with implementation of feasible mitigation, many of the significant and unavoidable impacts still remain.

In accordance with Section 15093 of the CEQA Guidelines, the City of Los Angeles City Council hereby finds that following economic, legal, social, technological, environmental and other benefits of the Warner Center 2035 Plan outweigh its unavoidable, adverse environmental impacts discussed in the Findings, based on the considerations set forth herein:

Benefits of the 2012-2035 RTP/SCS:

The Warner Center 2035 is consistent with Senate Bill 375. While increasing vehicle miles traveled and greenhouse gases in the immediate area, the Warner Center 2035 implements a condensed development pattern adjacent to transit, consistent with SB 375 and the Regional Transportation Plan/Sustainable Communities Strategy, adopted by the Southern California Association of Governments (SCAG) in April 2012 (2012 RTP/SCS), and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions.

The Proposed Plan would support the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allow for the conservation of existing low-scale residential neighborhoods throughout the City. The Warner Center 2035 Plan will improve overall mobility and provide congestion relief in the Warner Center area. The Warner Center 2035 Plan includes a mix of land uses designed to reduce vehicle trips. In additions the Warner Center 2035 Plan includes numerous transportation improvements in the Warner Center area.

The Warner Center 2035 Plan provides a funding mechanism (mobility fee) for the preservation of the existing and future transportation systems. Funding the transportation improvements included in the Warner Center 2035 Plan will guarantee optimizing the productivity of our transportation system, thereby, accruing greater benefits associated with mobility, congestion relief, economic activity, safety, and accessibility.

The Warner Center 2035 Plan promotes development that would accommodate anticipated population growth and guide physical development towards a desired form and quality that is consistent with the social, economic and aesthetic values of the City.

The Final EIR provides a programmatic mitigation framework to guide

development projects in order to reduce environmental impacts.

The Warner Center 2035 Plan promotes active transportation modes (i.e., bicycling and walking) by providing an attractive pedestrian-oriented environment as well as lanes for bicycles. In general in the region (according to the 2012 RTP/SCS), active transportation spending is expected to increase the region's bikeways from 4,315 miles to 10,122 miles and bring significant portions of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA), along with implementing other safety improvements. The Plan's emphasis on transit and active transportation will allow the region's residents to lead a healthier and active lifestyle.

The Warner Center 2035 Plan provides air quality and public health benefits by providing a compact growth pattern that would reduce regional trips, and therefore reduce regional air quality as compared to a distributed growth pattern. Compared to existing conditions ROG, CO and NOx would be substantially less than today (as a result of statewide emission controls). In addition, the Plan requires that health risks within 500 feet of the US 101 freeway be evaluated and avoided consistent with SCAQMD guidelines.

While the Warner Center 2035 Plan would result in a significant increase in greenhouse gas emissions, it would be consistent with policies included in the 2012-2035 RTP/SCS by promoting a compact urban form that would result in more efficient energy and water use as compared to a distributed land use pattern that could otherwise occur without the Plan.

The development pattern of the Warner Center 2035 Plan accommodates population, housing, and employment growth while improving access to jobs and services. The Warner Center 2035 Plan provides for new housing and job growth in an area served by high quality transit. The Plan's focus on multi-family development will help the City and region accommodate the projected housing demand. The compact land use patterns described in the Warner Center 2035 Plan, combined with the transportation network improvements and strategies identified in the Plan, would result in improved pedestrian and bicycle access to community amenities, shorter average trip length, and reduced vehicle miles traveled per person.

The Warner Center 2035 Plan would reduce land consumption in Greenfield areas compared to the No Project Alternative which would increase development in accordance with a dated SCAG forecast. Compact and urban infill development patterns would result in reduced water consumption.

The Warner Center 2035 Plan encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, and natural gas. The overall energy savings resulting from developing more compactly translates to

meaningful savings in transportation fuel costs and residential energy bills.

Implementation of the Warner Center 2035 Plan is expected to provide economic benefits to the City of Los Angeles. These benefits are expected to be experienced directly through the jobs created by projects in the Warner Center 2035 Plan and through the benefits of a more efficient transportation system. The transportation investments in the Warner Center 2035 Plan would foster economic and household growth and improve accessibility to transportation infrastructure and many other amenities.

Implementation of the Warner Center 2035 Plan would generate jobs from construction as well as operation of development projects as well as transportation improvements. The job growth related to the Warner Center 2035 Plan would create wealth in the City, raise the household income level, and enhance the City's competitiveness.

The Warner Center 2035 Plan would reduce annual household costs associated with driving and residential energy and water use.

The land use plan as well as the goals, strategies, and improvements proposed in the Warner Center 2035 Plan were derived from extensive public participation and consultation efforts and reflect broad agency and public support.

The Warner Center 2035 Plan balances the policy goals and objectives of the City better .than the alternatives, as discussed in the Findings.

For all of the above-mentioned reasons, the City of Los Angeles City Council hereby concludes that the benefits of the Warner Center 2035 Plan outweigh and override any adverse environmental impacts associated with the Plan.

Exhibit A:
Council Motion (February 9, 2005) and Council Action (December 21, 2005)

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

FRANK T. MARTINEZ
City Clerk

KAREN E. KALFAYAN
Executive Officer

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

Office of the
CITY CLERK
Council and Public Services
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Fax: (213) 978-1040

HELEN GINSBURG
Chief, Council and Public Services Division

05-0240

CD 3

December 23, 2005

Councilmember Zine
City Attorney (with blue slip)
City Planning Department
Attn: Mark Lopez
cc: Director of Planning
Department of Transportation,
Traffic/Planning Sections

RE: IMPLEMENTING A COMPREHENSIVE INTERIM SPECIFIC PLAN REGULATIONS PROCEDURES FOR THE PROPOSED RESIDENTIAL PROJECTS IN THE WARNER CENTER SPECIFIC PLAN AREA

At the meeting of the Council held December 21, 2005, the following action was taken:

Attached report adopted as amended	X
Attached motion (Reyes - Zine) adopted	X
Attached resolution adopted	X
FORTHWITH	X
Mayor concurred	
Mayor vetoed	
Mayor approved	
Mayor failed to act - deemed approved	
Findings adopted as amended	X
Categorically exempt approved	X

Frank T. Martinez

City Clerk
cr

11-30

49

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

FILE NO. 05-0240

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

	Yes	No
Public Comments	XX	

CATEGORICAL EXEMPTION AND PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to implementing a comprehensive interim specific plan regulations procedures for the proposed residential projects in the Warner Center Specific Plan area.

Recommendations for Council action, as initiated by Motion (Zine - Reyes):

1. FIND that this action is categorically exempt from California Environmental Quality Act (CEQA) pursuant to Article II, Section 2(m) of the City's Guidelines.

2. ADOPT the FINDINGS of the City Planning Commission as the Findings of the City Council.

3. APPROVE the Interim Specific Plan Regulations Procedure for the processing of residential projects, as proposed by the City Planning Commission.

4. INSTRUCT the City Attorney to implement a comprehensive Interim Specific Plan Regulations Procedure (Exhibit "C" attached to this Council file) for processing residential projects in the Warner Center Specific Plan area, an area generally bounded by Topanga Canyon Boulevard on the west, Vanowen Street on the north, De Soto Avenue on the east, and US 101 Freeway on the south.

5. INSTRUCT the City Planning Department with the assistance of the City Attorney and the Department of Transportation to draft an Interim Control Ordinance (ICO), as specified in the February 9, 2005 Motion (Zine-Reyes), attached to this Council file, and request that the draft ICO be considered by the Planning and Land Use Management Committee at which time the Committee may deem appropriate.

6. INSTRUCT the City Planning Department to immediately restudy the Warner Center Specific Plan in conjunction with the Woodland Hills/Warner Center Neighborhood Council and the Warner Center Association in order to expeditiously adopt and implement Phase II of the Warner Center Specific Plan.

7. INITIATE the allocation of the necessary City staff, including one City Planner to restudy the Warner Center Specific Plan, including preparing the necessary environmental analysis, with emphasis on residential development patterns; and that the restudy of said plan that the City establish and allocate funding for a bi-annual Specific Plan Status Report.

Applicant: City of Los Angeles CPC 2005-3594 ICO

Fiscal Impact Statement: The Planning Department reports that there is no General Fund impact, as administrative costs are recovered through fees.

Summary:

At its meeting held April 6, 2005, the Planning and Land Use Management Committee considered the Motion (Zine - Reyes) requesting that the City Planning Department with the assistance of the City Attorney and the Department

ADOPTED AS AMENDED by CCL action of 11-21-05 Wanser

of Transportation draft an Interim Control Ordinance (ICO), with an urgency clause, for the Warner Center Specific Plan (WCSP) area that shall not allow building permits to be issued for residential projects once the 3,000 unit threshold is passed, and that said ICO is to be imposed for a one-year period, with the possibility of two, six-month extensions during which time the WCSP be reviewed and revised to implement the next stage of growth plans and new community input; and that an application for a hardship exemption from the ICO can be made to the Los Angeles City Council, and related matters. Motion (Zine - Reyes), further requested that the City Planning Department with the assistance of the City Attorney and the Department of Transportation immediately work with the Woodland Hills Warner Center Neighborhood Council (WHWCNC), to consult with the stakeholders of Woodland Hills and local developers such that within one year, recommendations will be made to the Los Angeles City Planning Commission and City Council for modifications and amendments to the Warner Center Specific Plan (WCSP) to implement Phase II that will allow for continued smart growth development of Warner Center with the appropriate jobs/housing balance, including greater consideration to the needs of the region and community, appropriate land use and design standards for a high quality mixed-use community giving due consideration to market and economic forces, and appropriate mitigation measures to curtail traffic congestion.

On October 25, 2005, the Planning and Land Use Management Committee considered the report from City Planning Commission disapproving a proposed Interim Control Ordinance, and instead approving: (a) the implementation of a comprehensive Interim Specific Plan Regulations Procedure (Exhibit "C") for processing residential projects in the Warner Center Specific Plan area, an area generally bounded by Topanga Canyon Boulevard on the west, Vanowen Street on the north, De Soto Avenue on the east, and US 101 Freeway on the south and; (b) the initiation of the allocation of the necessary City staff to restudy the Warner Center Specific Plan, including preparing the necessary environmental analysis, with emphasis on residential development patterns; and (c) that the restudy of said plan that the City establish and allocate funding for a bi-annual Specific Plan Status Report.

Staff from the City Planning Department reported that the Warner Center Specific Plan, as currently proposed is a commercial/residential development. The Deputy Director of Planning reported that the market force housing recommendation was based on traffic mitigated measures. Trip fees will be paid by non-residential projects in order to mitigate traffic congestion in the Warner Center area. Payment of the fees will be based upon the number of trips generated by the proposed project. Submittal of the Work Force Housing Incentive Plan is proposed at least ten percent (10%) of the units in the project for sale, lease, or rent shall be preserved for persons working in Warner Center that earn 80 to 120 percent of the County's Median Family Income; OR, at least 25 percent of the units in the project for sale, lease, or rent shall be reserved for persons working in Warner Center that earn 120 to 150 percent or the County's Median Family Income. The Deputy Director of Planning reported that many alternate proposals related to work force housing have been made, including making some of the units available to individuals who serve the area, such as police and fire personnel. Other alternatives were also discussed during the public comment period at this October 25, 2005, hearing. The Deputy Director also reported that some issues related to fair housing will need to be worked out with the City Attorney.

In addition, the Deputy Director of Planning requested that staff be allocated, including one City Planner to restudy the Warner Center Specific Plan, including preparing the necessary environmental analysis, with emphasis on residential development patterns; and that the restudy of said plan that the City establish and allocate funding for a bi-annual Specific Plan Status Report.

Councilmember Dennis Zine, and his Chief Planning Deputy provided testimony in support of the re-study of the Specific Plan and workforce housing proposals as recommended by the Commission.

The Committee after careful review of the documents on file, and in consideration of the testimony provided, recommended that Council approve the recommendations of the City Planning Commission, substantially as described in the Recommendations portion of this Committee report.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

MEMBER	VOTE
REYES:	YES
WEISS:	YES
CARDENAS:	ABSENT

BG:ys
11-3-05
Enc: CPC 2005-3594 ICO
CD 3

#050240

NOV 30 2005 - CONTINUED TO DEC. 13, 2005

DEC 13 2005 - Continued to December 16, 2005

DEC 16 2005 - Cont. to: Dec. 21, 2005

REPT & FINDINGS

ADOPTED
AS AMENDED
DEC 21 2005

LOS ANGELES CITY COUNCIL
CAT EXEMPT APPROVED
SEE ATTACHED MOTION

FORTHWITH

49A

MOTION

Item 49 on today's (December 21, 2005) City Council agenda (Council File No. 05-0240) pertains to numerous actions to be taken by the City Council in regards to the Warner Center Specific Plan area. In order to properly implement the Interim Specific Plan Regulations Procedure (IPP) it is necessary that Council adopt a Resolution for this purpose. In addition, technical amendments need to be adopted by Council relative to Recommendations Nos. 3, 4, 5, and 7 of the Planning and Land Use Management (PLUM) Committee Report dated November 3, 2005, and attached to Council file No. 05-0240 and in the IPP that was modified by PLUM.

I THEREFORE MOVE that the City Council AMEND Recommendation No. 3 of the November 3, 2005, Planning and Land Use Management Committee report to ADOPT the accompany Resolution to establish the Interim Specific Plan Procedure for the processing of residential projects, as proposed by the City Planning Commission,and as MODIFIED by the City Council (Exhibit C-2, attached to the Motion).

I FURTHER MOVE that Recommendation No. 4 of the Planning and Land Use Management Committee report dated November 3, 2005, be AMENDED to INSTRUCT the City Planning Department to IMPLEMENT the Interim Specific Plan Procedure.

I FURTHER MOVE that Recommendation No. 5 of the Planning and Land Use Management Committee report dated November 3, 2005, be AMENDED to REQUEST the City Attorney to review as to form and legality the draft Interim Control Ordinance (ICO) attached to Council file No. 05-0240, and REQUEST that the ICO be considered by the Planning and Land Use Management Committee at which time the Committee may deem appropriate.

I FURTHER MOVE that Recommendation No. 7 of the Planning and Land Use Management Committee report dated November 3, 2005, be AMENDED to APPROVE as specified in the draft Motion from the attached City Planning Commission Determination (see Exhibit C -1), the allocation of the necessary new City staff positions, including one City Planner and one (1) Transportation Engineering Associate to restudy the Warner Center Specific Plan, including preparing the necessary environmental analysis, with emphasis on residential development patterns; and that the restudy of said plan that the City establish and allocate funding for a bi-annual Specific Plan Status Report.

I FURTHER MOVE that the Fiscal Impact Statement be AMENDED to clarify that there are no General Fund Impact, as that administration costs are recovered by fees from the Warner Center Trust Fund.

Presented by: _____
Ed P. Reyes
Councilmember, 1st District

Seconded by: _____

December 21, 2005

MO + REESE.

ADOPTED

DEC 21 2005

LOS ANGELES CITY COUNCIL

FORTHWITH

EXHIBIT C-2 - AS MODIFIED BY CITY COUNCIL

WARNER CENTER SPECIFIC PLAN
INTERIM SPECIFIC PLAN REGULATIONS PROCEDURE
FOR THE PROCESSING OF RESIDENTIAL PROJECTS

All Projects proposing residential dwelling units in the Warner Center Specific Plan area shall file for a Project Permit Compliance review pursuant to the requirements of Los Angeles Municipal Code (LAMC) Section 11.5.7 C. In acting on this application, the City shall consider its decision on whether to grant the discretionary permit subject to the California Environmental Quality Act (CEQA).

[Note: The following Projects are EXEMPTED: (1) Projects proposing residential dwelling units that received a Warner Center Specific Plan Project Permit Compliance approval by the Director of Planning on or before May 16, 2005 and with a still-valid approval, (2) The 160 residential dwelling units approval under Vesting Tentative Tract Map 51449 and (3) Projects proposing a development requesting the Specific Plan's Basic Development Right[1] of an FAR not to exceed 0.35 to 1.0. (This City has no discretion to refuse a permit for development requesting this Basic Development Right.)

A. **PROJECT SUBMITTAL REQUIREMENTS.**

In order to prepare the appropriate environmental clearance, the Department of City Planning will need the following:

1) ENVIRONMENTAL ASSESSMENT FORM (EAF). A completed EAF application form, signed and notorized by the property owner, including all required exhibits.

2) TRANSPORTATION IMPACT REVIEW APPLICATION. A copy of the completed application and accompanying receipt for the subject project. THE APPLICANT IS REQUIRED TO PREPARE A TRAFFIC STUDY FOR ANY PROJECT PROPOSING RESIDENTIAL DWELLING UNITS.

3) PROJECT CONTEXTUAL ANALYSIS.

In order to evaluate the proposed Project's potential impact upon its surroundings (localized and regional), the following information shall be provided:

- Analysis of the incremental effects of the proposed residential project when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- A summary of the expected environmental impacts for each environmental category listed on the Initial Study to be produced by those projects, when considered together.
- A detailed analysis of the cumulative impacts for each environmental category listed on the Initial Study.

4) CUMULATIVE IMPACT ANALYSIS addressing the requirementsestablished in CEQA Guidelines Section 15130.

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[1] Per Section 4 of the Warner Center Specific Plan, the Basic Development Right is defined as follows: "Notwithstanding the limitations on development in any section of this Specific Plan, the minimum floor area ratio (FAR) to which each lot is entitled, as set forth in Section 8 of this Specific Plan (at least 0.35:1 FAR)."

5) FINDINGS. Provide the following information either on the form or on additional sheets.

In order to grant your request the following findings must be addressed by the decision-maker. Please try to explain how the proposed Project:

a) Incorporates the necessary required conditions needed to fully mitigate the individual and cumulative environmental and traffic impacts identified in the Project's environmental analysis.

b) Insures orderly development that balances the needs of the business community with the needs of the residents promoting Warner Center as an attractive place to live, work, and visit.

c) Furthers the Specific Plan's goal of achieving and improved jobs-housing balance relationship.

d) Will not cause undue risk to the general public health or the health of the Project's inhabitants and will be designed to be compatible with surrounding land uses.

Additionally, the following additional finding shall be included:

e) Incorporates work force housing incentives necessary for employees in Warner Center to afford a unit in the proposed development.

B. **POTENTIAL MITIGATION MEASURES WHICH MAY BE IMPOSED.**

In reviewing the above information, the decision-maker shall consider imposing one or more of the following additional mitigations (see the attached list entitled "**Proposed Mitigation Measures List**') in deciding whether to grant the Project Permit Compliance approval:

Proposed Mitigation Measures List

1. TRANSPORTATION

A. Payment of a Residential Trip Fee based upon the number of net new PM Trips generated by the proposed Project (as determined by DOT using the appropriate Trip generation rates in the Institute of Transportation Engineer's Trip Generation Handbook 7th Edition) applied against the Trip rate for non-residential, non-office Projects per Section 11.G.3.a of the Specific Plan.

B. For those Projects assessed no Residential Trip Fee, a contribution, as determined by the Department of Transportation, to the development and implementation of a local circulator bus system shall be required.

C. Membership in the Warner Center Transportation Management Organization (WCTMO) for, at minimum, three (3) years.

D. Submittal of a proposed **Work Force Housing Incentive Plan** to the Planning Department for review and approval. This Plan shall provide the following:

1. Qualifications for Work Force Housing Units.

At least twenty-five (25) percent of the units in the Project for sale, lease, or rent shall be reserved for Qualified Occupants that earn below 120 percent of the County's Median Family Income;

"Qualified Occupants" shall include the following:

- Employees who work within the boundaries of the Warner Center Specific Plan.
- Employees who work within a three-mile radius of the Warner Center Specific Plan area.
- Community-serving employees regardless of their place of employment (including but not limited to police officers, fire fighters, teachers, government employees, and health care professionals).
- First-time home buyers (on sale units only).

2. Reservation of Work Force Housing Units.

- All Work Force Housing units in a Project shall be reserved for sale, lease, or rent for no less than 120 days to Qualified Occupants. After 120 days, any remaining units without Qualified Occupants can be made available to any occupants who meet the below 120% County's Median Family Income requirement stated above.

3. Marketing of Work Force Housing Units.

It is the owner's responsibility to actively market these reserved dwelling units to Qualified Occupants. In order to comply with this requirement , applicants shall develop a Work Force Units Outreach Plan (WFUOP) aimed at recruiting existing and future Warner Center area employees and community-serving employees. The WFUOP shall be reviewed and approved by the decision-maker, prior to issuance of a building permit. The WFUOP may include the following elements:

- Place advertisements in Warner Center area newspapers and newsletters.
- Place advertisements in bulletins/newsletters/bulletin boards of LAPD, LAFD, LAUSD, private schools and hospitals/medical clinics.
- Place notices within offices/bulletin boards of Warner Center area employers.
- Provide informational packages to Warner Center area employers.
- Provide informational packages to Warner Center TMO (WCTMO).
- Conduct an on-site open house, targeted to Qualified Occupants.
- Maintain a record of all outreach contacts made, to be provided to the City upon request.
- Follow-up contacts with Warner Center area employers.
- Maintain a log of all responses received, to be provided to the City upon request. This WFUOP shall include a requirement on all residential Projects for an occupant survey. This survey shall be conducted on an annual basis to determine how many of the units are occupied by requisite "Qualified Occupant" categories. The results of the annual survey shall be submitted to the decision-maker for review and inclusion in the administrative file.

4. Enforcement of Work Force Housing.

a. Covenant and Agreement.

Prior to the issuance of any building permit of an apartment Project, the owner of the Project shall record a covenant on the property that requires for a minimum period of 30 years both for the provision of the requisite number of reserved dwelling units, including the maintenance of the required rent or lease and for the marketing of those units per the approved WFUOP .

Prior to the issuance of any building permit for a condominium Project, the owner of the Project shall record a covenant on the property that requires the provision of the requisite number of reserved dwelling units that applies both at the time of the original sale and at any future sale, as well as for the marketing of those units per the approved WFUOP.

b. Los Angeles Housing Department.

The Los Angeles Housing Department (LAHD) shall enforce the requirements on any Project with an approved Warner Center Work Force Housing Incentive Plan. These Projects shall comply with the annual monitoring requirements established by the LAHD by means of a LAHD Agreement Containing Covenants Affecting Real Property . It is the responsibility of the owner of the Project to notify LAHD of any changes in the building that may affect compliance, such as change of ownership, management agent or on-site manager, vacancies in reserved units, or changes in compliance with LAMC requirements. The following are the LAHD requirements:

- LAHD reviews all tenants' eligibility for the reserved apartment dwelling units prior to occupancy.
- LAHD annually review tenants' eligibility for the reserved apartment dwelling units.
- LAHD may at any time audit an apartment building containing reserved dwelling units to monitor the occupancy of these units. As part of this audit, LAHD will ensure that the reserved dwelling units are maintained in decent, safe, and sanitary condition and that they are provided with the same level of services, including security and maintenance, as are the market-rate units in the building.
- If any violations are found by LAHD, fees and/or fines will be levied against the owner.

A complete list of LAHD requirements for the enforcement of approved Work Force Housing Incentive Plan, including the necessary Covenant form, can be obtained at: LAHD, Occupancy Monitoring Section, 1200 West 7th Street, 9th Floor, Los Angeles, CA. 90017; Phone: (213) 808-8806.

E. Provision of financial support and/or incentives to residents, and particularly senior citizens for using public transportation and related services.

F. Provision of on-site bicycle storage areas, racks and similar amenities.

G. Schedule maintenance work and deliveries during the off-peak hours.

H. Provision of incentives for easy access for residents to use local goods and services particularly in the Warner Center area.

An additional list of transportation mitigation measures will be derived by the Department of Transportation in its review and approval of the Project's traffic study, including those measures derived for the cumulative traffic analysis.

2. AIR QUALITY

The following measures are for those Projects subject to the air quality per the requirements of Section 13 of the Warner Center Specific Plan:

A. Spreading of soil binders on exposed soil to reduce fugitive dust.

B. Reestablishing ground cover on construction sites through seeding and watering.

C. Washing off trucks leaving construction sites.

D. Providing rideshare and transit incentives to construction personnel.

E. Configuring construction parking to minimize interference with traffic.

F. Minimizing the obstruction of through-traffic lanes.

G. Using flag people to guide traffic properly.

H. Scheduling operations affecting roadways for off-peak periods.

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

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

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

L. Provide the funding for the replacement of the air filters at the beginning and at the conclusion of the construction of the Project in any air conditioning units at the affected school site.

3. NOISE

The following measures are for those Projects subject to the noise per the requirements of Section 13 of the Warner Center Specific Plan:

A. Construction

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

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

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

4. Truck deliveries and haul routes, to the extent feasible, shall be directed away from sensitive receptors, especially schools, hospitals, and residential. Specifically, access shall be prohibited to construction sites from De Soto Avenue, along the lot line of Francis Parkman Middle School or from Topanga Canyon Boulevard and Vanowen Street along the lot line of Canoga Park High School.

5. Applicants for Projects shall notify any sensitive receptors in advance of construction activities. The construction manager's (or representative's) telephone number shall also be provided with the notification so anyone may communicate its concerns.

B. Operational Noise

1. All windows shall be double-paned glass or Low E-type glass.

2. Noise-generating uses such as tennis courts and swimming pools should be located in the interior of the Project site.

3. Any Project with a Parking Structure shall:

   (a) Use concrete, not metal, for construction of parking ramps.

   (b) Texture interior ramps to prevent tire squeal at turning areas.

   (c) Install solid decorative walls for surface parking lots located adjacent to other sensitive uses.

4. The proposed Project shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical engineer to assure that operational sounds are inaudible beyond the subject property line.

RESOLUTION

A resolution initiating, in the Warner Center Specific Plan area, an Interim Specific Plan Regulations Procedure for the approval of those Projects proposing residential dwelling units above a 3,000 dwelling-unit threshold during the restudy of and adoption of a revised Warner Center Specific Plan enacting its Phase II regulations.

WHEREAS, the Warner Center Specific Plan (adopted by City Council on June 23, 1993) is generally bounded by Vanowen Street, the Ventura Freeway, De Soto Avenue, and the properties fronting along the west side of Topanga Canyon Boulevard;

WHEREAS, the Specific Plan has been effectively regulating all development in the Plan area for approximately twelve (12) years and achieving the Specific Plan's primary goal of improving Warner Center's transportation conditions;

WHEREAS, the adopted Specific Plan includes a total of 21.5 million square feet of non-residential development and 3,000 Residential Dwelling Units in the Phase I of said Specific Plan, based on the anticipated growth to 2010;

WHEREAS, a primary component of the transportation mitigation program contained in the Warner Center Specific Plan is to provide for a jobs-housing balance by allowing residential development anywhere in the Plan boundaries;

WHEREAS, over the last several years, market conditions have changed in Warner Center creating an increased demand for the construction of residential developments;

WHEREAS, 4,161 dwelling units existed in Warner Center when the Specific Plan was adopted in June 1993; however, since the year 2001, eight residential Projects have been approved by the Director of Planning in compliance with the Warner Center Specific Plan, totaling 2,944 dwelling units in over 4 million square feet of new residential floor area (excluding 160 debited per Vesting Tentative Tract 51449), as well as removing over 1 million square feet of commercial/industrial floor area;

WHEREAS, the residential development (including the eight approved residential Projects), replacing the 1 million square feet of commercial/industrial floor area, are not subject to the payment of a Trip Fee and therefore are not mitigating impacts anticipated by the Specific Plan;

WHEREAS, the cost of housing in Warner Center is unaffordable to a great many of people who work in Warner Center and thus negatively impacts Warner Center jobs/housing balance and transportation conditions;

WHEREAS, the current version of the Specific Plan specifies "thresholds" for the restudy of the Specific Plan either by June 30, 2008 or once the 20 million square feet of non-residential square footage is approved, whichever comes first; and there are no thresholds established in the Specific Plan for analyzing the impact of further residential development once the additional 3,000 residential dwelling unit limitation is achieved;

WHEREAS, on February 9, 2005, Council District Three introduced a motion to impose an ICO in Warner Center effectively limiting the approval of any residential Projects that exceeds this 3,000 dwelling-unit threshold until such time as the Specific Plan can be reviewed and revised to implement the next stage of growth based on revised growth plans; and

WHEREAS, this motion by Council District Three was predicated upon the 1993 Warner Center Specific Plan Final Environmental Impact Report (EIR) that analyzed the predicted residential development portion of the Plan based upon a maximum of 3,000 residential dwelling units.

NOW, IT BE RESOLVED THAT the City Council direct the Planning Department, with the assistance of the Department of Transportation, to establish an Interim Specific Plan Regulations Procedure for processing any Project Permit Compliance Review for a Project proposing residential dwelling units that exceeds the 7,161 threshold (the June 1993 baseline of 4,161 plus the 3,000 dwelling units approved by Project Permit Compliance). That, in addition to complying with the submittal requirements for a Project Permit Compliance review established in both Section 11.5.7C of the LAMC and the Warner Center Specific Plan (Ordinance No. 174,061), this Interim Specific Plan Regulations Procedure (attached as Exhibit "C-2") shall be utilized after an applicant proposing a residential Project submits an environmental analysis that includes:

1. Individual impact analysis, including a complete traffic study.

2. A "cumulative impact analysis" following the requirements established in Section 15130 of the California Environmental Quality Act (CEQA) Guidelines including, but not limited to:

   - Analysis of the incremental effects of the proposed residential Project when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.

FURTHER, IT BE RESOLVED that the Planning Department in the Interim Specific Plan Regulations Procedure provide a Workforce Housing component. In addition, the Planning Department shall include this in their Specific Plan Status Report and in the Specific Plan restudy.

FURTHER, IT BE RESOLVED that consistent with the City Planning Commission's determination of September 4, 2005, that: 1) the Interim Specific Plan Regulations Procedure shall establish an administrative provision not addressed by the Warner Center Specific Plan in order to correct a deficiency in its Phasing Program; 2) the City shall implement this Procedure under the procedures established in LAMC Section 11.5.7.J (Warner Center Specific Plan - Phasing Program); and 3) the Commission's initial decision-making authority was delegated to the Director of Planning.

FURTHER, IT BE RESOLVED that the applicant shall pay a "full-cost recovery" fee to the City Planning Department in connection with the Project Permit Compliance review filing pursuant to LAMC Section 19.05 A9.

FURTHER, IT BE RESOLVED the initial decision-maker, or the decision-maker on appeal, in approving a Project under the Interim Specific Plan Regulations Procedure shall make findings that the proposed residential Project will: 1) Incorporate the necessary required conditions needed to fully mitigate the individual and cumulative environmental and traffic impacts identified in the Project's environmental analysis; 2) Insure orderly development that balances the needs of the business community with the needs of the residents promoting Warner Center as an attractive place to live, work, and visit; 3) Further the Specific Plan's goal of achieving and improved jobs-housing balance relationship; 4) Incorporate work force housing incentives necessary for employees in Warner Center to afford a unit in the proposed development; and 5) Not cause undue risk to the general public health or the health of the Project's inhabitants and will designed to be compatible with surrounding land uses.

FURTHER, IT BE RESOLVED that the Woodland Hills-Warner Center Neighborhood Council shall receive early notification of all residential Projects processed under the Interim Specific Plan Regulations Procedure prior to any action by the initial decision-making authority.

I CERTIFY THAT THE FOREGOING
RESOLUTION WAS ADOPTED BY THE
COUNCIL OF THE CITY OF LOS ANGELES
AT ITS MEETING DEC 21 2005
BY A MAJORITY OF ALL ITS MEMBERS.

FRANK T. MARTINEZ
CITY CLERK
BY
DEPUTY

Exhibit B:
Warner Center 2035 Plan – Staff Recommended Ordinance

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

WARNER CENTER 2035 PLAN

CPC Approved Plan

FEBRUARY 2013

Warner Center 2035 Plan

Case No. CPC-2008-3470-SP

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I. EXECUTIVE SUMMARY

The proposed project entitled the Warner Center 2035 (WC2035) Plan replaces the name of its predecessor Ordinance, the Warner Center Specific Plan. The new name is more representative of the Plan's policies and goals in that it will a forward-looking guide to shaping Warner Center as a transit-oriented and pedestrian-oriented community over the next two decades. Throughout the remainder of the document, the proposed project will be referred to as the WC2035 Plan. ***Map 1*** shows the Plan boundaries.

The WC2035 Plan is generally bounded by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and west side of Topanga Canyon Boulevard on the west and comprised of approximately 1,000 acres or 1.5 square miles.

The WC2035 Plan provides a blueprint to give all Warner Center stakeholders the certainty of what is permitted under the Plan and the certainty that future developments will provide the necessary public benefits and mitigations prescribed by the Plan's ordinance.

The WC2035 Plan is essentially both the General Plan and the proposed permanent zoning controls for the area. As such, any development consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning. The WC2035 Plan, with its implementing tools, will guide development in Warner Center to the year 2035.

Warner Center is known as the "Downtown of the Valley." The predecessor ordinance for the area, the 1993 Warner Center Specific Plan, provided a restrictive regulatory framework which was unsuccessful in achieving many of its core goals which included: 1) Encouraging higher intensity development, opportunities to stimulate human interaction and pedestrian activity by the provision of amenities, open space, pedestrian-oriented commercial and retail development, linkages in the pedestrian circulation system, and convenient access to the internal, local and regional transportation system; and 2) Encouraging mixed-use development in accordance with the City's goal to improve the jobs/housing relationship for the purpose creating a vibrant environment providing both daytime and nighttime activities.

The WC2035 Plan will look to development as fundamental to supporting the regional transportation investment with the Orange Line and as a result creating a vibrant TOD area based upon sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

In simple terms, WC2035 Plan will provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of a regional center where people can live, work, and play. At its core, the WC2035 Plan will create the necessary framework for balanced and quality development.

The highlights of the WC2035 Plan include:

1. **District Zoning**: WC2035 is comprised of eight (8) Districts each with its own distinctive character and corresponding development standards. Map 1 displays the District boundaries in relationship to the entire Plan area and Maps 2 through 9 display each District. These Districts include the College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.
2. **Regional Center Floor Area Ratios (FAR)**: FAR's permitted up to 4.5 to 1 for most lots within Warner Center Regional Center, except the Topanga District, which permits up to 3.0 to 1 and the Downtown District which permits a base FAR of 5.0 to 1.
3. **Height**: Unlimited height permitted for most lots within Warner Center, excluding the Topanga and River Districts where transitional height provisions of the LAMC may apply.
4. **Density**: As opposed to the density limitations of the 1993 Specific Plan, the new Plan proposes only that residential projects provide a minimum unit size of 300 square feet within the parameters of the maximum FAR permitted.
5. **Use Matrix.** The Plan contains a Land Use Table Matrix which clearly indicates all the uses either "Permitted", "Not Permitted" or "Permitted by Discretion" in the Plan area.
6. **Parking:** Flexible parking requirements where sharing of parking is encouraged and excess parking is discouraged.
7. **Streamlined Project Processing**: Expanded Exempted Projects, Administrative Clearances, and streamlined Project Permit Compliance approvals including expedited Environmental and Transportation Review, and Master Planned Development approvals and Multi-Phased Project approval for those Projects meeting the intent of the Plan.
8. **Streamlined Entitlements:** Conditional Use Permits for entertainment uses will be issued by the Director of Planning in two Zoning Districts (Downtown and Uptown) in the WC2035 Plan.
9. **Community Plan and General Amendments.** As part of the revisions to the Plan, General Plan amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan are necessary including redesignation of Warner Center as Regional Center Commercial land use. Additionally, amendments to the Transportation Element are necessary to provide for designation of new streets and existing street redesignations.
10. **Hybrid Industrial.** Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The Hybrid Industrial provisions of this section are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are high-end, research and development uses. The proposed project includes a section designed to not only preserve those industrial uses but encourage their expansion.
11. **Mobility.** As part of the Plan and its environmental mitigation monitoring program, a Mobility Section is included which provides provisions for allowing development phased with mobility improvements including a Mobility Fee for most land uses in the Plan.

12. **Plan Implementation Board/Entity**: The WC2035 will create either a public-private or other entity that will undertake responsibility for implementing the Vision for Warner Center by the following activities:

    - Implement the Neighborhood Protection Program;
    - Establish an area wide assessment district to fund construction and maintenance of streetscape, open space improvements, utility undergrounding, and other improvements;
    - Manage and distribute fees collected to guarantee that funds are kept and spent in Warner Center and the surrounding areas;
    - Seek matching Federal, State and Local funds; Act as a public/private partner in future traffic and transit improvements/maintenance;
    - Develop street lighting and wayfinding signage master plans; Implement infrastructure, physical, and transit improvements;
    - Manage public/private projects directly;
    - Oversee maintenance of streetscape and open space improvements; Manage parking allocation/shared parking;
    - Monitor balance of residential/commercial development; and
    - Work to create a Business Improvement District including security, event management, promotion and marketing; and Monitor enforcement of and compliance with the Plan and other regulations.

13. **Extension of Variel Avenue and Redesignation.** Amendment to the General Plan – Highways and Freeway Plan to show the planned extension of Variel Avenue south from its terminus on Califa Street to its new terminus on Burbank Boulevard.

14. **Urban Design Guidelines and Plan Design Standards.** The Guidelines include recommendations to provide developments with a wide variety of techniques to develop consistent with the Plan. The Guidelines provide best required practices for development of blocks, streets, street wall and ground floor, parking and access, open space, architecture, landscaping, streetscape, and cultural amenities. The Guidelines are attached as an Appendix to the Plan. Certain Standards of those Guidelines are incorporated as regulations and requirements of Project in the WC2035 Plan. (See **Appendix F**).

15. **Publically Accessible Open Space.** As opposed to the existing Specific Plan which provides for private open spaces through lot coverage limitations and landscape setback requirements, the WC2035 Plan requires that all Projects provide Publically Accessible Open Space (PAOS). These PAOS will be combined into a public open space network throughout the Plan area.

16. **Activity Nodes and Active Frontage Streets.** A key design characteristic of the WC2035 Plan is to provide that ground floor retail, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating activity along that street. Within the WC2035 Plan, Activity Nodes at key intersections and Active Street Frontages at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.

17. **New Streets and Pedestrian Adapted Pathways.** New publically accessible small streets and pedestrian accessways will break-up the large automobile oriented blocks of Warner Center providing pubic pedestrian access and linkages between Publically Accessible Open Spaces.
18. **Expansion Area - The River District.** The new Plan includes an expanded area not in the existing Plan. This new district is known as the River District due to its physical proximity to the Los Angeles River. This District includes the south side of the River between Topanga Canyon Boulevard to the west and De Soto Avenue to the east. Standards and design guidelines will apply to the northern edge of the Plan up to the River. Standards will apply to augment the goals of the Los Angeles River Master Plan.
19. **Cultural Amenities.** The Plan establishes a Cultural Arts Development Fee requirement that exceeds the LAMC requirements by assessing the fee on all building permits with a valuation of $500,000 or more, as opposed to the Citywide requirement which does not apply to residential projects.
20. **Signage:** The WC2035 Plan includes a Supplemental Sign District which will allow greater latitude for the Plan to provide for flexibility of sign standards and provisions. The Plan's signage will: Support land uses and urban design standards and guidelines of the Plan; Reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; Contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown and Downtown, and College Districts; and Contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts.

The following detailed pages include the WC2035 Plan provisions and guidelines which will provide certainty and opportunity for the Community and any proposed Project to develop consistent with the WC2035 Plan. The reader is also encouraged to examine the history and background of Warner Center and the development of the WC2035 Plan and understand the intent behind its provisions.

The WC2035 Plan is the result of many years of work by a dedicated community who have expressed a hope that the new Plan will transform Warner Center into a dynamic and vibrant regional destination. The vision is to transform Warner Center into a vibrant place to the benefit of the entire West San Fernando Valley.

II. INTRODUCTION

Geographic Overview of the Warner Center Area

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

The area was originally planned to relieve traffic to and from downtown Los Angeles, as well as generate jobs in the San Fernando Valley. It was first envisioned in the 1970s. In its present form, the area contains many low rise office buildings, as well as several high rise skyscrapers. There is also a wide variety of retail including large and small shopping centers. In October 2006, the Orange Line was established creating an east-west link across the San Fernando Valley linking Warner Center with North Hollywood and the Metro Red Line. In June 2012, the Orange Line was expanded to include a north-south line connecting Warner Center with Chatsworth and the MetroLink system. The Warner Center area, in its existing condition, is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. The area surrounding Warner Center contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

Warner Center is home to several large businesses and employers including Fortune 500 companies and nationally recognized retail chains.

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

A BRIEF HISTORY OF PLANNING IN WARNER CENTER	
Year	**Planning Effort**
1971	Warner Ranch Specific Plan is the first Specific Plan adopted under the Charter of the City of Los Angeles, approximating the current boundaries of the Specific Plan area.
1974	Concept Los Angeles (the Centers Concept) identifies Warner Center as a transit-served, multi-use Regional Center with mid- and high-rise development intensities.
1984	Warner Center Specific Plan is updated. It shows a future regional transit stop

	at Owensmouth Avenue and Oxnard Street, with high density (high rise) development along Owensmouth Avenue and medium density (mid-rise) along Canoga Avenue, with a goal at least a 3:1 FAR.
1993	Warner Center Specific Plan is updated. FARs are reduced due to traffic concerns with no regional transit anticipated in the near future. All zones, including C/I, allow residential development.
1994	The City Council adopted an amendment (Ordinance No. 170,004) to the Warner Center Specific Plan related to Transportation Demand Management (TDM) requirements to provide more efficient permit processing and to assist businesses affected by the January 1994 Northridge earthquake.
1996	General Plan Framework refines the City's Centers Concept. Warner Center is elevated to the largest of eight (8) Regional Centers in the San Fernando Valley. Regional Centers are defined as major transit hubs with 6- to 12-story (or higher) buildings.
1997	Under Ordinance No. 171529, the City Council adopted another amendment to the Warner Center Specific Plan for the long-term revisions of the TDM section to clarify and streamline the overall TDM provisions of the Specific Plan. These revisions also included a minor clarification of the definition of "Project"; a minor clarification that intercept parking provisions apply only to office uses; and a minor revision to the shared parking provisions.
2000	The City Council adopted amendments to the Warner Center Specific Plan under Ordinance Nos. 173,071 and 173,072 consistent with the revised environmental analysis conducted by the City resulting from a July 1993 lawsuit in the case of Los Angeles Unified School District (LAUSD) vs. City of Los Angeles (58 Cal.App. 4th 1019). The City revised its 1992 EIR air quality and noise analysis in a subsequent SEIR dated May 1999. The amended Specific Plan ordinances, incorporating the mitigations measures for the air quality and noise impacts identified in the Draft and Final SEIR.
2001	The City Council amended the entire Specific Plan under Ordinance No. 174,061. The amendments were two-fold: 1) To update the Specific Plan, based upon the analyses for noise and air quality, to change it from a 20-year, four phase plan (establishing a maximum development level of 35.7 million square feet of non-residential development) to a Phase I only Specific Plan (establishing a maximum of 21.5 million square feet of non-residential development or to the end of the year 2010, whichever comes first); and 2) To refine the Specific Plan's development standards, as they relate to the Plan's Phase I only development requirements.
2005	The Orange Line, a dedicated bus rapid transit line, opened connecting Warner Center and North Hollywood began operation and soon had a higher ridership than the light rail Gold Line. Warner Center has 3 stops: 2 on the Orange Line ROW – DeSoto Avenue and Canoga Avenue - and one off line at the Warner Center Transit Hub at Owensmouth Avenue/Oxnard Street.
2005	Under Council File No. 05-0240, the Los Angeles City Council initiates the

	restudy of the Warner Center Specific Plan including the creation of a Citizen's Advisory Committee, comprised of members from both the development community and the Neighborhood Council, to work with the City on the development of the new Specific Plan. (See **Exhibit A** attached to this report.)
2006	In February 2006, the Warner Center Citizen's Advisory Committee (CAC) holds its first meeting at the Woodland Hills Country Club. This would be the first of over 120 meetings held by the CAC over the next 6-plus years.
2008-2009	An update of land use and urban design elements of the Specific Plan begins in July. At all 5 community workshops, each workshop attended by several hundred community members, the concept of a sustainable, transit-oriented, mixed use regional center was supported by attendees.
2009	Orange Line extension north along Canoga to Chatsworth was approved in January. The construction began in June 2009 and opened in early summer of 2012. This north-south connection makes the Canoga station even more important to Warner Center.
2009	Urban Designer and Economic Consultant recommendations issued for the new Plan.
2009	The EIR scoping meeting for the new Warner Center 2035 Plan held in Warner Center.
2011	The Warner Center 2035 Plan Draft EIR released to the public in November 2011 for 60-plus day review period to February 6, 2012.
2012	The Final EIR released in June 2012 and the City held both Open House (September 10) and Public Hearing (September 18) on the proposed Plan.

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

Warner Center is named for Harry Warner, the eldest of the Warner Brothers, who had owned the land since the 1940s as a small part of his 1,100 acre horse ranch. The Harry Warner family donated 20 acres of land in 1967 that became the Warner Center Park (also known as the Warner Ranch Park), located east of Topanga Canyon Boulevard between Califa Street and Marylee Street.

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

Due to a considerable amount of development of the Warner Center area during the 1970s, in the mid-1980s, a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and to provide design and aesthetic standards for the Warner Center area. As a result, in 1984, the Specific Plan was reviewed under recommendation from the Los Angeles City Council. In 1985 the Los Angeles City Council authorized preparation of a Transportation Demand Management

Plan for Warner Center. The Department of City Planning began the restudy in 1985 in conjunction with a Citizen's Advisory Committee (CAC).

The restudy was completed in 1987 and work on a Transportation Management and Improvement Plan (TIMP) began. The TIMP recommended a number of improvements including a Transportation Impact Assessment (TIA) Fee of $14,990 per pm peak hour trip. In August of 1991, a Draft EIR on the Specific Plan and TIMP was published. In response to public concern regarding density as well as information becoming available regarding long-term transit planning in the region a revised Specific Plan was prepared allowing development to occur in four (4) phases: Phase I would allow up to 21.5 million square feet (MSF) of non-residential development, Phase II would allow 27.5 MSF, Phase III would allow 31.5 MSF and Phase IV would allow 35.7 MSF.

Background of the Existing Specific Plan (1993-PRESENT)

All the community and governmental efforts over a decade culminated in the adoption the Warner Center Specific Plan (Ordinance Nos. 168873 and 168984) by the Los Angeles City Council in June 1993. The 1993 Specific Plan became effective in August 1993.

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

Also, the Specific Plan was designed to encourage residential uses in all of Warner Center. No limit was placed on residential development but the EIR analyzing the Specific Plan assumed 3,000 units. Approval of each phase was based on demonstrating that performance standards had been met. Timing of phases was linked to transportation improvements and further environmental review to be completed by January 1, 2011.

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

The 2000 amendments to the Specific Plan refined development standards and strategies and implementation mechanisms for transportation system improvements, specifically for Phase 1 development. These included the average vehicle ridership (AVR) ratio, intercept parking

requirements, limitations on office parking, street improvements, and fees, in addition to non-transportation related amendments that clarified procedural and regulatory elements of the Warner Center Specific Plan.

The year 2000 amendments were consistent with revised environmental analysis. Amendments to the Warner Center Specific Plan have also addressed ways to clarify and/or improve procedural elements. These non-transportation amendments have included procedural changes to the Specific Plan's sign provisions, land use categories, application processes, childcare provisions and Urban Design Guidelines and the Plan's specific design standards.

Specific Plan Restudy (2005-PRESENT)

When the Warner Center Specific Plan was adopted in 1993, commercial development in Warner Center was greater than residential development. In order to encourage residential growth and create more jobs-housing balance, transportation fees and other restrictions were not required. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet with no Specific Plan limit on the residential development with the exception that the Plan's environmental clearance (i.e., the Final EIR) only analyzed 3,000 units with any residential development proposed in excess of the 3,000 units would be required to conduct additional environmental analysis.

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

At the same time, Los Angeles City Council initiated a motion to restudy the 1993 Specific Plan. As part of this motion a Citizen's Advisory Committee was formed to advise the City of Los Angeles Planning Department staff on planning, development and quality of life issues in Warner Center and to provide input to the proposed update to the Warner Center Specific Plan (proposed WCSP or WC2035 Plan).

Since the spring 2005, the Citizen's Advisory Committee has been working with the City and their consultants on the development of the WC2035 Plan. Their hard work in this effort is unprecedented. After several years and hundreds of meetings, this work has translated into the Plan version presented in the succeeding pages, including a Community Vision Statement which details the contributions of the CAC in specific and the community in general.

III. COMMUNITY VISION STATEMENT

As the West San Fernando Valley's downtown, Warner Center has maintained its neighborly character as it has grown into a cosmopolitan center. It is a safe, friendly, green community in which growth has occurred in a manner that is sensitive and responsive to the needs and varied capacities of its residents and businesses. Key components of Warner Center's character include: sustainability, community connectedness, accessible public transit, and the promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment. It is an urban center where people can live, work and play. These components in turn are the primary goals in the revision to the Warner Center 2035 Plan (or WC2035 Plan).

Goals of the WC2035 Plan

The Warner Center 2035 Plan will create a Regional Center providing for a vital mixed use, transit-oriented community. Participants at the first Warner Center Specific Plan Update community workshops in July 2008 wrote vision statements describing Warner Center in 2035. The vast majority expressed a relatively cohesive vision of Warner Center as a sustainable, mixed-use, transit-oriented, walkable center serving the West San Fernando Valley.

The background/economic analysis prepared for the WC2035 Plan in 2008-2009, stated that Warner Center will need to create conditions that offer the many amenities associated with good transit-oriented development including: a pedestrian orientation; a mix of uses; walking or transit access to shopping, jobs, and entertainment, and a vibrant, 24-hour neighborhood. More to the point, the key to Warner Center's economic sustainability is to support the growing demand for residential living providing for an urban neighborhood with vibrant, walkable, mixed-use districts. Household demand will be an economic driver to help the community realize its vision for Warner Center as a vibrant mixed-use center for the San Fernando Valley. As a result, it becomes crucial that the new Plan's true public benefits in facilitating new development is to ensure community gathering open spaces, good urban design, pedestrian activity, and housing that is affordable to a broad range of households. Between its forecasted job growth, and its location on the regional transit system, there is strong potential for Warner Center to absorb a considerable amount of housing demand over the next thirty years. It is the Plan's vision to provide for additional, well-managed housing development to occur in Warner Center for a number of reasons, including:

• Additional housing can offer new workers in Warner Center a place to live, and create a healthy jobs-housing balance;

• Housing offers 24-hour support to area retailers and generates demand for local-serving retailers, thus encouraging their long term economic sustainability;

• Encouraging a broader mix of uses in the Plan will create an ongoing stream of new investment. For example, when the office market is down, the housing market may be up, or vice versa. This could create a less volatile stream of public funds to pay for city services, new infrastructure, or other community benefits; and

• Intensive infill development near transit helps the City of Los Angeles achieve the carbon emission reduction goals mandated by the State of California in Assembly Bill 32.

However, the need for residential development does not diminish the importance of other development as well. Historically, Warner Center's industrial sector has been an important part of the area's past economic development. However, the traditional industrial uses like manufacturing plants, wholesale trade, and construction are no longer viable uses in this Regional Center. Under today's economic standards, Warner Center is a major opportunity site for industrial uses related to the clean and green technology sector. Today, Warner Center holds potential to capture green and clean professional, scientific, and technical businesses, including engineering, environmental consulting, or research and development. These industries can be accommodated in office and flex buildings with limited physical research space; both uses are more compatible with the Warner Center environment and employment trends. By attracting these types of jobs, Warner Center has potential to become a driver of industrial-based clean and green jobs in nearby Canoga Park and Chatsworth industrial areas, where such uses are better suited and more likely to succeed. As with other "creative class" industries, however, green professional, scientific, and technical jobs will only be drawn to Warner Center if it becomes the vibrant, mixed-use place envisioned in the new Plan.

Likewise, the growth in the office, retail and service markets will continue to be essential to providing for a wide variety of mixed uses which will make Warner Center desirable. Employment in these sectors, especially higher-density office-based employment, is a key element of Warner Center's transit-oriented development potential. Job growth establishes a base of demand for residential that is necessary to create a balanced and internally accessible community.

The following summarizes the predominant community vision's key elements for Warner Center to the year 2035.

Key Elements of the WC2035 Plan

The key elements of the Plan include:

• Creating a place where people can live, work and play and where day-to-day needs can be met locally by walking, bicycling or other "small slow vehicles", and local transit;

• Allowing for regional transit connections to other centers and cultural facilities making driving an option rather than a necessity;

• Providing for green building standards including less energy utilization, collection and infiltration of stormwater, and reduction in the use of unhealthy chemicals; and

• Establishing an urban forest which will flourish in large parkways, medians, and publically accessible open space in order to provide for aesthetics, shading and the absorption of green house gas (aka GHGs).

• Continuing the industrial tradition in the area by establishing green and clean professional, scientific, and technical businesses, including engineering, environmental consulting, or research and development.

The key elements of the Plan are highlighted:

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

A balanced mix and concentration of jobs and housing is needed to support a complete sustainable center. The WC2035 Plan's goal is to:

• Increase jobs in Warner Center from the existing approximately 40,000 to 80,000 by 2035, including Research/Development, Professional/Technical and other "creative class" jobs.

• To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add 20,000 new residential units of various types and sizes by the year 2035.

2. Characteristics Needed to Attract Development

Warner Center is expected to attract the development identified above based upon a synergistic combination of characteristics that set it apart from other places in Southern California, including:

• A balanced mix of uses - a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; as well as entertainment, cultural and recreational facilities;

• Uses that are within walking distance and connected by frequent transit service;

• High quality development that is unique and distinctive;

• A competitive economic environment;

• Attractive, shaded, walkable streets with activity along the sidewalks; and

• A network of open space around which development is oriented.

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

Warner Center is currently served by the Metro Orange Line, which at this time consists of rubber-wheeled buses in an exclusive dedicated right-of-way. The Orange Line runs east to the North Hollywood Red Line subway station, which in turn, connects to Downtown through Hollywood, and north to the Chatsworth MetroLink station. Since the Orange Line's ridership already surpasses some light rail lines in the area, it is anticipated that the Orange Line may become heavy or light rail at some point in the future.

Warner Center is also served by a Rapid Bus, commuter buses and local buses. So much of Warner Center has the potential to support Transit Oriented Development (TOD). The goal of the WC2035 Plan is to provide transit access throughout Warner Center, so that all of Warner Center can support the TOD. As an immediate first step, a fourth Orange Line station is proposed in the vicinity of Oxnard Street and Variel Avenue. The next step may include the addition of modern streetcar or other internal circulation transit system that will 1) provide local access within Warner Center, 2) reduce the amount of parking required so that development can occur at a higher intensity, and 3) serve as a "development magnet."

To enable and encourage successful TOD around existing transit stations, the WC2035 Plan will:

• Concentrate mid- and high-rise development, so people can easily commute both regionally and locally by transit.

• Concentrate a mix of uses within walking distance of one another.

• Create "complete streets" that accommodate alternatives to the automobile, such as modern streetcar, rubber wheel jitneys, "small slow vehicle" lanes for bicycles, segways, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph).

• Make the streets comfortable and interesting so people will want to walk with shade trees and active ground-floor frontages, including Active Street Frontages and nodes with retail or flexible community space.

• Augment the existing Warner Center Transit Hub, located on Owensmouth Street, between Erwin Street to the north and Oxnard Street to the south, by converting this site from its current status as a Hub to a more comprehensive transit facility with modernized improvements including, but not limited to, pull-in lanes for longer bus lay-overs and support facilities like bathrooms and retail services.

4. Reinforce Distinct Neighborhoods by the Creation of Districts with a Diverse Mix of Uses

The new WC2035 Plan will reinforce the identity and character of existing neighborhoods through the creation of eight (8) Districts in Warner Center. The Districts are College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.

• The College District, served by both the De Soto Avenue and new Oxnard Street/Variel Avenue Orange Line station, will retain its industrial flavor, with a focus on live-work projects and smaller-scale development projects than in the Uptown, Commerce Park or Downtown districts. Adaptive Reuse may be permitted in this District, as permitted under Ordinance Nos. 175038 and 175588.

• The Commerce District will continue to be Warner Center's second job center, initially served by a new Orange Line station at Oxnard Street and Variel Avenue with an established extension of Variel Avenue which later could accommodate transit. Like Downtown, while its primary function is as a job center, with required ground floor non-residential uses, it may also include housing and retail/restaurant and other services for employers and employees alike.

• The Downtown District will remain the primary employment center of Warner Center, served by the Warner Center Transit Hub at Owensmouth Avenue. As infill development occurs, Downtown District streets will be lined with commercial development which will stimulate and activate this District.

• The North Village District, served by the Canoga Avenue and DeSoto Avenue Orange Line Stations, will create a transit village that will combine existing residential with other development types supporting the TOD.

• The Park District is largely built-out with two- and three-story townhomes and flats, both for-sale and rental oriented along tree-lined streets and is home to the only park in Warner Center, the Warner Ranch Park.

• The River District consists of properties adjacent to the Los Angeles River. The District will facilitate linkages between the Los Angeles River and the rest of the WC2035 Plan area through the establishment of pedestrian and bicycle paths, and new streets.

• The Topanga District will provide a transition between the urbanized core of Warner Center and the predominant single-family development pattern to the west. The District is envisioned for only new non-residential uses, with no new residential uses permitted.

• The Uptown District will develop as a high quality mixed-use district adjacent to the Canoga Avenue Orange Line Station. Uptown will include the existing high-end Topanga Plaza Shopping Center, new research and development and other creative sector industrial and commercial development mid-and high-rise housing, and neighborhood and community serving retail uses, all oriented around a central park.

5. Walkable Blocks and Streets

To make Warner Center more walkable and allow for better phasing of future development, the WC2035 Plan will add new streets and public pathways which intersect existing public streets. These streets will be shared by automobiles and small slow vehicles, all travelling at less than 25 mph. Existing streets will continue to carry both local and through traffic and will be redesigned to include transit, small slow vehicles, and pedestrians. All streets will be designed to be walkable with wide parkways that support large shade trees and comfortable walkways. Buildings will define the street and ground floor uses will be oriented to the street.

6. A Network of Open Space around which Districts are Organized

A key District characteristic that is found in successful urban neighborhoods (both residential and commercial) is an open space network that is integrated with development. The goal of the WC2035 Plan is to provide a network of usable publically accessible open space networks in Warner Center that provide a spotlight for community activity

7. Parking

The Plan's goal is to reduce the need for driving and, therefore, parking. The WC2035 Plan encourages new projects to share already existing parking facilities, many of which contain more spaces than are required. Centralized parking is also encouraged and facilitated. Employee parking may be located anywhere within Warner Center that is accessible via transit.

8. TOD Incentives

Based on a review of incentives employed in other successful transit-oriented districts, financial incentives appear to be the most successful means of attracting development to Transit Oriented Districts. The incentives will be provided for development projects that qualify as a Transit Oriented Development, achieve an FAR of at least 4.5:1 (in most Districts), and conform to all provisions of the WC2035 Plan. These incentives that will benefit all development projects in Warner Center and will include a streamlined development approval process with an expedited environmental clearance, provided a development project conforms to all WC2035 Plan provisions.

9. Implementing the Vision

A Plan Implementation Entity (such as a Joint Powers Authority or Development Corporation) will take the lead in implementing the Vision for Warner Center to:

- Implement Neighborhood Protection Program for the eight (8) neighborhoods surrounding the Plan area.

- Establish an area wide assessment district to fund construction and maintenance of streetscape and open space improvements, utility undergrounding, and other improvements.

- Manage and distribute fees collected in Warner Center to guarantee that funds are kept and spent in Warner Center and the surrounding area.

- Seek matching Federal, State and Local funds.

- Act as a public/private partner in future transit improvements and maintenance, including the study and implement of a local transit system, which may be a streetcar. Additionally, it is a vital part of the WC2035 Plan that the Regional Transportation investment in public transportation system is augmented by supporting region-wide goals like transitioning the Metro Orange Line from a Bus Rapid Transit line into a Light Rail line and allowing for Warner Center, as a Regional Center, to have multiple transit stops to provide better connections to local and regional bus routes.

- Develop street lighting and wayfinding signage master plans.

- Implement infrastructure, physical, and transit improvements.

- Manage parking allocation/shared parking.

- Monitor the balance of residential/commercial development.

- Streamline the City's application review processes.

- Function as a Business Improvement District, including security, event management, promotion and marketing.

- Insure that Projects are developed consistent with the Plan's adopted Urban Design Guidelines and the Plan's specific design standards.

- Monitoring enforcement of/compliance with WC2035 Plan and other regulations.

- Establishing funding Ordinances specific to Warner Center including Arts and Recreation funding.

SECTION 1. ESTABLISHMENT OF THE PLAN

An ordinance establishing a geographically specific Plan, pursuant to the requirements of Los Angeles Municipal Code Section 11.5.7, known as the Warner Center 2035 (WC2035) Plan, for a portion of the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan area shown within the boundaries on ***Map 1.***

WHEREAS, the new Plan for the area will have a new name, the WC2035 Plan, replacing the predecessor ordinance's name, the Warner Center Specific Plan.

WHEREAS, the WC2035 Plan has been crafted as a unique urban planning blueprint intended to spur job growth and economic development.

WHEREAS, the WC2035 Plan is a development formula for the Warner Center regional center, a Transit Oriented District (TOD) with a Plan providing a blueprint to give the developer the certainty of what is permitted under the WC2035 Plan and the community the certainty that a development will provide the necessary public benefits and mitigations prescribed by the WC2035 Plan ordinance.

WHEREAS, the WC2035 Plan will look to development as fundamental to supporting the regional transportation investment with the Metro Orange Line and as a result creating a vibrant TOD area based upon sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

WHEREAS, State policy requires that our Regional Transportation Plan (RTP) contains a Sustainable Communities Strategy integrating land use and transportation planning for the 25-year period covered by the RTP. The WC2035 Plan will create a Sustainable Community Strategy which will help the region attain its adopted goals and targets to reduce green house gas emissions by concentrating development near transit infrastructure.

WHEREAS, it is a vital part of the Plan that the regional transportation investment in public transportation system is augmented by supporting region-wide goals like transitioning the Metro Orange Line from a Bus Rapid Transit line into a Light Rail line; allowing for Warner Center, as a Regional Center, to have multiple transit stops to provide better connections to local and regional bus routes; and updating and expanding the Warner Center Transit Hub located on Owensmouth Avenue.

WHEREAS, the proposed Project will concentrate a mix of uses within walking distance of one another so people can easily walk rather than drive. The proposed Project would create "complete streets" that accommodate alternatives to the car, in particular, an internal circulator in the form of a modern streetcar and "small slow vehicle" lanes for bicycles,

segways, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph).

WHEREAS, as part of its Development-Oriented Transit strategy to enable Transit-Oriented Development to occur throughout most of the Plan, the WC2035 Plan establishes and funds a circulator transit system that may eventually evolve into a local streetcar system which could one day extend to adjacent communities to connect them economically to Warner Center, the central hub.

WHEREAS, the WC 2035 Plan is a response by the City of Los Angeles to address greenhouse gas emissions through "Smart Growth." That is the location of dense development adjacent to transit d a mix of uses designed to reduce vehicle trips and vehicle miles traveled.

WHEREAS, like the previous Specific Plan, the WC2035 Plan contains both permanent zoning controls for the area and is fully consistent with the City's General Plan. As such, any development consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning code.

WHEREAS, the WC2035 Plan, with its implementing tools, will guide development to the year 2035 permitting a build-out of Warner Center to approximately up to 26,048 dwelling units in 32,600,000 square feet of floor area and up to 30,100,000 square feet of non-residential floor area.

WHEREAS, the WC2035 Plan will provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of an urban center where people can live, work, and play.

NOW THEREFORE,

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

Establishment of the Plan Ordinance, pursuant to the provisions and requirements established in LAMC Section 11.5.7. The City Council hereby establishes the **Warner Center 2035 (WC2035) Plan** applicable to the area bounded generally by the Los Angeles River to the north, the 101 Freeway on the south; Topanga Canyon Boulevard on the west, and De Soto Avenue on the east, as shown upon the following ***Map 1*** within the heavy dashed lines:

SECTION 2. PURPOSES

The purpose of the new **Warner Center 2035 Plan** is to create a vital mixed use, transit-oriented district (TOD) for the surrounding communities. Strategic planning will energize Warner Center's city streets with the activity of many uses proximate to each other. Its infrastructure will offer residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets are inviting and walkable with retail and other non-residential uses at ground level and work/live space above. Though Warner Center has been planned as a collection of neighborhoods, none is left disconnected or ignored. Low-emission public transit is available for shuttling within its Districts and to adjacent communities. Transit reliably connects all parts of Warner Center and is easily accessible to young, old, and those who are physically challenged. The expanded Metro Orange Line connects Warner Center to the region, making many daily work commutes and other trips car-free. Buildings will be designed around Publically Accessible Open Spaces and all sidewalks in Warner Center are shaded, comfortable and walkable.

The Warner Center 2035 Plan will create a vibrant and vital TOD. As such, the success of this TOD depends upon several guiding principles to synergize over the life the Plan. These principles include:

- A growth strategy encouraging and incentivizing infill development and redevelopment of existing properties.
- Development structured to reinforce a pattern of Districts with of centers or nodes of greater residential density and commercial/industrial activity connected by public transit.
- A framework of transit, pedestrian and bicycle systems that provides alternatives to automobile use.
- Transportation routes planned and reserved in coordination with land use.
- Connectivity networks, including new streets and pedestrian adapted pathways, within and between the established Districts.
- A network of publically-accessible open spaces to encourage public gathering and pedestrian activity.
- Incentivized land uses distributed to enable a variety of economic, workplace, residential, recreational and civic activities.

- A system of activity nodes and active streets throughout the Plan area which directs future development to provide uses and patterns to activate the surroundings with outdoor public gatherings and pedestrian activity.

- A comprehensive parking strategy that limits the over-production of parking and encourages both existing and proposed parking to be shared amongst many developments.

SECTION 3. AUTHORITY OF THE PLAN

The intent of this Section is to establish the hierarchy of the WC2035 Plan in relation to the citywide Los Angeles Municipal Code (LAMC). Where otherwise noted, the WC2035 Plan's provisions are absolute for land use requirements in relation to development within the legally established boundaries of Warner Center. Any changes to the Los Angeles Municipal Code subsequent to the adoption of this Plan which effect the Plan's land use provisions shall prevail until such time as the Plan is amended or the LAMC is amended.

3.1 Relationship to Provisions of the Los Angeles Municipal Code (LAMC).

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

Wherever this WC2035 Plan contains provisions which require lesser or greater restrictions or limitations on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the WC2035 Plan shall prevail and supersede the applicable provisions of the following LAMC sections:

3.1.1 Site Plan Review Ordinance. Compliance with the provisions of this WC2035 Plan shall be considered compliance with the requirements of LAMC Section 16.05.

3.1.2 Landscape Ordinance. Compliance with the provisions of this WC2035 Plan shall be considered compliance with the requirements of LAMC Sections 12.40, 12.41, 12.42, and 12.43.

3.1.3 Commercial Corner/Mini-Shopping Center. Compliance with the provision of this Plan shall be considered compliance with the requirements of LAMC Section 12.24-W,27.

3.1.4 Major Development Projects. Compliance with the provision of this Plan shall be considered compliance with the requirements of LAMC Section 12.24-U,14.

3.1.5 Conditional Uses established under LAMC Section 12.24-U,2 (Auditoriums, Stadiums, Arenas and the like); LAMC Section 12.24-U,6 (Educational Institutions); LAMC Section 12.24-U,7 (Electric Power Generating Sites); LAMC Section 12.24-U,12 (Hospitals and Sanitariums); LAMC Section 12.24-U,23 (Research and Development Centers); LAMC Section 12.24-U,24 (Schools); LAMC Section 12.24-V,2 (Mixed Commercial/Residential Use Development); LAMC Sections 12.24-W,18a (Dance Halls); LAMC Section 12.24-W,2 (Automobile

Fueling and Service); LAMC Section 12.24-W,3 (Automobile Repair) and LAMC Section 12.24-W,4 (Automobile Use); LAMC Section 12.24-W,9 (Churches); LAMC Section 12.24-W,11 (CM Uses); LAMC Section 12.24-W,14 (Counseling and Referral Facilities); LAMC Section 12.24-W,15 (Developments combining residential and commercial uses); LAMC Section 12.24-W,24 (Hotels); LAMC Section 12.24-W,25 (Kennels); LAMC Section 12.24-W,30 (Nightclubs and Other Establishments); LAMC Section 12.24-W,31 (Nurseries); LAMC Section 12.24-W,32 (Outdoor Eating Areas For Ground Floor Restaurants); and W,34 (Penny Arcades).

3.1.6 Residential Projects. Compliance with Publically Accessible Open Space (PAOS) provisions of this Plan shall be considered compliance with the requirements for Common Open Space established in LAMC Section 12.21-G,2.

3.1.7 Street Standards- Segments and Intersections per LAMC Section 12.37.

3.1.8 Transitional Height pursuant to LAMC Section 12.21.1-A, 10 except where otherwise noted in the Plan.

3.1.9 The procedures for the granting of adjustments, exceptions, and/or amendments to the requirements of this Plan are set forth in LAMC Sections 11.5.7. E, F, and G.

3.1.10 Incentives Related to Affordable Housing Projects. The rights provided in this Plan do not preclude or supersede an applicant's rights prescribed in LAMC Section 12.24-A,25 for Incentives Related to Affordable Housing.

3.1.11 For the purposes of this Ordinance, the Floor Area Ratio for any project shall be calculated on net lot area.

3.2 Application of the Plan.

The provisions of this Plan shall apply to all Projects located on any lot located in whole or in part within this Plan area.

SECTION 4. DEFINITIONS

The intent of those developing this Plan is that the following terms, whenever used in this Plan, shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in LAMC Sections 12.03, 91.0403 and 91.6200, *et seq.*

ACTIVITY NODE. An activity focal point located at the intersection of streets where pedestrian serving uses are concentrated. The first floor of the building wall shall be non-residential as measured for the first 112 linear feet from the permitted intersecting property lines. Any courtyard or plaza opening off the intersecting corner shall be non-residential uses at the first floor.

ACTIVE STREET FRONTAGES. Designated streets where buildings are designed to incorporate features and elements that are human scaled and can be used and enjoyed by pedestrians. The urban development pattern along these designated streets will include buildings and landscaping that are proportioned and located so that walking is safe, comfortable and inviting, and where adjacent uses generate and encourage foot traffic, and where residential and non-residential uses have entries fronting the street. Parking may be permitted on the ground floor of a building or structure within Active Street Frontages only when at least eighty percent (80%) of the ground floor of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall include ground-floor non-residential development subject to the provisions established in Section 6.1.2.2.4 (a) and (b).

ACTIVE GROUND FLOOR. The intent of Active Ground Floor uses is to promote new developments to face the street. Active Ground Floor uses may include commercial or residential projects, but in both instances the first floor of a building shall be oriented to the public or private streets and shall be accessed individually or directly from the abutting street.

ADMINISTRATIVE CLEARANCE. Staff review shall be necessary for Projects that are subject to the requirements of the WC2035 Plan. These Projects are typically ministerial and approval from the Director of Planning or designee shall be necessary. The review and approval by the Director should be over-the-counter with same day approval, if feasible. These Projects shall be reviewed and approved by the Director and if warranted deemed Approved consistent with the requirements of the Plan.

AUTOMOBILE DEALERSHIP. Notwithstanding LAMC Section 12.03, for the purposes of this Plan, an automobile dealership is defined as a business for vehicle local distribution that sells new or used cars at the retail level, based on a dealership contract or "franchise" with an authorized automaker or its sales subsidiaries. It employs automobile salespeople to do the selling. It may also provide maintenance services for cars, thus employing automobile mechanics, stock and sell spare automobile parts, and process warranty claims. It may also sell used vehicles accessory to its new sales functions.

BASE DEVELOPMENT ASSUMPTION. The existing development in the Plan area analyzed in 2008 establishing the basis (or Project limits) for non-residential floor area, residential floor area, and residential dwelling units established in Plan's Environmental Impact Report. These limits are enumerated in Section 10 of this Plan.

BASIC DEVELOPMENT RIGHT. Notwithstanding the provisions of the Plan regarding the Base Development Assumption for residential and nonresidential Floor Area and dwelling units, this right is the minimum Floor Area Ratio to which each lots is entitled to, as prescribed in Section 10 of this Plan. This Right is conferred on any lot or lots within the boundaries of the Plan whether those lots are vacant or occupied with a building or buildings.

BASIC DEVELOPMENT RIGHT PROJECT. A Project that is subject to the rights and requirements permitted for those Projects requesting approval beyond the Basic Development Assumptions. These development rights are prescribed in Section 10 of this Plan.

BUILD-OUT ASSUMPTION. The proposed development under the WC2035 Plan analyzed to the year 2035 establishing the build-out for non-residential floor area, residential floor area, and residential dwelling units per the Plan's Environmental Impact Report.

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

COMMUNITY SERVING USES. Those uses generally accepted as providing either social, educational, recreational, spiritual, and health benefits to the community. These uses are traditionally not for profit and include, but not limited to: community, governmental and public facilities (i.e., libraries, museums, fire/police stations, community centers, etc.); places of worship; non-profit hospitals and related non-profit medical uses; non-profit public and private schools and other non-profit educational facilities; child-care facilities; inter-generational care facilities; transit station and transit-related facilities and uses; elder-care facilities.

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

DISTRICT. The Plan is comprised of eight (8) zoning Districts each with its own distinctive character and corresponding development standards (**see Maps 2 through 9**). These Districts include the College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.

EXTENSIVE REMODEL. Any alteration to, including addition to, an existing building in which the aggregated value of the work in any project in any one year exceeds fifty percent (50%) of the replacement value of the existing building, as determined by the Department of Building and Safety.

FLOOR AREA RATIO (FAR). The principal bulk regulation controlling the size of buildings. For the purposes of this Plan, FAR is the ratio of total building Floor Area to the area of its lot after any dedications (or net lot area).

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

GRADUATED FLOOR AREA RATIO (FAR) TABLE. A table which details the equivalency of FAR devoted to non-residential development in relation to residential development. The provisions apply to only the College, Commerce, Downtown, and Uptown Districts. The specifications of this table are also codified in provisions within each District.

GROCERY STORE. A retail store with a floor area equal to or greater than 7,500 square feet, which sells a wide assortment of foods, and which typically has on-site specialty departments, such as a bakery or butcher shop. The store may also include smaller percentage of non-food goods.

GROUND FLOOR. The lowest level within a building which is accessible to the street, has a floor level within three feet above or below curb level, has frontage on and is primarily facing a public or private street.

HEALTHCARE-RELATED USES. Uses that include, but are not limited to, health and medical related facilities such as hospitals, medical offices and services, specialty clinics, pharmaceutical services, research facilities, therapeutic centers, rehabilitation centers, birthing centers, nursing homes, convalescent homes, assisted living facilities, and specialty personal care homes.

HYBRID INDUSTRIAL USES. Those uses, commonly known as light industry, that are usually less capital intensive than heavy industry, and is more consumer-oriented than business-oriented (i.e., most light industry products are produced for end users rather than as intermediates for use by other industries).

INCENTIVIZED USES. Those uses established to support the fundamental goals of the Plan including transit and pedestrian orientation. These uses, when incorporated into a Project, can qualify for development incentives including, but not limited to, reduced fees and increased development rights.

LOCAL-SERVING RETAIL. Retail sale of goods needed by residents on a regular basis, including but not limited to: Apparel; Art gallery; Art supplies; Athletic/sporting goods; Bakery; Bars; Books or cards; Bicycle sales and repairs; Cafes; Clock or watch sales and/or repair; Clothing

stores, Computer sales and repair; Drug store; Dry cleaner; Fabrics or dry goods; Financial services; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Laundry or self-service Laundromat; Newsstand; Optician; Photographer, Photographic equipment and repair; Restaurants; Shoe repair; Stationery; Tailor; Toys; Other similar retail items as determined by the Director of Planning or their designee. Businesses that qualify as "local-serving retail" shall not exceed 5,000 square feet of floor area unless required by another provision of this Plan.

LOS ANGELES RIVER REVITALIZATION MASTER PLAN (LARRMP). Plan approved in May 2007 by the Los Angeles City Council, which describes a vision for the revitalization of the 32 miles of the Los Angeles River that are within the City of Los Angeles. The Plan applies to primarily the River District of this Plan.

MASTER PLANNED PROJECTS. Properties greater than 217,800 square feet (i.e., five acres) or under common ownership greater than 217,800 square feet (i.e., five acres), which provides two or more buildings with functional linkages such as pedestrian or vehicular connections, common architectural and landscape features constituting distinctive design elements and which appears to be a consolidated whole when viewed from adjoining streets.

MITIGATION MONITORING PROGRAM (MMP). Section 21081.6 of the California Public Resource Code and Section 15097 of the California Environmental Quality Act Guidelines require the adoption of a Mitigation Monitoring Project or MMP for all Projects for which an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) has been prepared. The MMP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in its EIR or MND. In **Appendix C** of the Warner Center 2035 Plan project, each mitigation measure, its monitoring action, and its enforcement agency is categorized by impact area. Prior to any specific project approval under the Warner Center 2035 Plan, the Director shall consult with **Appendix C** to impose any mitigations which apply to the specific project or alternatively if a specific project prepares its own project-level environmental review the mitigations measures from that environmental analysis and review are applicable to that specific project

MOBILITY FEE. The money a Project Applicant is required to pay to the Warner Center Transportation Fund, based on P.M. Peak Hour Trip calculations, pursuant to the terms of this Plan (see Section 11 and Table D).

MOBILITY MITIGATION MEASURES. The implementation of physical street improvements for vehicular traffic, transit improvements and/or TDM measures which would reduce Significant Transportation Impacts to the extent physically feasible, as determined by the Department of Transportation.

MULTIPLE-PHASED PROJECT. A Project constructed in multiple phases. All qualifying Projects may be permitted to develop in stages or phases over specified time periods. All Projects in the Plan qualify for Multiple Phasing. All Projects requesting Multiple Phasing shall include a

supplemental application to the Project Permit Compliance Review application. If approved, a Multiple-Phased Project can exceed the time limitations prescribed under LAMC Section 11.5.7-C which would apply to a single-phased Project.

NEW STREETS. Pursuant to **Map 10**, the Plan identifies new circulation network of private streets (i.e., not part of the public streets system) through existing private properties available to all forms of transportation. This is a network of private streets which are publically accessible and must intersect the public street system. Pursuant to Section 6 of the WC2035 Plan, these accessways will have standards and regulations established. These Streets cannot be used in calculating a Project's requirements under the Plan for Publically Accessible Open Space, with the exception of the portion not dedicated for roadway and parking.

NON-RESIDENTIAL. For the purposes of this Ordinance, any use that contains no habitable floor area, with the exception of the work portion of Live/Work units, are considered Non-Residential when developed in compliance with this Plan.

PEDESTRIAN ADAPTED PATHWAYS (PAP). Those accessways from the public right-of-way into a private development (i.e., alleys) which can be modified to become pedestrian-oriented by creating open spaces and having businesses open to that accessway. Motorized vehicles ingress and egress are limited. This network shall be publically accessible and must intersect the public street system. However, non-motorized vehicle access would be allowed, depending on design. Pursuant to Section 6 of the WC2035 Plan, these accessways will have standards and regulations established. These accessways can be used in calculating a Project's requirements under the Plan for Publically Accessible Open Space.

PHASING PLAN. A plan showing the components (phases) of a Project that may be built in two or more phases, which is submitted as part of a Multiple-Phase Project Application.

PROJECT. Any construction activity on a lot located in whole or in part within the WC2035 Plan area which requires the issuance of a building, grading, use of land, or change of use permits after the effective date of this Plan. For the purposes of this ordinance, a standalone parking structure is considered a project. Exempt actions, pursuant to Section 5.3.1 of this Plan, including temporary use of land, temporary permits, exterior remodels, and tenant improvement and interior remodel permits, are not considered a Project under this Plan. Any application for development pursuant to Section 5.3.2 and 5.3.3 of this Plan are considered a Project.

PUBLIC BENEFIT. Provision of certain amenities or facilities, such as housing, a transit station, a community facility (including, but not limited to meeting rooms, libraries, and governmental facilities), a cultural facility (including, but not limited to museums, concert halls, and performing arts theaters or amphitheaters), or, land dedicated for public Open Space (including, but not limited to park land/lawn areas, children's play areas, picnic facilities, athletic fields, ecological preserves or sanctuaries, and habitat protection sites) on a portion of a lot on which a Project is proposed or adjacent to a lot on which a Project is proposed to be

developed. To be a Public Resource Benefit, the owner(s) must have agreed to construct or guarantee provision of the Public Resource Benefit prior to the grant of any bonus, pursuant to this Plan.

PUBLICALLY ACCESSIBLE OPEN SPACE. Active or passive open space that is accessible to the public from at least 6 a.m. to 10 p.m., 7 days a week. This space shall include, but not be limited to, park space, plazas, landscaped setbacks connected to other open spaces, outdoor dining areas, walkways, bicycle ways and parkways associated with public or private streets.

STREET FRONTAGE. The length of a lot line separating a lot from any street or Pedestrian Adapted Pathways.

STREET WALL. The vertical face of one or more buildings that is adjacent to the Setback area and generally parallel to the public right-of-way or street edge.

SURFACE PARKING. The area that is open to the sky that is organized into parking spaces, which are generally marked with paint lines for each vehicle and driving lanes in between so that vehicles can drive into and out of the spaces.

TRAFFIC MITIGATION PLAN (TMP). A document submitted by the Applicant indicating proposed street and transit improvements, TDM measures and appropriate monitoring mechanisms, and/or other transportation improvements that will be implemented by the Applicant to mitigate Significant Transportation Impacts of the Project or are otherwise required by the Department of Transportation pursuant to Section 7 of this Plan.

TRANSPORTATION COORDINATOR. A full or part time paid employee of, or a contracted service for, an individual Project, or a Transportation Management Organization (TMO) or an employer organization whose function is to promote TDM programs including transit utilization, carpools and vanpools.

TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN. A program promoting reduced Project-related Trips either by ridesharing, transit use or other alternative forms of transportation (i.e., biking, zip car, job-housing/walking) to be provided by an Applicant or owner, lessee or assignee of an Applicant.

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

TRANSPORTATION MANAGEMENT ORGANIZATION (TMO). An organization, or a non-profit, member-controlled organizations, that provides transportation services in a particular area, such as a regional center or commercial district. They are generally public-private partnerships, consisting primarily of area businesses with local government support and include

professionals, Transportation Coordinators, who work for TMO in conjunction with the individual employers and its employees.

UNIFIED DEVELOPMENT. Two (2) or more buildings on a single lot which have functional linkages such as pedestrian and vehicular connections with common or complimentary architectural and landscape features which constitute distinctive design elements of the development and that appear consolidated whole when viewed from adjoining streets. Unified Developments may include two or more contiguous lots or parcels separated only by a street or alley.

URBAN DESIGN STUDIO. The City's Urban Design Studio (UDS) is an policy division of the Department of City Planning with the primary responsibility to make great public spaces, stronger communities, and a more livable and sustainable city, through focused planning, governmental collaboration, and community engagement.

WARNER CENTER CULTURAL AMENITIES FEE. A fee designed to off-set the impact of Projects which do not have to contribute to the Citywide Arts Fund pursuant to Ordinance 166,725. The perimeters of the collection of the Fee are established in Section 9 of the WC2035 Plan.

WARNER CENTER CULTURAL AMENITIES TRUST FUND. A fund established for the collection of the Warner Center Cultural Amenities Fee. Section 8 of the WC2035 Plan establishes the parameters for the collection and disbursement of the funds collected. Essentially, the Trust Fund is established to divert Citywide Arts Fees collected at the time of building permit directly to the Trust Fund. The actual trust fund is established by a separate and distinct Ordinance.

WARNER CENTER TRANSIT HUB. The Orange Line Transit Hub located on Owensmouth Avenue between Erwin Street and Oxnard Street in Warner Center.

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

WORK-LIVE UNIT. Occupancy of one or more rooms or floors used as a dwelling unit with adequate work space reserved for, and regularly used by, one or more persons residing there. For the purposes of this Plan and its limitations, qualifying portions of Work-Live Units shall be considered a non-residential land use pursuant to Section 6 of the Plan.

SECTION 5. GENERAL PROVISIONS

5.1 Prohibitions.

No building permit for construction of a new Project, as defined in Section 4 of this document, shall be issued on any lot located in whole or in part within the WC2035 Plan Area, unless the Project complies with the requirements of this Plan, as determined by the Director.

5.1.1 The prohibition above shall not apply to any construction for which a permit is required in order to comply with an order issued by the Department of Building and Safety to repair or replace an unsafe or substandard condition.

5.1.2 Permitted Non-Residential Floor Area. No more than 30,100,000 square feet of non-residential floor area within the WC2035 Plan area shall be permitted, per Section 10, as of the effective date of this Ordinance. This total build-out limitation includes all existing non-residential square feet of development in the Plan boundaries at or prior to the effective date of this Plan.

5.1.3 Permitted Residential Floor Area. No more than 32,600,000 square feet of residential floor area within the WC2035 Plan area shall be permitted, per Section 10, as of the effective date of this Ordinance. This total build-out limitation includes all existing residential square feet of development in the Plan boundaries at or prior to the effective date of this Plan.

5.1.4 Permitted Residential Dwelling Units. No more than 26,048 dwelling units within the WC2035 Plan area shall be permitted, per Section 10, as of the effective date of this Ordinance. This total build-out limitation includes all existing residential dwelling units in the Plan boundaries at or prior to the effective date of this Plan.

5.1.5 Land area subject to dedications and easements required pursuant to this Plan shall be counted as Lot Area, pursuant to LAMC Section 12.03, for the purposes of determining maximum floor area.

5.1.6 Legally permitted existing Buildings, Lots and Uses, pursuant to LAMC Chapter 1, existing within the WC2035 Plan area prior to the adoption of this Plan shall be exempt from the requirements of this Plan as legal nonconforming.

5.1.7 Any parcel of land 217,800 square feet (i.e., five acres) or greater (as of the Adoption Date of the Plan, any common or related ownership 217,800 square feet (i.e., five acres) or greater, common utilization (parking, access) 217,800 square feet (i.e., five acres) or greater shall be prohibited from applying for a subdivision pursuant to the requirements of Section 17 of the LAMC prior to the

submittal of a Project Permit Compliance application for a Master Planned Development pursuant to the requirements of LAMC Section 11.5.7-C and Section 5.3.3.3 of this Plan. Any qualifying parcel of land may apply for a subdivision concurrently with a Project Permit Compliance application and shall submit the required application materials required.

5.2 General Provisions That Apply To All Lots in the WC2035 Plan Area.

5.2.1 The owner of any lot in the Plan area that contains landscaping shall maintain that landscaping in good condition, as determined by the Director of Planning or their designee.

5.2.2 The owner of any lot in the Plan area that contains landscape features, including but not limited to signs, walkways, benches and fountains, shall maintain these features in a condition as near as possible to their original state when installed, both in structural integrity and cosmetic appearance. If more than normal maintenance work is required to comply with this requirement, as determined by the Director of Planning or their designee, then the features shall be made to comply within one year of the effective date of this Plan or receipt of an Order to Comply.

5.3 Development Review Process.

Notwithstanding LAMC Section 11.5.7, a Development Review Process shall be established for any development that is subject to the provisions of this Plan.

- Exemption: All actions that do not meet the definition of Project of this Plan, and are not considered a Project, are not subject to the requirements of the WC2035 Plan and are therefore Exempt. These actions are not subject to Section 7 of the Plan (Mobility).

- Administrative Clearance: Staff review shall be necessary for Projects that are subject to the requirements of the WC2035 Plan. These Projects are ministerial with sign-off from the Director of Planning or designee. An Administrative Clearance Application with associated fee shall be required for these Projects. The Director shall issue a sign-off, if the Project meets the intent of the Plan and the Plan's Urban Design Guidelines. Prior to any sign-off, in reviewing a Project, the Director shall consult with **Appendix C** (Mitigation Monitoring Program) and the Project shall demonstrate compliance with any mitigations which apply to the specific project or alternatively if a Project prepares its own Project level environmental review the mitigations measures from that environmental analysis and review are applicable to that Project.

- Project Permit Compliance: All Projects which are not Exempt or subject to the Administrative Adjustment procedure shall be subject to Project Permit Compliance pursuant to LAMC Section 11.5.7. The Director of Planning may require a Project to provide additional environmental review and analysis for specific impacts not addressed by the Warner Center 2035 Plan's Program EIR. Prior to any Project Permit Approval, the Director shall impose any mitigations resulting from identified impacts in a Project specific environmental analysis. Prior to any Project Permit Approval, the Director shall consult with **Appendix C** (Mitigation Monitoring Program) and shall impose any mitigations which apply to the specific project or alternatively if a Project prepares its own Project level environmental review the mitigations measures from that environmental analysis and review are applicable to that Project.

All levels of staff review shall be detailed as follow:

5.3.1 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.

5.3.1.1 Any Project that has obtained a still-valid discretionary land use approval from the City prior to the operative date of this WC2035 Plan.

5.3.1.2 Demolitions of any building/structure or portions of building/structure not considered a Historic Resource.

5.3.1.3 Grading, less than 1,000 cubic yards.

5.3.1.4 Temporary Permits not to exceed 75 consecutive days. Temporary Use of Land Permits, not to exceed seventy-five (75) days per calendar year.

5.3.1.5 Any Project where plans were accepted by the Department of Building and Safety for plan check prior to the operative date of this Plan.

5.3.1.6 Any Project complying with an emergency order issued by the Department of Building and Safety for the repair of an unsafe or substandard condition.

5.3.1.7 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.

5.3.1.8 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.

5.3.1.9 Exterior remodeling of any building that is 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, the Project will not be required to comply with the Urban Design Guidelines, the Activity Node and Active Street Frontage Street 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 Plan provisions 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, determination 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.

5.4 Director's Determination for Alternative Design.

If a proposed Project fails to meet the design standards established in Section 6.2.6.2 of this Plan or the Urban Design Guidelines established in Section 6.2.6.3, the applicant may apply to the Director of Planning for a Director's Determination. Such application shall be processed in accordance with the procedures specified in LAMC 11.5.7 E.1. The limitations specified in LAMC 11.5.7 E.2 shall not apply. The Director shall approve a Project upon a written finding that the Project satisfies each of the following requirements, in addition to any other required Plan findings that may pertain to the Project Permit Compliance:

1. That the project substantially conforms to the purposes and intent of the Urban Design Guidelines specified in Section 6.2.6.3 of this Plan;

2. That there are special circumstances applicable to the project or project site which make strict application of the urban design regulation(s) impractical;

3. That in granting the request, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with all other applicable specific plan regulations; and

4. That in granting the request, the Director has considered and found no detrimental effects of the proposed project on surrounding properties and public rights-of-way.

5.5 Standards for Projects Which File a Development Agreement in Conjunction with the Warner Center 2035 Plan Project Permit Compliance.

California Government Code - Section 65864-65869.5 allows for any project proponent to apply for a Development Agreement. Development agreements are contracts negotiated between project proponents and public agencies that govern the land uses that may be allowed in a particular project. Although subject to negotiation, allowable land uses must be consistent with the local planning policies formulated by the legislative body through its general plan, and consistent with any applicable specific plan.

In authorizing the use of development agreements, the California State Legislature emphasized that development agreements are intended to serve as a tool to strengthen a community's commitment to comprehensive land use planning. The concept behind the use of development agreements is to encourage communities to think ahead, in a comprehensive manner, about the impacts of development within their jurisdiction and the steps necessary to make that development a win-win proposition for both the project proponents and the community.

The following standards/public benefits should be considered in any Development Agreement filed by a project proponent in conjunction with a Project Permit filing pursuant to LAMC Section 11.5.7-C and Section 5.3 of this Plan.

Affordable Housing. Applicable projects are to provide affordable housing equal to or greater than that specified in California Government Code Sections 65915 through 65918 and codified in LAMC Section 12-22-A,25. Alternatively, applicable projects may provide funding/payment for affordable housing.

Workforce Housing. Applicable projects are to provide housing incentives for employees that work in Warner Center to live in Warner Center.

Living Wage. Applicable projects are to comply with the City of Los Angeles' Living Wage Ordinance No. 172,336.

Construction Trades/Prevailing Wage. Applicable projects are to pay a prevailing wage for all short- and long-term including core and shell construction.

Local Hiring/First Source. Applicable projects are to implement a first source hiring plan to facilitate the employment of local job applicants by the employers in the project including short-term construction jobs.

Park and Recreational Facilities. Applicable projects are to provide public recreational funding greater than that required pursuant to LAMC Section 12.33 (Dedication of Land or Payment for Park and Recreational Facilities)

Cultural Arts. Applicable projects are to provide cultural arts funding greater than that required pursuant to Section 10 of this Plan.

Mobility/Transportation Facilities and Programs. Applicable projects are to provide for construction and/or funding of Mobility programs greater than that required of a project pursuant to Section 7 of this Plan. These programs include but are not limited to neighborhood protection and transportation demand management.

Community Facilities. Applicable projects are to provide space within the proposed project for community facilities including but not limited to community rooms, museums, libraries, and police substations.

Historic Exhibits. Applicable projects are to provide internal and/or external exhibits within the proposed project to display photographs, memorabilia, public art, landscaping, artistic representations and murals, and signage to celebrate the history of the project site and/or the history of Warner Center, Woodland Hills,

5.6 Fees.

5.6.1 Department of City Planning Fees.

The following shall be the Department of City Planning Department fees for Project review and approval under this Plan:

Type of Project Application	LAMC 19.01 Fee Reference
EXEMPTION	No Fee
ADMINSTRATIVE CLEARANCE – LIMTED REVIEW	LAMC SEC. 19.01-I (BUILDING PERMIT SIGN-OFFS FOR MINOR PROJECTS)

ADMINISTRATIVE CLEARANCE – DETAILED REVIEW	LAMC SEC. 19 01-I (MISC. CLEARANCE DIRECTOR OR COMMISSION)
PROJECT PERMIT COMPLIANCE	LAMC SEC. 19.01-J
PROJECT PERMIT MODIFICATION	LAMC SEC. 19.01-J
PROJECT PERMIT ADJUSTMENT	LAMC SEC. 19.01-J
LAMC 11.5.7-J (DECISION –MAKERS AND APPELLATE BODIES FOR OTHER SPECIFIC PLAN PROVISIONS	LAMC SEC. 19.01-J
PLAN APPROVAL	LAMC SEC. 19 01-I (MISC. CLEARANCE DIRECTOR OR COMMISSION)

Any Exceptions from the above Fees shall be processed in accordance with the requirements established in LAMC Section 19.01-K (Fee-Exceptions).

5.6.2 Department of Transportation.

The WC2035 Plan review fees shall be the same as those Department of Transportation fees for Project review and approval specified pursuant to Ordinance 180,542 and any subsequent Ordinances. All such collected fees shall be deposited in the Warner Center Trust Fund to compensate DOT for the administrative functions of the Specific Plan. Additionally, the following fees apply:

(a) For projects that are identified by the Director of Planning as outside of the scope of the program EIR for the Specific Plan – all such projects are subject to fully compensating the City Departments for project assessment, review and approval. All such fees must be paid prior to the issuance of building permit.

(b) Should a project require a model run be performed to ensure consistency and continuity with the Specific Plan, the project shall be charged a minimum $3,500 fee by the City for each additional model run.

SECTION 6. USE AND DEVELOPMENT STANDARDS

Types of Uses. In addition to the presence of quality transit and dense development with managed automobile parking, the WC2035 Plan calls for a variety of uses within walking distance of one another. The amount of residential development within Warner Center should grow as development occurs, resulting in a more balanced Regional Center. The number of jobs is expected to increase from the existing approximately 40,000 jobs to 80,000 jobs by 2035, which includes research and development (R&D), professional, technical and other "creative class" jobs. In the future, most Districts in Warner Center will have a mix of land uses. While existing uses such as offices, commercial, retail, public facilities, and most residential projects will remain, there will also be redevelopment of uses such as single-story industrial, strip retail centers and large surface parking lots. Providing a mix of uses (either through vertical or horizontal development) on these redeveloped sites will encourage people to walk, bike or take transit rather than drive to complete daily tasks.

Land Use Pattern. The intended land use pattern in Warner Center promotes the concentration of the projected growth within walking distance of current and proposed Orange Line stations and a proposed internal circulator (per Section 7 of this Plan). Warner Center will be a leading Transit Oriented Development (TOD) area upon completion of a fourth Orange Line station (near Oxnard Street and Variel Avenue) and with operation of a modern streetcar or other transit system connecting Warner Center from north to south. Most Districts in Warner Center will include a mix of uses, with retail, office, and street oriented residential uses concentrated on Active Street Frontages. The street grid and open space network will be integrated into Warner Center's land use fabric.

Activity Nodes and Active Street Frontages. A key design characteristic of the WC2035 Plan is to provide ground floor retail, flexible community space office, and other pedestrian-oriented uses with a focus on cultivating pedestrian activity along the street. Within the WC2035 Plan, Activity Nodes at key intersections, and Active Street Frontages with residential and non-residential use, are intended to insure that development at locations (as specified on **Map 10**) provide for pedestrian scale and activity.

New Streets and Pedestrian Adapted Pathways. New publically accessible new streets and pedestrian paths will subdivide the large automobile oriented blocks of Warner Center providing public pedestrian access and is an integral part of a Master Planned Development.

District Wide Development Standards. This Section of the WC2035 Plan establishes eight (8) Districts as shown on ***Maps 2-9***. Each District includes a comprehensive set of development standards that shall be applied along with the design standards included in Section 6.2.6 and the Urban Design Guidelines in **Appendix F**. The development standards set forth by this Plan are organized by District, and will ensure that new Projects and the re-use of existing structures are of high-quality and are designed to support the goals of the WC2035 Plan.

6.1 DISTRICT STANDARDS.

6.1.1 Establishment of District.

The WC2035 Plan establishes eight (8) Districts (***see Maps 2, 3, 4, 5, 6, 7, 8, and 9***). These Districts include the College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.

6.1.2 Requirements for Projects by District.

Each District design is based upon its own distinctive character and corresponding development standards.

6.1.2.1 College District

The College District is bounded by Victory Boulevard to the north, DeSoto Avenue to the east, Oxnard Street to the south, and a north-south line located between and parallel to Canoga Avenue and Variel Avenue to the west (***see Map 2***). This District will provide work-live opportunities for people who are involved with the making, servicing, or selling of goods, or providing of services. While there will be new residential opportunities in this District, it will also retain its history of industrial uses. New buildings will have high-quality design that is pedestrian friendly and provides transparency along the street front. This District will be served by both the DeSoto Avenue Orange Line station and a future transit station at the intersection of Oxnard Street and Variel Avenue. Adaptive Reuse and Work-Live projects are encouraged in throughout this District, as long as they comply with the base minimum non-residential development required noted in Subsection. Public streets within the District will serve multiple modes of transit to provide complete modal networks within the plan area.

College District Wide Standards include:

6.1.2.1.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A**.

6.1.2.1.2 **Intensity**: A base maximum FAR of 4.5:1 shall be permitted for all lots within this District. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.1.3 **Permitted Development by Floor Area:** All Projects shall provide a minimum percentage of Non-Residential Floor Area, based on the Total FAR of the Project, as follows:

Graduated FAR Table		
FAR	**Minimum Non-Residential Floor Area**	**Maximum Residential Floor Area**
≤1.0	*100%*	0%
>1.0 Up To 1.25	*90%*	10%
>1.25 Up To 1.5	*80%*	20%
>1.5 Up To 1.75	*70%*	30%
>1.75 Up To 2.0	*60%*	40%
>2.0 Up To 2.25	*50%*	50%
>2.25 Up To 2.5	*40%*	60%
>2.5 Up To 2.75	*30%*	70%
>2.75 Up To 3.0	*20%*	80%
>3.0	*15%*	85%

[See the Table in **Appendix B** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.1.4 **Ground Floor Limitations**: No ground floor residential uses shall be permitted for all new Projects fronting the following street portions within the District including: 1) Both sides of Variel Avenue (between Oxnard Street to the south and Erwin Street to the north) and 2) North side of Oxnard Street (between the western end within the District to De Soto Avenue to the east).

All developments on the ground floor shall be subject to the following provisions, except for those buildings subject to section 5.3.2:

(a) Ground floor non-residential development shall be defined as having a minimum depth of 25 feet from the front façade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor non-residential development shall have a minimum of 75 percent of the building façade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) Where residential uses are prohibited on the ground floor in the District, non-habitable uses may be permitted on the ground floor including but not limited to: leasing offices, community centers, entrance lobbies, and concierge services. These uses shall be subject to the provisions established in (a) and (b).

(d) Parking may be permitted on the ground floor of a building or structure and only when at least eighty percent (80%) of the ground floor of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall include ground floor non-residential development subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). The ground-level facade of the structure (at least the first twelve (12) vertical feet of the structure) shall include the following features:

- Façade articulation and modulation through changes in vertical wall plane and/or a change in building material.

- Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing.
- Use of false windows defined by frames or lintels and sills.
- Other decorative or ornamental treatments may be permitted at the discretion of the Director.
- Integration of multiple building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.1.5 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The street wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

(b) Any Project over 75 feet in height may be subject to additional environmental review, including but not necessarily limited to, a Shadow/Shade analysis.

6.1.2.1.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures contained in **Figures 1-12**.

6.1.2.1.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). Four (4) Activity Nodes shall be established in this District pursuant

to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Oxnard Street and Variel Avenue
Victory Boulevard and DeSoto Avenue
Victory Boulevard and Variel Avenue
Erwin Street and Variel Avenue

6.1.2.1.8 **Active Street Frontages:** The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards). Two (2) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
East and west side of Variel Avenue between Victory Boulevard to the north and Oxnard Street to the south.
North and south sides of Erwin Street between approximately 500 feet east of Canoga Avenue to the west and DeSoto Avenue to the east.

6.1.2.1.10 **Setbacks:** All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.2 Commerce District

The Commerce District is bounded by Califa Street and Oxnard Street to the north, De Soto Avenue to the east, the Ventura Freeway to the south, and Canoga Avenue to the west (***see Map 3***). This District is intended to be the most "jobs-rich" district, providing flexible employment uses such as hybrid industrial, hospital, healthcare-related uses, theatrical, creative and cognitive production and research and development uses with some associated retail. Commercial and industrial land use potential is maintained at the ground floor throughout the

District. New pathways and New Streets are expected to improve pedestrian circulation within the District. The Commerce District will include Activity Nodes and Active Street Frontages. Until replaced by an equivalent capacity circulator transit system connected to the Orange Line, the Orange Line is intended to serve the District at a new station to be located in the vicinity of Variel Avenue and Oxnard Boulevard. Public streets within the District will serve multiple modes of transit to provide complete modal networks within the plan area.

Commerce District Wide Standards include:

6.1.2.2.1 **Uses:** Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A**.

6.1.2.2.2 **Intensity:** A base maximum FAR of 4.5:1 shall be permitted for all lots within this District. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.2.3 **Permitted Development by Floor Area:** All Projects shall provide a minimum percentage of Non-Residential Floor Area, based on the Total FAR of the Project, as follows:

Graduated FAR Table		
FAR	**Minimum Non-Residential Floor Area**	**Maximum Residential Floor Area**
≤1.0	100%	0%
>1.0 Up To 1.25	95%	5%
>1.25 Up To 1.5	90%	10%
>1.5 Up To 1.75	85%	15%
>1.75 Up To 2.0	80%	20%
>2.0 Up To 2.25	75%	25%
>2.25 Up To 2.5	70%	30%
>2.5 Up To	65%	35%

2.75		
>2.75 Up To 3.0	60%	40%
>3.0	50%	50%

[See the Table in **Appendix B** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.2.4 **Ground Floor Limitations:** For the entire District, no ground floor residential shall be permitted for all new Projects.

All developments on the ground floor shall be subject to the following provisions, except for those buildings subject to section 5.3.2:

(a) Ground floor non-residential development shall be defined as having a minimum depth of 25 feet from the front façade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor non-residential development shall have a minimum of 75 percent of the building façade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) While residential uses are prohibited on the ground floor District-wide, non-habitable uses within a residential development shall also be prohibited on the ground floor with the exception of those uses open to the public including: leasing offices and entrance lobbies. These permitted uses shall be subject to the provisions established in (a) and (b).

(d) Parking may be permitted on the ground floor of a building or structure and only when at least eighty percent (80%) of the ground floor of any side of an above-grade

parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall include ground floor non-residential development subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). The ground-level facade of the structure (at least the first twelve (12) vertical feet of the structure) shall include the following features:

- Façade articulation and modulation through changes in vertical wall plane and/or a change in building material.
- Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing.
- Use of false windows defined by frames or lintels and sills.
- Other decorative or ornamental treatments may be permitted at the discretion of the Director.
- Integration of multiple building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.2.5 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The street wall's design

should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

(b) Any Project over 75 feet in height may be subject to additional environmental review, including but not necessarily limited to, a Shadow/Shade analysis.

6.1.2.2.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-12***.

6.1.2.2.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). Two (2) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
The newly established intersection of Variel Avenue and Burbank Boulevard.
Variel Avenue and Oxnard Street.

6.1.2.2.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards). Three (3) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
East side of Canoga Avenue between Califa Street to the north and 200 feet north of the 101 Freeway to the south.
East and west sides of the newly established portion of Variel Avenue between Oxnard Street to the north and Burbank Boulevard to the south.
North and south sides of Burbank Boulevard between Canoga Avenue to the east and Variel Avenue to the west.

6.1.2.2.9 **Setbacks:** All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.2.10 **New Street Extension of Variel Avenue (from Califa Street to the North to Burbank Boulevard to the South):** Within the Commerce District, Variel Avenue shall be extended from the intersection of Califa Street to the north approximately 1,300 feet to Burbank Boulevard to the south. (See **Map 10**.) The extension of Variel Avenue shall be in compliance with both the City of Los Angeles standards for a Collector Street and the Street Cross Section standards of this Plan (see ***Figures 1-12***). The City's General Plan shall be updated to reflect the new street, under a separate General Plan Amendment.

6.1.2.2.11 **Redesignation of Variel Avenue Portion between Oxnard Street to the north to Califa Street to the south:** Within the Commerce District, Variel Avenue between Oxnard Street to the north and Califa Street to the south shall be redesignated from its current standard as a Local Street to the Collector Street standard. The City's General Plan shall be updated to reflect the new street designation, under a separate General Plan amendment.

6.1.2.2 Downtown District

The Downtown District is bounded by Victory Boulevard to the north, Califa Street to the south, Topanga Canyon Boulevard to the west, a north-south line located between and parallel to Canoga Avenue and Variel Avenue to the east (***see Map 4***). Capitalizing on the District's close proximity to the Orange Line's Warner Center Transit Hub at Owensmouth, mix of uses and Publicly Publically Accessible Open Space (PAOS), this District is also Warner Center's primary employment and entertainment center providing a mix of restaurant and specialty retail uses that will attract office workers during the day and area residents and

families in the evenings and on weekends. New pathways and New Streets are expected to improve automotive and pedestrian circulation within the District and bring destinations closer together.

Downtown District Wide Standards include:

6.1.2.3.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A.** Entertainment uses are encouraged in the Downtown District, and pursuant to Section 6.2 of this Plan, a Project may request entertainment uses, including but not limited to live entertainment subject to the Performance Standards included herein.

6.1.2.3.2 **Intensity:** A base maximum FAR of 5.0:1 is permitted for all lots within these subareas. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.3.3 **Permitted Development by Floor Area:** All Projects shall provide a minimum percentage of Non-Residential Floor Area, based on the Total FAR of the Project, as follows:

Graduated FAR Table		
FAR	**Minimum Non-Residential Floor Area**	**Maximum Residential Floor Area**
≤1.0	100%	0%
>1.0 Up To 1.25	92%	8%
>1.25 Up To 1.5	84%	16%
>1.5 Up To 1.75	76%	24%
>1.75 Up To 2.0	68%	32%
>2.0 Up To 2.25	60%	40%
>2.25 Up To 2.5	52%	48%
>2.5 Up To	44%	56%

2.75		
>2.75 Up To 3.0	36%	64%
>3.0	25%	75%

[See the Table in **Appendix B** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.3.4 **Ground Floor Limitations**: For the entire District, no ground floor residential shall be permitted for all new Projects.

All developments on the ground floor shall be subject to the following provisions, except for those buildings subject to section 5.3.2:

(a) Ground floor non-residential development shall be defined as having a minimum depth of 25 feet from the front façade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor non-residential development shall have a minimum of 75 percent of the building façade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) While residential uses are prohibited on the ground floor District-wide, non-habitable uses within a residential development may be permitted on the ground floor including but not limited to: leasing offices, community centers, entrance lobbies, and concierge services. These uses shall be subject to the provisions established in (a) and (b).

(d) Parking may be permitted on the ground floor of a building or structure and only when at least eighty percent (80%) of the ground floor of any side of an above-grade

parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall include ground floor non-residential development subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). The ground-level facade of the structure (at least the first twelve (12) vertical feet of the structure) shall include the following features:

- Façade articulation and modulation through changes in vertical wall plane and/or a change in building material.
- Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing.
- Use of false windows defined by frames or lintels and sills.
- Other decorative or ornamental treatments may be permitted at the discretion of the Director.
- Integration of multiple building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.3.5 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The street wall's design

should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

(b) Any Project over 75 feet in height may be subject to additional environmental review, including but not necessarily limited to, a Shadow/Shade analysis.

(c) For any residential building or mixed-use building with a residential component, the lowest floor level of the highest occupied residential dwelling unit must be at least 100 feet above the adjacent grade.

6.1.2.3.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in **Figures 1-12**.

6.1.2.3.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). Four (4) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Erwin Street and Owensmouth Avenue
Oxnard Street and Owensmouth Avenue
Victory Boulevard and Canoga Avenue
Victory Boulevard and Owensmouth Avenue

6.1.2.3.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards). Five (5) Active Street Frontages shall be established in this District pursuant to the exact specifications of **Map 10** and generally described as follows:

STREETS
South side of Victory Boulevard between Owensmouth Avenue to the west and approximately 500 feet east of Canoga Avenue to

the east
North and South sides of Erwin Street between Topanga Canyon Boulevard to the west and approximately 500 feet east of Canoga Avenue to the east
East and West sides of Owensmouth Avenue between Victory Boulevard to the north and Califa Street to the south
East and West sides of Canoga Avenue between Victory Boulevard to the north and Califa Street to the south

6.1.2.3.9 **Setbacks**:

All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.4. North Village District

The North Village District is bounded by Vanowen Street to the north, De Soto Avenue to the east, and the Orange Line Busway to the south and west (***see Map 5***). The District is expected to be predominantly residential although new non-residential uses are expected and desired. This District is encouraged to have a high density mixed-use gateway between Independence Avenue and De Soto Avenue and will have active street frontages with ground floor retail along pedestrian-oriented intersections and street segments near the two (2) transit stations.

North Village District Wide Standards include:

6.1.2.4.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A**.

6.1.2.4.2 **Intensity**: A base maximum FAR of 4.5:1 shall be permitted for all lots within this District. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.4.3 **Permitted Development by Floor Area:** There are no use restrictions on any Project by Floor Area.

6.1.2.4.4 **Ground Floor Limitations:** No ground floor residential shall be permitted for all new Projects fronting only: 1) Vanowen Street between De Soto Avenue and Canoga Avenue and 2) De Soto Avenue between Victory Boulevard and Kittridge Avenue.

All developments on the ground floor shall be subject to the following provisions, except for those buildings subject to section 5.3.2:

(a) Ground floor non-residential development shall be defined as having a minimum depth of 25 feet from the front façade, a minimum of 15 feet in floor-to-floor height.

(b) Ground floor non-residential development shall have a minimum of 75 percent of the building façade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) Where residential uses are prohibited on the ground floor in the District, non-habitable uses within a residential development may be permitted on the ground floor including but not limited to: leasing offices, community centers, entrance lobbies, and concierge services. These uses shall be subject to the provisions established in (a) and (b).

(d) Parking may be permitted on the ground floor of a building or structure and only when at least eighty percent (80%) of the ground floor of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall include

ground floor non-residential development subject to the provisions established above in sub-sections 6.1.2.1.4 (a) and (b). The ground-level facade of the structure (at least the first twelve (12) vertical feet of the structure) shall include the following features:

- Façade articulation and modulation through changes in vertical wall plane and/or a change in building material.
- Use of real windows with glazing that may be translucent, but shall not include black or mirrored glass or similar opaque glazing.
- Use of false windows defined by frames or lintels and sills.
- Other decorative or ornamental treatments may be permitted at the discretion of the Director.
- Integration of multiple building entrances.
- Buffering of the street edge with landscaping, berms, or landscaped planters.

6.1.2.4.5 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 35 feet along that public street or highway. The street wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F.***

(b) Any Project over 75 feet in height may be subject to additional environmental review, including but not limited to, a Shadow/Shade analysis.

6.1.2.4.6 **Street Standards:** The standards for streets in the District shall be established pursuant to the diagrams in ***Figures 1-12***.

6.1.2.4.7 **Activity Nodes:** The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). Two (2) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Variel Avenue and Kittridge Avenue
DeSoto Avenue and Victory Boulevard

6.1.2.4.8 **Active Street Frontages:** The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards). Three (3) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
South side of Vanowen St. between Canoga Ave. to the west and DeSoto Avenue to the east
North and south sides of Kittridge Ave. between Variel Ave. to the west and DeSoto Ave. to the east
West side of DeSoto Ave. between Vanowen St. to the north and Victory Bl. to the south

6.1.2.4.9 **Setbacks:**
All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to

20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.5 Park District

The Park District is bounded by Califa Street to the north, Canoga Avenue to the east, the Ventura Freeway to the south, and Topanga Canyon Boulevard to the west (see **Map 6**). This District will remain primarily as a residential neighborhood made up of mostly townhomes and apartments, with ground floor local-serving uses that will provide services and goods to meet the everyday needs of district residents. This District includes one designated Activity Node at the intersection of Owensmouth Avenue and Burbank Street.

Park District Wide Standards include:

6.1.2.5.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A**.

6.1.2.5.2 **Intensity**: A base maximum FAR of 4.5:1 is permitted for all lots within this District. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.5.3 **Permitted Development by Floor Area**: The following requirements shall be as follows for the areas denoted on ***Map 6***:

MAP 6 Reference	FAR LIMIT
A	A minimum of 1.5:1 Residential floor area shall be built on any lot or Master Planned Development prior to or concurrently with any proposed non-residential development.
B	No FAR devoted for residential uses shall be permitted.
C	Warner Center Park should remain as park and open space for the life of the Plan consistent with its utilization as a park.

6.1.2.5.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All Projects are required to have a minimum building height of 35 feet. The street wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F.***

(b) Any Project over 75 feet in height may be subject to additional environmental review, including but not limited to, a Shadow/Shade analysis.

6.1.2.5.5 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in **Figures 1-12**.

6.1.2.5.6 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). One (1) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTION
Owensmouth Avenue and Burbank Boulevard

6.1.2.5.7 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards). Three (3) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
East side of Owensmouth Avenue between Califa Street to the north and Burbank Boulevard to the south
West side of Canoga Avenue between Califa Street to the north and Burbank Boulevard

North and south sides Burbank Boulevard between Owensmouth Avenue to the west and Canoga Avenue to the east

6.1.2.5.8 **Setbacks**: All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.6 River District

The River District consists of properties adjacent to the Los Angeles River generally bounded by Topanga Canyon Boulevard to the west, the Los Angeles River to the north, De Soto Avenue to the east and Vanowen Street to the south. The District will facilitate linkages between the Los Angeles River and the rest of the WC2035 Plan area through the establishment of pedestrian and bicycle paths, and new streets. This District is also intended to serve as an active buffer with adjacent neighborhoods to the north and provide them some of the services they may need. New pathways are expected to improve the pedestrian connections of the North Village and Uptown District to the Los Angeles River. Properties adjacent to the Los Angeles River are expected to face the River and create a vibrant environment along its banks. (**See Map 7.**)

River District Wide Standards include:

6.1.2.6.1 **Uses**: Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A.**

6.1.2.6.2 **Intensity:** A base maximum FAR of 4.5:1 is permitted. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.6.3 **Permitted Development by Floor Area**: There are no use restrictions on any Project by Floor Area.

6.1.2.6.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: All new developments with frontage along a public street or highway shall be required to have a minimum building height of 25 feet along that public street or highway. The street wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F.***

(b) Any Project over 75 feet in height may be subject to additional environmental review, including but not limited, to a Shadow/Shade analysis.

6.1.2.6.5 **River Frontage:** In addition to the provisions in Section 6.2, all properties that have frontage along the river shall provide a minimum 50 foot landscaped buffer or 25% of the lot area adjacent to the River, if applicable, whichever is less along the entire length of the property's portion adjacent to the river. All landscaping shall comply with the County's Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes. This Open Space shall be considered Publically Accessible Open Space (PAOS).

6.1.2.6.6 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-12***.

6.1.2.6.7 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). Three (3) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Canoga Avenue and Vanowen Street
Owensmouth Avenue and Vanowen Street
Variel Avenue and Vanowen Street

6.1.2.6.8 **Active Street Frontages**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide

Standards). One (1) Active Street Frontage shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
The North side of Vanowen Street between Topanga Canyon Boulevard to the west (excluding Canoga Park High School) and DeSoto Avenue to the east

6.1.2.6.9 **Setbacks**: All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.7 Topanga District

The Topanga District is generally bounded by Bassett Street to the north, Topanga Canyon Boulevard to the east, Burbank Boulevard to the south, and generally by Glade Street to the west. This District will provide a transition between the urbanized core of Warner Center and the predominant single-family development pattern to the west (***see Map 8***). Due to past development, the District is expected to remain commercial. The District is anticipated to provide the local serving uses needed by adjacent residential neighborhoods to the west. By virtue of being a State Highway, Topanga Canyon Boulevard is expected to remain a major North-South thoroughfare for the West San Fernando Valley.

Topanga District Wide Standards include:

6.1.2.7.1 **Uses:** Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A.**

6.1.2.7.2 **Intensity**: A base maximum FAR of 3.0:1 is permitted for all lots within this District. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.7.3 **Permitted Development by Floor Area**: There are no use restrictions on any Project by Floor Area.

6.1.2.7.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Street Wall: There are no Street Wall requirements established for this District.

(b) Any Project over 75 feet in height shall be subject to additional environmental review, including but not limited to a Shadow/Shade analysis.

(c) Where applicable, Projects shall be subject to minimum building height requirements as follows consistent with the provisions established in LAMC Section 12.21.1.A,10 (Transitional Height).

6.1.2.7.5 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-12***.

6.1.2.7.6 **Activity Nodes**: There are no Activity Nodes in the Topanga District.

6.1.2.7.7 **Active Street Frontages**: There are no Active Street Frontages in the Topanga District.

6.1.2.7.8 **Setbacks**: All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.1.2.8 Uptown District

The Uptown District is generally bounded by Vanowen Street to the north, the Orange Line Busway to the intersection of Variel Avenue and Victory Boulevard to the east, Victory Boulevard to the south and Topanga Canyon Boulevard to the west (***see Map***

9). This District will provide "Creative Sector" jobs with a balance of housing to create a complete neighborhood. "Creative Sector" jobs will include those in the research/development and professional/technical fields. The Uptown District will accommodate a substantial number of new jobs, along with new housing, all within close proximity of the Canoga Metro Orange Line station. Redevelopment of properties in the District will create new private streets to allow more manageable and walkable blocks. The regulations set forth for this District provide incentives for a community shopping center that includes a supermarket and drugstore in the Uptown District.

Uptown District Wide Standards include:

6.1.2.8.1 **Uses:** Permitted, conditioned, and prohibited uses are shown on the table in **Appendix A.** Entertainment uses are encouraged in the Uptown District, and pursuant to Section 6.B.9 of WC2035 Plan, a Project may request entertainment uses, including but not limited to live entertainment, subject to the Performance Standards included herein.

6.1.2.8.2 **Intensity**: A base maximum FAR of 4.5:1 is permitted for all lots within this District. FAR shall be calculated on the net lot area (i.e., after dedication).

6.1.2.8.3 **Permitted Development by Floor Area**: All Projects shall provide a minimum percentage of Non-Residential Floor Area, based on the Total FAR of the Project, as follows:

Graduated FAR Table		
FAR	**Minimum Non-Residential Floor Area**	**Maximum Residential Floor Area**
≤1.0	100%	0%
>1.0 Up To 1.25	91%	9%
>1.25 Up To 1.5	82%	18%
>1.5 Up To	73%	27%

1.75		
>1.75 Up To 2.0	64%	36%
>2.0 Up To 2.25	55%	45%
>2.25 Up To 2.5	46%	54%
>2.5 Up To 2.75	37%	63%
>2.75 Up To 3.0	28%	72%
>3.0	20%	80%

[See the Table in **Appendix B** for a complete listing of the Graduated FAR Table for all Districts.]

6.1.2.8.4 **Building Height**: All Projects shall be permitted an unlimited building height subject to the following exceptions:

(a) Any Project over 75 feet in height shall be subject to additional environmental review, including but not limited to, a Shadow/Shade analysis.

(b) Street Wall: All new buildings shall have a minimum Street Wall height of 35 feet. The street wall's design should follow the guidelines established in the Urban Design Guidelines in ***Appendix F***.

6.1.2.8.5 **Street Standards**: The standards for streets in the District shall be established pursuant to the figures in ***Figures 1-12***.

6.1.2.8.6 **Activity Nodes**: The requirements for Projects in an Activity Node are established in Section 6.2 (WC2035 Plan Wide Standards). Four (4) Activity Nodes shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

INTERSECTIONS
Victory Boulevard and Canoga Avenue
Victory Boulevard and Owensmouth Street

Owensmouth Avenue and Vanowen Street
Vanowen Street and Canoga Avenue

6.1.2.8.7 **Active Street Frontage**: The requirements for Projects along Active Street Frontages are established in Section 6.2 (WC2035 Plan Wide Standards). Four (4) Active Street Frontages shall be established in this District pursuant to the exact specifications of ***Map 10*** and generally described as follows:

STREETS
South side of Vanowen Street between Topanga Canyon Boulevard to the west and Canoga Avenue to the east
East and west side of Canoga Avenue between Vanowen Street to the north and Victory Boulevard to the south
North side of Victory Boulevard between Owensmouth Avenue to the west and Variel Avenue to the east
East side of Owensmouth Avenue between Vanowen Street to the north and Victory Boulevard to the south

6.1.2.8.8 **Setbacks**: All Projects shall observe a minimum 12-foot front setback. Any project not located on an Active Street Frontage shall be permitted up to an additional 8 foot setback (for a total setback up to 20 feet). A minimum of 30% of the required setback shall be landscaped.

6.2 WARNER CENTER 2035 PLAN WIDE STANDARDS.

6.2.1 Incentivized Uses and Bonuses.

The intent of this Section is to encourage incentives through bonuses for Projects to provide Public Benefits (i.e., Incentivized Uses) that are desirable to support the transit and pedestrian orientation of Warner Center.

6.2.1.1 Incentivized Uses.

The following Incentivized Uses, provided as part of a Project, shall qualify for the bonuses specified below. Each Incentivized Use specified below shall qualify for one (1) bonus only. Incentivized Uses may be combined in a Project to achieve the maximum amount of bonuses.

6.2.1.1.1 Grocery Store. A grocery store of at least 7,500 square feet of Floor Area, within a mixed-use building or structure.

6.2.1.1.2 Fully Subterranean Parking. A Project shall provide all parking in a completely subterranean parking structure located below existing grade, per the requirements of the LAMC for subterranean parking.

6.2.1.1.3 Local-Serving Retail. Five (5) or more local-serving retail businesses, as indicated within the Local-Serving Retail definition in Section 4 of the Plan, shall be located on the first floor and shall be designed to comply with all of the regulations set forth in the design standards.

For the purposes of this Ordinance, Local Serving Retail shall include, but not be limited to, Apparel; Art gallery; Art supplies; Athletic/sporting goods; Bakery; Bars; Books or cards; Bicycle sales and repairs; Cafes; Clock or watch sales and/or repair; Clothing stores, Computer sales and repair; Drug store; Dry cleaner; Fabrics or dry goods; Financial services; Florist; Food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; Hardware; Household goods and small appliances; Laundry or self-service Laundromat; Newsstand; Optician; Photographer, Photographic equipment and repair; Restaurants; Shoe repair; Stationery; Tailor; Toys; Other similar retail items as determined by the Director of Planning or their designee. Businesses that qualify as "local-serving retail" shall not exceed 5,000 square feet of floor area.

6.2.1.1.4 Community Serving Uses. Any Project which provides at least 5,000 square feet for Community

Serving Uses including but not limited to: libraries (public, private, research or special), community center, senior care facility, senior community center, child-care, museum, governmental facility, and educational facilities.

6.2.1.1.5 Publically Accessible Open Space. PAOS provided at a minimum of fifty percent (50%) or greater than that required by the Plan Sections 6.2.2.1.

6.2.1.1.6 LEED Gold or Equivalent under the City's Green Building Ordinance Projects. Projects which provide LEED Level Gold or higher, or the equivalent under the City of Los Angeles' Green Building Ordinance.

6.2.1.1.7 Residential Projects Compliance with TDM. Any residential development which complies with the requirements established in Section 7.7.

6.2.1.1.8 Other Public Benefits Uses: As determined by the Director of Planning, other uses may qualify as Incentivized Uses. The Director can determine this pursuant to his/her authority under LAMC Section 11.5.7-H. Additionally, the Director has the authority to remove Incentives from the Incentivized Uses under the same process.

6.2.1.2 Type of Development Bonus.

The following bonuses shall be permitted as part of a Project which incorporates the Incentivized Uses specified above in Subsection A.

6.2.1.2.1 **Intensity Bonus.** An additional 0.5 FAR increase above the base FAR shall be permitted for each Incentivized Use incorporated into a Project. A Project shall be permitted to combine Incentivized Uses up to a maximum of 6.0:1 FAR in all Districts with the exception of the Topanga District which shall permit each qualifying Project an FAR bonus up to a maximum of 4.5:1 FAR.

6.2.1.2.2 **Mobility Fees Reduction Bonus.** A three percent (3%) reduction in a Project's Mobility Fees shall be

permitted for each Incentivized Use incorporated into a Project. A Project shall be permitted to combine Incentivized Uses for each qualifying Project up to a maximum reduction in the Mobility Fee of twelve percent (12%).

6.2.1.2.3 **Increase in Residential FAR in College, Commerce, Downtown, and Uptown Districts.** A 0.25 increase in a Project's FAR devoted to residential uses shall be permitted for each Incentivized Use incorporated into a Project. A Project shall be permitted to combine Incentivized Uses for each qualifying Project up to a maximum increase in residential FAR of 0.50.

6.2.1.3 Requirements for Incentivized Uses.

Any Project which provides one or more Incentivized Uses and qualifies for the Bonuses established in subsection a) shall be required to do all of the following:

(a) All Incentivized Uses shall be accessible to the general public during regular business hours.

(b) All uses shall establish business hours which provide at least 40 hours per week of operation.

(c) All uses shall be operated and maintained in that Project for the life of the Project.

(d) Public benefits associated with a Project may be provided on the same site as the Project or on a site within the same District as the Project.

A Covenant and Agreement shall be required to run with the land for the applicable term as a requirement of a Project Permit Compliance approval.

6.2.2 Publically Accessible Open Space.

6.2.2.1 Standard.

All Projects shall be required to provide Publically Accessible Open Space (PAOS) at a rate of fifteen percent (15%) minimum of the net lot area (i.e., after dedication).

6.2.2.2 Qualifications.

In order for the PAOS to qualify for the 15% minimum requirements, all of the following requirements shall be incorporated into a Project:

6.2.2.2.1 **Contiguous.** Publically Accessible Open Space may assume a variety of different forms, but all PAOS shall be contiguous and uninterrupted.

6.2.2.2.2 **Internally Integrated.** Publically Accessible Open Spaces shall be integrated into the overall design of new developments.

6.2.2.2.3 **Externally Integrated.** Publically Accessible Open Spaces shall be integrated with neighboring buildings and existing Publically Accessible Open Space, where applicable.

6.2.2.2.4 **Publically Accessible.** At minimum, the PAOS shall be shall be open to the public from 6 a.m. to 10 p.m., seven days a week.

6.2.2.2.5 **Open to the Sky.** At least ninety percent (90%) of the PAOS shall be open to the sky, excluding shade structures or other elements.

6.2.2.2.6 **Landscaped.** At least fifty percent (50%) of the required PAOS shall be landscaped.

6.2.2.2.7 **Seating.** Seating shall be provided at a rate of one seat per every 500 square feet of PAOS provided. Seating may be provided in a variety of traditional (i.e., benches) and non-traditional forms (i.e., planter walls). Seating may be permanent or movable.

6.2.2.3 Exceptions.

The following are provided as Exceptions to the requirements established above:

6.2.2.3.1 Projects that provide contiguous Publically Accessible Open Space of 217,800 square feet (i.e., five acres) or greater shall be permitted to have a five percent (5%) reduction in the Publically Accessible Open Space requirement; therefore a minimum of ten percent (10%) of the net site area shall be required to be Publically Accessible Open Space, if all of the following requirements are followed:

(a) All requirements, as established in Sections 6.2.2.1.1 through 6.2.2.1.7, shall be satisfied.

(b) At least one (1) gathering place shall be provided. The gathering place shall have a minimum area of 1,500 square feet and shall include a focal element including but not limited to a fountain, playground, and picnic grounds.

(c) Infrastructure shall be provided for active or passive recreational uses.

(d) The PAOS shall be visible from a public road or a private road that is accessible to the public.

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 Project's 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. That covenant shall be recorded at the time the building permit is issued.

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 sixty-six percent (66%) of a Projects total PAOS. Within the remaining thirty-four percent (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

6.2.3 Parking.

6.2.3.1 Intent.

Since the adoption of the 1993 Warner Center Specific Plan, the assumptions have changed for this area. Public investment in public transportation has been significant. Warner Center is now served by a regional transportation system (i.e., the Orange Line) and public investment in transportation systems continues to grow with more systems coming on-line in the near future. The automobile is of less importance as a means to travel to and from Warner Center and its surroundings.

The premise of this Section is that a strong parking policy can play an important role in reducing transportation demand and the environmental problems caused by traffic related to automobile travel. Reducing the supply of and increasing the costs of parking, which results in reduced parking demand, naturally leads people to consider transportation alternatives to the single-occupy vehicle. This translates into less traffic congestion, less air pollution, and reduced fuel consumption. Transportation alternatives include the public transportation systems that are currently in place as well as those proposed. This Section is designed to be fair and flexible in the allocation of parking while

preventing any excesses which could upset the delicate balance between too much parking and too little.

The purpose of this Section is to provide regulatory standards pertaining to the off-street parking of motor vehicles and bicycles.

6.2.3.2 Parking Space Requirements – By Land Use.

Notwithstanding the provisions of Section 12.21-A,4 of the Los Angeles Municipal Code or policies and procedures established by the Advisory Agency pursuant to LAMC Section 17.01, the parking standards established in this Section shall apply to all Projects within the WC2035 Plan Area.

6.2.3.2.1 Residential Parking Requirements (including Joint Work Live Projects).

Any for-rent or for-sale residential Projects shall comply with all of the following parking requirements based upon the Project's proposed size:

(a) *Base Parking Rate* (minimum and maximum) for any residential Project with the WC2035 Plan shall be one (1) parking space per unit minimum and two (2) parking spaces per unit maximum.

(b) *Guest Parking Requirement.* Any residential Project equal to or less than 100 units in size shall also provide a minimum of 0.25 (1/4) parking spaces per unit for guest parking. Guest parking shall be optional for Projects of 100 units or more. The guest parking spaces shall be subject to all of the following requirements:

- Guest Parking Spaces shall be clearly marked and reserved for guest parking only.
- No tandem parking shall be permitted for guest parking spaces.

- Leasing office, Accessory Commercial Uses, and delivery parking shall not be considered guest parking.

(c) *Increased Parking Space Rate.* Any residential Project may qualify for an increase in the Project's total permitted parking at a rate of up to twelve and one-half (12.5) percent under all of the following conditions:

- Increased Parking Spaces shall be physically separated from the required residential unit parking spaces.

- No tandem parking shall be permitted.

- Leasing office, Accessory Commercial Uses, and delivery parking shall be counted in the Increased Parking Space Rate total.

(d) *Accessory Non-Residential Parking.* Any residential Project which incorporates accessory non-residential uses shall be exempt from non-residential parking requirements of the Plan if those non-residential uses occupy two (2) percent or less of the Project's total floor area. Any residential Project which incorporates more than two (2) percent commercial uses shall be considered a Mixed-Use Project and that percentage exceeding the initial ten (10) percent shall be subject to the parking regulations established for Mixed-Use Projects.

6.2.3.2.2 Non-Residential Parking Requirements.

Notwithstanding the provisions of Section 12.21-A,4 of the Los Angeles Municipal Code, the parking

standards established in this Section shall apply to all non-residential Projects within the WC2035 Plan Area. Specifically, non-residential parking shall be provided as follows:

(a) *Commercial (excluding Office, Medical Office, Institutional, Trade Schools, Theaters, or Research and Development)*: A minimum of two (2) parking spaces per 1,000 square feet of floor area and a maximum of four (4) parking spaces per 1,000 square feet of floor area.

(b) *Office and Research and Development Only*: A minimum of one (1) parking space per 1,000 square feet of floor area up to a maximum of four (4) parking spaces per 1,000 square feet of floor area.

A minimum of three percent (3%) of all parking spaces in an Office or Research and Development project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(c) *Medical Office Only*: A minimum of one (1) parking space per 1,000 square feet of floor area up to a maximum of four (4) parking spaces per 1,000 square feet of floor area.

A minimum of three percent (3%) of all parking spaces in an Office or Research and Development project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(d) *Light Industrial (excluding Research and Development)*: A minimum of one (1) parking space per 1,000 square feet of floor area and maximum of three (3) parking spaces per 1,000 square feet of floor area.

A minimum of three percent (3%) of all parking spaces in an Office or Research and

Development project shall be reserved for High Occupancy Vehicle (HOV) and Carpool parking spaces.

(e) *Institutions:* A minimum of one (1) parking space per 1,000 square feet of floor area. All parking spaces provided for a project above the minimum requirement of one (1) space per 1,000 square feet of floor area can be available for use by to meet off-street parking requirements of any Project within the Plan area.

(f) *Theaters, Auditoriums, Convention Facilities, Religious Institutions or Other Similar Places of Assembly.* Notwithstanding any provisions of the LAMC to the contrary, one (1) parking space for every five (5) seats shall be required. When there are no fixed seats, one (1) parking space for each 50 square feet of floor area shall be required. For the purposes of calculating parking, the stage and back-stage areas shall not be considered floor area.

(g) *Trade Schools.* The following parking requirements shall be provided for trade schools, business colleges, professional and scientific schools, music schools, chiropractic schools, or any similar commercial post-secondary school:

- For trade school uses where the floor area devoted to the use is less than 25 percent of Project's total floor area, one (1) parking space per 100 square feet of floor area contained within the classrooms and assembly area or one (1) parking space for each ten (10) fixed seats contained within classrooms and assembly areas, whichever provides

the greater number of parking spaces.

- For trade school uses where the floor area devoted to the use is 75 percent or more of Project's total floor area, one (1) parking space per 50 square feet of floor area contained within the classrooms and assembly area or one (1) parking space for each five (5) fixed seats contained within classrooms and assembly areas, whichever provides the greater number of parking spaces.

(h) *All Other Uses Not Specifically Listed.* For any non-residential use not listed above, the parking requirements of the LAMC shall prevail.

6.2.3.2.3 Mixed-Use Parking Requirements.

For any Project with a mixture of non-residential and residential uses and where the non-residential portion of the Project is more than ten (10) percent of the Project's total floor area, the base requirement for a mixed-use development shall comply with the residential and non-residential parking standards established in this Section depending upon the percentage floor area devoted to each individual use.

6.2.3.2.4 Incentivized Use Parking Requirements.

Those uses which are designated as Incentivized Uses in Section 6 of the WC2035 Plan shall provide the following minimum parking requirements:

(a) No parking spaces shall be required when the Incentivized use or uses occupies less than ten (10) percent of the Project's total floor area provided.

(b) One (1) parking space per 1,000 square feet of floor area when the Incentivized use or uses occupies ten (10) percent or more of the Project's total floor area provided.

No maximum limitation shall be established for these uses.

6.2.3.3 General Provisions Applying To All Projects.

The following provisions shall supersede the provisions of Section 12.21A of the Los Angeles Municipal Code or policies and procedures established by the Advisory Agency pursuant to LAMC Section 17.01, the parking standards established in this sub-section shall apply to all Projects within the Plan Area:

(a) Parking Designated for Any Vehicle Alternative to Gasoline-Only Powered Engines. Any non-residential Project or the non-residential portion of a Mixed Use Project which provides parking in excess of the maximum parking rate established by this Plan for the specific non-residential use shall reserve a minimum of ten percent (10%) of all excess parking spaces for hybrid and/or alternative fuel vehicles including but not limited to plug-in electric vehicles; hydrogen or fuel cell vehicles; hybrid electric vehicles; and any other alternative fuel vehicles or vehicle alternative to gasoline only powered. These parking spaces shall be reserved and clearly marked for exclusive use by alternative fuel vehicles.

(b) Tandem Parking. Tandem parking may be provided for all non-residential parking spaces provided that valet operations are provided during the hours of operation of the commercial use or uses.

(c) Unbundled Parking. All parking spaces above the minimum requirement can be made available to meet off-street parking requirements of any Project within the Plan.

(d) New Street Parking. The development of New Streets in Projects is encouraged by the WC2035 Plan. Any parking provided on a New Street is eligible to meet Project minimum parking requirements for Projects anywhere in the applicable District. Moreover, any parking on a New

Street shall be exempted from any maximum parking limitations established above.

(e) Disabled Parking. Disabled Parking spaces shall be provided for any Project pursuant to the requirements of the LAMC. Disabled Parking spaces shall not count toward any maximum Base Parking Rate or the Increased Parking Space Rate.

(f) Bicycle Parking. All Projects are required to provide bicycle parking pursuant to the requirements of the LAMC. No other use of these spaces or lockers shall be permitted except for bicycle parking and storage.

6.2.3.4 Deviation in any Parking Space Limitation Requirement.

The Director of Planning may permit the deviation of any parking maximum or minimum established in this Section. No deviation may exceed fifty percent (50%) of the established parking space requirements whether it is a minimum or maximum requirement. The request to the Director for any deviation shall be part of a Project Permit Compliance application. Any request must include a parking demand study pursuant to the requirements and procedures established for a Shared Parking Agreement as established in LAMC Section 12.24-X,20.

In addition to the requirements and procedures established in LAMC Section 12.24-X,20, in approving the deviation for an increase in parking, the Director of Planning must make the following finding:

- That there is no available excess or unbundled parking within a 1,000-foot radius of the proposed development.

The Director, in approving any deviation, may impose conditions necessary to mitigate any identified impacts from the proposed deviation.

6.2.3.5 Shared Parking Agreements.

The Director of Planning may permit shared parking agreements as part of a Project Permit Compliance determination pursuant to the requirements and procedures established in LAMC Section 12.24-X,20.

6.2.4 Activity Nodes and Active Street Frontages.

6.2.4.1 Intent.

Activity Nodes and Active Street Frontages are displayed in **Map 10** and are unique to each District. The intent behind Activity Nodes and Active Street Frontages is as follows:

Activity Nodes. As detailed in the District requirements, fourteen (14) identified areas within Warner Center are envisioned as Activity Nodes for a concentration of pedestrian and commercial activity that will also function as District focal points. Although commercial and pedestrian activity will be found outside these areas, the Activity Nodes will be distinguished by a concentration of commercial development, including but not limited to: pedestrian serving retail, and restaurants with outdoor seating/dining that is intended to spur pedestrian activity. No habitable floor area devoted to domestic sleeping, dining, kitchen and bath/shower facilities shall be permitted on the ground floor within an Activity Node. This pedestrian activity will also be facilitated by greater investment in infrastructure and promotion of walkability through streetscape improvements and building design. Portions of the streets near an identified Activity Node may also be designed to include public art, transit stops, and tailored signage requirements.

Active Street Frontages. As detailed in the District requirements, many of Warner Center's streets are designated as Active Street Frontages. These Active Street Frontages focus on both non-residential and residential uses with connections to the adjacent street, including transparent frontages regulations and pedestrian serving uses, signage and other design and landscaping elements at the ground level.

Parking may be permitted on the ground floor of a building or structure within an Active Street Frontage only when at least

eighty percent (80%) of the ground floor of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza includes ground-floor non-residential development subject to the provisions established in Section 6.1.2.2.4 (a) and (b).

6.2.4.2 Regulations for Activity Nodes and Active Frontage Street.

6.2.4.2.1 **Non-Residential**. The following requirements apply to all Projects located with 100 feet from the intersection of an Activity Node and for non-residential Projects located adjacent to an Active Street Frontage. The first floor of the building wall shall be non-residential as measured for the first 112 linear feet from the permitted intersecting property lines. Any courtyard or plaza opening off the intersecting corner shall include non-residential uses at the first floor.

(a) Ground floor non-residential shall have a minimum depth of 25 feet from the front façade and a minimum of 15 feet in floor-to-floor height.

(b) Ground floor non-residential development shall have a minimum of 75 percent of the building façade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards the minimum percentage.

(c) Ground floor non-residential may include any non-residential use, including but not limited to retail, restaurant, and office.

6.2.4.2.2 **Residential.** Where permitted at the ground floor per the District requirements, the following provisions shall apply to any Residential Project or any Residential portion of a Project in whole or in part adjacent to an Active Street Frontage:

(a) Active habitable ground floor areas, that consist of Work-Live professional offices or residential common spaces, shall be designed to include wall openings comprised of a minimum of fifty percent (50%) of the street level building façade located between 30 inches and 84 inches from the ground floor.

(b) If ground floor dwellings are oriented to public or private streets, they shall be accessed individually and directly from the abutting street with individual front stoops or porches. In addition, ground floor units may also be accessed via additional entries from interior building courts or corridors.

(c) Fence heights along an Active Street Frontage shall not exceed 42 inches. Fences and walls shall include latticework, ornamental fences, screen walls, hedges or thick growth of shrubs or trees. Fence and wall height shall be measured from the highest adjacent grade.

(d) Live-Work Projects may be permitted at the ground floor in an Activity Node only under the conditions that they must be a minimum of two levels and the ground floor portion shall contain no habitable floor area devoted to domestic sleeping, dining, kitchen and bath/shower facilities.

6.2.5 New Streets and Pedestrian Adapted Pathways (PAP).

6.2.5.1 Intent.

The regulations established in this subsection are designed to ensure that large Projects on existing large blocks provide adequate pedestrian and vehicular circulation through publically accessible small streets called New Streets. It is envisioned that as development occurs on these lots over the life of the WC2035 Plan, they will be subdivided by New Streets and Pedestrian Adapted

Pathways that provide pedestrian access and linkages between Publically Accessible Open Spaces and other uses within the District. The required walkways and parkways associated with any New Streets shall be counted towards the requirements for Publically Accessible Open Space (vehicular portions of streets shall not be counted except for emergency vehicle access areas which have incorporated landscaping per Section 6.2.2.3.2).

Projects shall also be required to provide pedestrian-oriented walkways and accessways called Pedestrian Adapted Pathways. Over the life of the WC2035 Plan, these publically accessible pathways will create a network of circulation points for non-motorized vehicles and pedestrians. Any Pedestrian Adapted Pathway within a Project shall count towards the requirements for Publically Accessible Open Space.

6.2.5.2 Standards.

6.2.5.2.1 New Streets.

The following shall be the required standards for the development of any New Street within the WC2035 Plan area as illustrated in ***Figure 12***:

(a) A minimum 64-foot right-of-way shall be provided.
(b) A maximum roadway width of 36 feet shall be provided.
(c) A minimum paved sidewalk width of six (6) feet shall be provided.
(d) A minimum parkway width of eight (8) feet shall be provided from the face of the curb.
(e) Any connection to any public street shall be provided subject to review and approval of the Director of Planning in consultation with the General Manager of the Department of Transportation.
(f) Access for motorized vehicles and parking shall be permitted.

(g) Pedestrian amenities including, but not limited to, benches, information and retail kiosks, water features, and trash cans shall be provided and shall be a minimum of five (5) percent of the total surface area of the New Street.

(h) Lighting shall be provided subject to the approval of the Director of Planning in consultation with the Bureau of Street Lighting.

(i) Open public access and right of travel shall be provided at all times

6.2.5.2.2 Pedestrian Adapted Pathways (PAP).

The following are the required standards for the development of any PAP within the WC2035 Plan area:

(a) A minimum 20-foot right-of-way shall be provided.

(b) Any connection to the public street shall be provided subject to review and approval of the Director of Planning in consultation with the General Manager of the Department of Transportation.

(c) Only non-motorized vehicles shall be permitted (except for emergency vehicle uses where applicable).

(d) A minimum 10-foot wide pathway clear of obstructions shall be provided; permeable surface treatments may be incorporated.

(e) Lighting shall be provided subject to the approval of the Director of Planning in consultation with the Bureau of Street Lighting.

(f) A minimum of 25% of the Pedestrian Adapted Pathways shall be landscaped (with plantings).

(g) Open access shall be provided from 6 a.m. to 10 p.m., seven days per week, at minimum.

6.2.5.3 Requirements.

6.2.5.3.1 For Master Planned Projects Only.

For Projects with 217,800 square feet (i.e., five acres) or greater of land area, the following shall be required:

(a) One Public Street Frontage Only. For Projects with only one (1) public street frontage, a New Street or PAP shall be incorporated into the Master Planned Development and shall meet the public street frontage at a minimum of one (1) discrete point and must connect with an accessway on an adjacent lot, if feasible.

(b) Two Public Street Frontages Only – Perpendicular Frontage Streets. For Projects with two (2) perpendicular public street frontages, a New Street or PAP shall be incorporated into the Master Planned Development and shall meet at a minimum of one (1) discrete point on each public street frontage.

(c) Two Public Street Frontages Only – Parallel Frontage Streets. For Projects with two (2) parallel public street frontages, a New Street shall be incorporated into the Master Planned Development providing a continuous connection between each public street.

(d) Three Public Street Frontages Only. For Projects with three (3) public

street frontages, a minimum of one (1) New Street shall be incorporated into the Master Planned Development providing a continuous connection between at least two (2) public streets.

(e) Four or More Public Street Frontages. For Projects with four (4) or more public street frontages, a minimum of two (2) New Streets shall be incorporated into the Master Planned Development providing a continuous connection between at least three (3) public streets.

6.2.5.3.2 For All Projects Not Master Planned.

(a) For any lot in the Plan less than 217,800 square feet (five acres), a New Street or Pedestrian Adapted Pathway shall be required if an existing or approved New Street or Pedestrian Adapted Pathway or other accessway is located on an adjacent property, subject to the approval of Departments of Planning, in consultation with the Bureau of Engineering and Transportation.

(b) Those projects on a lot less than 217,800 square feet, which cannot meet the provisions established in the Plan for New Streets or PAPs, must request relief pursuant to the requirements of either Section 5.3.2 (Administrative Clearance) or Section 5.3.3 (Project Permit Approval) of this Plan. If the request is approved, the Director of Planning must make a specific finding that it is infeasible for the Project to

provide either a New Street or PAP. This finding of infeasibility must be supported by official documentation provided by the Applicant which is reviewed and approval by both the Bureau of Engineering and the Department of Transportation.

6.2.5.4 Exception.

Any Exception from the Standards and Requirements established above in 6.2.5.2 and 6.2.5.3 must be filed by an Applicant pursuant to the procedural requirements established in LAMC Section 11.5.7-F.

6.2.6 Urban Design Guidelines.

6.2.6.1 Application of Urban Design Guidelines.

The provisions of the Urban Design Guidelines, attached as part of the **Appendix F** to this Plan, and which supplements the LAMC provisions, are encourages and are intended to guide all Projects in the Plan area. The provisions of this Plan shall take precedence where there is a conflict with any Citywide design guidelines.

6.2.6.2 Supplemental Urban Design Standards.

The following provisions of the Urban Design Guidelines shall be required as standards for all Projects within the WC2035 Plan area:

(a) Setbacks.

Surface Parking shall not be located anywhere in the front setback (except in the Topanga District and only on the east side of Topanga Canyon Boulevard between Erwin Street and Vanowen Street.

(b) Architecture.

Ground floors of buildings three (3) or more stories in height shall have a different architectural treatment than the upper floors.

(c) Lighting and Security.

(1) All exterior lighting shall be integrated with the building's design.

(2) Exterior lighting shall be shielded to reduce glare.

(d) Utilities.

For Master Planned Projects only, utility lines within the public right-of-ways shall be undergrounded subject to the standards of the Bureau of Street Services. All other Projects shall provide the infrastructure on-site, for future undergrounding of utilities off-site, as approved by the Department of Building and Safety.

(e) Articulation of Building Facades.

In order to improve the visual relief of the streetscape, any Building Facade within 35 feet of grade shall meet the following requirements:

(1) Building Facades. The architectural design of all Building Facades of all buildings (excluding parking structures) over 250 horizontal feet in length, where the exterior wall is within 50 feet of the Setbacks required by each District shall include variations as seen from a bird's eye view (plan view) as follows:

- The Building Facade shall be relieved by variations creating a change in depth which shall, in total, be not less than 15 percent of the length of the Building Façade. Changes in depth of the Building Façade may be accomplished by wall offsets, bays, projections, recesses, courtyards, stair towers, balconies or by other similar architectural design treatments.

- The Building Façade relief shall continue along those portions of the applicable facades to a minimum building height of 35

feet, or the height of the building if less than 35 feet. The minimum required change in depth along the facade shall be five (5) feet.

- Building Facades shall utilize ornamentation techniques incorporated into the architectural design. Techniques may include, but are not limited to: variation in materials, textures, apparent wall thickness, roof lines, cornice lines and fenestration.

- The Building Facade of any parking structure shall be designed to be compatible in color, material, and architectural detail with the building(s) it serves. In addition, screening shall be provided as required in subsection (g)(2) below.

(f) General Landscape Requirements for All Projects - Landscape and Irrigation Plans.

All planted areas within a Project shall be provided with automatic irrigation systems and conform to the City's water conservation requirements. Landscape and irrigation plans, prepared by a licensed landscape architect, shall be submitted to the Department of City Planning.

(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 facilities not located adjacent to a public street, new public or private street, or PAP:

(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. 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.

- A minimum tree ratio of one tree for every 30 linear feet of the length of the parking structure or that portion of a building which is used for parking shall be planted to screen or break up the appearance of the facade.

- Parking structures or that portion of a building which is used for parking at grade or above grade shall be designed to minimize vehicle headlight and noise impacts on adjacent properties. Permitted screening techniques include parapet walls,

railings, planter boxes, and external landscaping. Other design solutions which address headlight and noise impacts may be approved by the Department of City Planning.

- Parking structures or that portion of a building which is used for parking at or above grade shall be designed to include climbing vines on the facade of each parking level in order to provide landscaped screening and exterior amelioration to the walls. To the extent feasible, the roofs of parking structures shall also be landscaped with planted materials, which may consist of landscaping in perimeter planter boxes.

- Parking structures or that portion of a building which is used for parking shall include air circulation vents and/or fans shall be installed so as to avoid adverse noise impacts upon nearby properties.

(3) Temporary Parking Facilities. Where temporary surface parking is proposed for any Project, temporary landscaping (e.g., trees in planters) shall be provided with a temporary irrigation system. This landscaping and irrigation shall be provided pursuant to a landscape and irrigation plan prepared by a licensed landscape architect and approved by the Department of City Planning.

(h) Street Trees.

New street trees shall be of the species indicated for streets within the WC2035 Plan pursuant to **Appendix** F (Urban Design Guidelines).

6.2.6.3 Authority of the Urban Design Guidelines.

Prior to the issuance of any Project approval by the Department of City Planning, all Projects pursuant to Section 5.3.3 of this Plan shall be approved by the Director of Planning in consultation with the City's Urban Design Studio (or an equivalent

position/organization) for consistency with the Urban Design Guidelines in **Appendix F** and those required in Section 6.2.6.2 above.

6.2.6.3.1 Responsibilities of the Director of Planning in Enforcing the Urban Design Guidelines.

The Director of Planning, in consultation with the Urban Design Studio, shall provide detailed feedback to the Project Applicant which shall be evaluated and incorporated into final plans to be part of any determination or project approval. A finding of general consistency with the Urban Design Guidelines is a requirement of any Project approval under Section 5.3.3.

6.2.6.3.2 Deviations in Design Standards of the Plan or Urban Design Guidelines.

The Director of Planning, or their designee, may, if deemed necessary and supported by the findings, make the subject conditions related to the Urban Design Standards in Section 6.2.6.3.1 more or less restrictive or provide new conditions to mitigate detrimental effects upon the surrounding community. The procedures for applying for this deviation are established in Section 5.4 of this Plan.

6.2.7 Hybrid Industrial.

Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The intent of the Hybrid Industrial provisions of this section are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center in specific has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. This section is designed to not only preserve those industrial uses but encourage their expansion.

The following uses are considered Hybrid Industrial Uses and shall be permitted within the boundaries of the WC2035 Plan, consistent with **Table A - Land Use Matrix**, which specifies the District(s) where these uses are allowed.

6.2.7.1 Use Limitations.

Allowable Hybrid Industrial Uses in the Plan (i.e., existing and proposed buildings) shall be limited to the following:

Animal Clinics and Hospitals;
Advertising Studio;
Broadcasting Studio;
Computer component, parts, accessory manufacturing, and assembly;
Corporate Headquarters;
Electric parts, assembly and manufacturing;
Electric appliances assembly;
Electric generator and motor manufacturing (small);
Electric products assembly and manufacturing;
Electric instruments and devices assembly and manufacturing;
Engineering services office;
Facilities for development and production and manufacture of computer equipment and media-related products and services, including hardware;
Film developing; printing machines, or similar services as technology evolves;
Film laboratory or similar services as technology evolves;
Film and tape editing or similar editing services;
Financial institution - administrative offices with only non-retail services;
Insurance agency, office or company, including corporate headquarters Laboratory - experimental film, motion picture, research or testing;
Laboratory - medical or dental;
Laboratory - quality control, as an accessory to headquarters or branch offices of a manufacturer or as an independent facility;
Laboratory - research and development;
Mail order production (not used as a primary distribution center);
Metal products x-ray inspection;
Motion picture reconstruction;
Motion picture, radio, or television studio or station;
Printing establishment;
Publishing office with no wet printing permitted;

Radio and television assembly and manufacturing;
Recording studio;
Research and development facility;
Scientific instrument and equipment manufacturing;
Software development;
Stereo equipment assembly;
Stereo equipment manufacturing;
Warehouse, not used as a primary distribution center; and
Wholesale businesses with no direct public sales.

No other uses otherwise permitted in the industrial zones of the LAMC including the MR1, MR2, M1, M2 and M3 zones shall be permitted except for those uses listed above in Section 6.2.7.1 or comparable uses as approved by the Director of Planning pursuant to the requirements Section 5.3 and LAMC 11.5.7.

6.2.7.2 Site Activity.

All uses shall be conducted completely out of view of the public right of way with the exception of motion pictures, radio, television production, and other studio related production activities. No exterior activities shall be permitted which are visible from any public street or New Street or Pedestrian Access Pathway including display, storage, or similar exterior activity common to an industrial use. Loading and unloading, including trash and trash pick-up, activities may be permitted during the following hours of operation: Monday through Friday from 7 a.m. to 10 p.m.; Saturday from 8 a.m. to 8 p.m.; and Sunday from 9 a.m. to 6 p.m.

6.2.7.3 Use Limitations.

All uses shall be consistent with accepted principals of "light industrial" uses in which the processes, the machinery used, and the goods and commodities carried to and from the premises. All regulations of the LAMC and local, state, and federal regulations shall be strictly enforced, limiting any adverse effects to any residential area outside of the Plan boundary. Any project-level environmental analysis shall consider and mitigate any emission of light, noise, vibration, smell, fumes, smoke, vapor, steam, soot, ash, dust, or other waste products.

6.2.8 Automobile Uses.

Intent of this subsection is to emphasize that, throughout the Plan area, there are many existing uses which continue to service automobile demand either through purchase, service, and maintenance. In particular, the Topanga District is comprised of parcels fronting the west side of Topanga Canyon Boulevard between Burbank Boulevard and Bassett Street. These parcels are mostly small and narrow and are generally improved with single- and multi-story commercial buildings and surface parking lots. The uses associated with these commercial buildings include fast-food restaurants, retail shopping centers, offices and new automobile dealership franchises. The auto-oriented nature of Topanga Canyon Boulevard, a State Highway, has attracted auto-oriented uses including new Automobile Dealership franchises. These uses should be permitted to expand and flourish in the Topanga District only.

The intent of this Section is a narrow one which is to continue the rich history of automobile sales and service along Topanga Canyon Boulevard. It is not intended to expand the nature of vehicle sales to the wide sales and service that are available to the public in the present day including recreational vehicles, motorcycles, larger-scale trucks, all-terrain vehicles, trailers, and the like.

6.2.8.1 Requirements.

New Dealerships of automobile and truck vehicles or the expansion of an existing dealerships of automobile and truck vehicles and its accessory services including but not limited service, parts sales, test driving, vehicle fueling and washing, etc. shall be permitted in the Topanga District only (See **Appendix A**) subject to the Development Standards enumerated in Section 6.2.8.2 below. No other new or expanded vehicle uses (including but not limited to: motorcycles, recreational vehicles, boats and like vehicles), as defined in LAMC Section 12.03, shall be permitted in the Topanga District.

6.2.8.2 Development Standards - Dealerships of Automobile and Truck Vehicles or the Expansion of an Existing Dealerships of Automobile and Truck Vehicles in the Topanga District Only.

Any dealerships of automobile and truck vehicles or the expansion of an existing dealerships of automobile and truck vehicles shall file an Administrative Clearance or Project Permit Compliance application pursuant to the requirements of Section 5 of this Plan, if not otherwise specifically Exempted in Section 5.1 of this Plan. Any approval either by an Administrative Clearance or Project Permit Approval shall incorporate all of the following Development Standards established for either new automobile

dealerships or expansion or remodeling of an existing automobile dealership.

Notwithstanding the requirements established in LAMC Section 12.22-A,28, the following Development Standards in conjunction with the use and operation of the use of a dealerships of automobile and truck vehicles or the expansion of an existing dealerships of automobile and truck vehicles:

(a) Active Frontage - Building. A minimum of fifty percent (50%) of the ground floor of the main building must be designed with a depth of at least 25 feet from the front façade and a minimum 15-foot floor-to-floor height. The active frontage must be located between zero and 50 feet from the required landscaped setback adjacent to Topanga Canyon Boulevard.

(b) Lot Coverage. The footprint of all structures, vehicle display, vehicle storage and landscaping shall comprise at least 50 percent of the lot or lots. The remaining area may be used for service parking, service inventory, loaner inventory and vehicle circulation.

(c) Windows. The exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use, which are parallel to Topanga Boulevard only shall consist of at least fifty percent (50%) transparent windows on the ground floor, unless otherwise prohibited by law.

(d) Bay Doors. Unobstructed bay doors shall not directly face Topanga Canyon Boulevard, nor directly face any residentially zoned property.

(e) Wash Rack. Every wash rack shall be constructed or arranged so that openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, or multiple-family dwelling, and shall be screened from any public street."

(f) Fences. No fences shall be erected along the Topanga Canyon Boulevard street frontage.

(g) Signs. All signage shall comply with the requirements established in the Warner Center Supplemental Sign District.

(h) Walls and Trash Storage. A solid masonry wall at least six feet in height shall be erected along the lot lines of the lot or lots where the lot or lots abut or are across an alley from any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple- family dwelling, or A or R zone, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation. Trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

(i) Setback - Landscaping. Street Frontages. A landscaped, planted area having a minimum width of five (5) feet shall be required along all street frontages of the lot or lots, except for that portion of the lot line where an access driveway is required by the City as determined by the Departments of Planning and Transportation, and on the perimeters of all parking areas of the lot or lots. No vehicle display shall be permitted in this landscape area.

(j) Vehicle Display - Landscaping. A minimum of 10 percent of the ground level "vehicle display" area must be landscaped and hardscaped for customer and pedestrian movement and circulation.

(k) Irrigation System. An automatic irrigation shall be required.

(l) Lighting. All exterior and flood lighting shall be directed onto the lot or lots and shall be designed to eliminate any glare to adjoining properties.

(m) Operating Conditions. All of the following operational conditions shall be incorporated into the Project:

(1) Spray painting shall be ancillary to a new automobile dealership service center and shall only be conducted in an enclosed space.

(2) Junkyard or automobile dismantling activities other than repair associated with a new automobile dealership franchises shall not be conducted.

(3) Public address systems shall not be permitted.

(4) Site cleaning, sweeping, trash collection, and vehicle deliveries to the site shall be limited to the following hours with no ambient noise restrictions: Monday through Friday, 7:00 a.m. to 9:00 p.m. and Saturday and Sunday 8:00 a.m. to 7:00 p.m. These activities shall be permitted outside the hour limitation specified above as long as the dealership maintains noise levels below the levels provided in Table II of Section 111.03 of the Los Angeles Municipal Code.

(5) Service hours of operation shall be permitted without hour or day limitations.

(6) Vehicles being repaired shall be stored on-site.

(7) Trailers and/or temporary modular buildings shall not be permitted as a permanent work area.

(8) Arcades or game machines shall be permitted as long as they are provided free of charge and for customer uses only.

(9) Installation of temporary canopy tents shall only be permitted for a period of 60 - 90 days per calendar year.

(10) The site where the automotive use is located shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacle shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.

(11) Any automotive laundry or wash rack, in which power driven or steam cleaning machinery is used, shall maintain noise levels below the levels provided in Table II of Section 111.03 of the Los

Angeles Municipal Code. The comparison between the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in Section 111.02 (a) of this Code.

(12) Any vehicle repair shall be conducted within a fully enclosed building.

(13) No more than five percent of any one window shall be utilized for identification or signage purposes.

(n) Used Automobile Sales and Service. Any used automobile sales and service in conjunction with a Dealership of New Automobiles and Trucks may be conducted on the same lot as the new automobile sales and service or on a separate lot within the Topanga District only as long as that lot is used in direct association with a Dealership of New Automobiles and Trucks.

(o) Other than the sales and service of new and used automobiles, no other vehicles, except for those permitted above, shall be sold or serviced on a lot or lots operated by a Dealership of New Automobiles and Trucks.

6.2.8.3 The sale and/or display of new vehicles, including but not limited to automobiles, trucks, motorcycles, and boats, shall be permitted in all eight Districts in the Plan subject to all of the following Development Standards:

1. Serving and fueling of vehicles on-site shall be strictly prohibited. Vehicles may be washed on-site.

2. Used vehicle sales and/or display shall be prohibited.

3. All vehicle sales shall be conducted indoors. Outdoor display of five or more vehicles is permitted under a Temporary Permit only. Permanent outdoor display shall not permitted with the exception of less than five vehicles may be displayed outdoors either in the same location or separate locations.

4. Testing of vehicles shall be prohibited including test driving.

5. No sale of vehicle parts shall be permitted. Retail merchandise sales are permitted.

6.2.8.4 Covenant for the Development Standards.

Prior to the issuance of a building permit or land use permit, the owner of the lot or lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the condition set forth above. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

6.2.8.5 Deviation from the Development Standards.

Any deviation from the Development Standards, as enumerated above must obtain a conditional use approval as established in LAMC Section 12.24-W,3.

6.2.9 Establishment of Entertainment Uses - Downtown and Uptown Districts Only.

For any commercial use in the Downtown and Uptown Districts only, the following provisions shall be established to permit Entertainment Uses only.

6.2.9.1 Definition.

For purposes of this section, Entertainment Uses shall include live music, live performances, karaoke clubs, comedy clubs, dance clubs, theaters, bars, taverns, and billiard halls or similar uses as determined by the Director of Planning pursuant to the procedures established in Section 5 of this Plan.

6.2.9.2 Purpose.

The purpose of this section is to encourage entertainment and nightlife uses in the Downtown and Uptown Districts of Warner Center, while also preserving a healthy and safe environment for residents and businesses through the establishment of a set of performance and development standards to ensure the safe operation of establishments with entertainment uses. Entertainment uses would be encouraged in the Downtown and

Uptown Districts through a simplified Project Permit Compliance process, pursuant to LAMC 11.5.7, if the project meets all of the performance standards set forth in this subsection.

6.9.2.3 Applicability and Location.

This provision of the Specific Plan is only applicable to entertainment uses, as enumerated in this Specific Plan, in the Downtown and Uptown Districts.

6.9.2.4 Application.

The applicant shall be required to submit a site plan, floor plan, and elevations of the entertainment to be reviewed by the Director of Planning, or their designee, pursuant to Section 11.5.7 of the LAMC.

6.9.2.5 Standards.

(a) Use: Adult entertainment activities, including but not limited to strip clubs and "hostess" type activities shall not be permitted through the Project Permit Compliance review process.

(b) Noise: Noise levels shall not cause disruption above the ambient urban noise levels along the adjacent public streets.

(c) Security and Crowd Control: The Director of Planning per Section 5.2 and 5.3 may consult the Police Department to evaluate the operation of an entertainment venue to determine if policing is required for an event to provide security and/or traffic control. If additional security is required by the Police Department, the applicant shall be responsible for the expense and a public safety plan.

6.9.2.6 Review of the Approved Use.

Notwithstanding LAMC Section 12.24-Z to the contrary, any Entertainment use in the Downtown and Uptown Districts approved under Project Permit Compliance with this Plan shall continue through the life of the Plan. However, the Director of Planning, or their designee, may require an additional Project Permit Compliance review if there is reasonable and credible

evidence of nuisance activities associated with the previous establishment.

6.9.2.7 Revocation.

If the conditions of approval under a Project Permit Compliance review of a request for Entertainment Uses have not been complied with, the City may give notice to the property owner or lessee of the real property affected to appear at a time and place fixed by the City and show cause for why the use permitted by this Subsection should not be modified, discontinued or revoked. These proceedings shall be accordance with LAMC Section 12.24-Z.

SECTION 7. MOBILITY STANDARDS

7.1 Intent.

The Plan's vision includes Warner Center as a sustainable, mixed-use, transit-oriented, walkable Center serving the West Valley. As the West San Fernando Valley's downtown, Warner Center has maintained its neighborly character as it grows into a cosmopolitan center. Key components of Warner Center's character include: sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly pedestrian environment.

As a vital transit-oriented community, the WC2035 Plan will advance the Warner Center street network with the activity of many uses proximate to each other. The Plan's proposed infrastructure will offers residents easy access to a broad range of transit and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets will be inviting and walkable with retail at ground level and work/live space above.

The WC2035 Plan will be developed as a collection of neighborhoods; none is left disconnected or ignored. Low-emission public transit will be available for shuttling within its districts and to adjacent communities. Transit reliably allowing easy access for young, old, and those who are physically challenged in order to connect all parts of Warner Center. The expanded Orange Line and Red Line connect Warner Center to the region, making many daily work commutes and other trips car-free.

The concept of a one-dimensional Transportation System gives way to a Mobility System with, not only its streets for vehicles, but an extensive network of infrastructure supporting modes that offer alternatives to the automobile. Activity Nodes and Active Frontage Streets will provide for a pedestrian experience that is safe and efficient. Extensive paths for bikes, other "small slow vehicles" will be well integrated into the dense, urban fabric.

Ultimately, the Mobility Section will insure that measures are taken to limit spillover traffic into surrounding neighborhoods, recognizing that traffic volumes in Warner Center will increase until people shift from single-occupant cars to the many other modes that are encouraged in Warner Center.

7.2 Department Of Transportation Review.

7.2.1 Requirement. All Projects, pursuant to Section 5.3.2 and 5.3.3, shall file an application with the Department of Transportation for an Initial Site Assessment Form Issuance which will initiate an assessment to determine all Projects mobility requirements, including but not limited to Mobility Fees, Mitigation

Measures, Street Dedications and Improvements, and Covenant and Agreements.

7.2.2 Application. All Projects, pursuant to Section 5.3.2 and 5.3.3, shall submit a completed Application form to the Department of Transportation (DOT).

7.2.3 Application Fee. See Section 5.4.2 (DOT Fee).

7.3 Mobility Fee.

Mobility Fees shall be collected from Projects, and deposited into a special Warner Center Mobility Trust, for the implementation of the Transportation Mitigation Plan (TMP) and other mobility measures and improvements identified by the Warner Center Specific Plan.

7.3.1 Mobility Fee Calculation.

Mobility Fee shall be calculated based on a Project's land uses and size, as determined by the Department of City Planning (DCP) and the Department of Building and Safety (B&S), using Mobility Fees as outlined in Mobility Fee Table in **Appendix D**. Over the life of the Plan, approximately $114 Million in Mobility Fees are expected to be collected from Warner Center development. The Mobility Fee funds the six components of the Transportation Mitigation Plan including Roadway Improvements, New Orange Line Station Terminus, Bus Purchases, Bus Operating Expenses, Streetscape Improvements, and Neighborhood Protection/Plan Implementation/Transportation Demand Management (TDM). The Mobility Fees collected over the Plan's life is distributed amongst the six components as follows: Roadway Improvements, New Orange Line Station Terminus, Bus Purchases, Bus Operating Expenses, Streetscape Improvements, and Neighborhood Protection/Plan Implementation/Transportation Demand Management.

7.3.2 Mobility Fee Credits.

The Mobility Fee can be refined for a Project based upon the following Mobility Fee Credits:

7.3.2.1 Existing Use Credit. Credit shall be given against the Mobility Fee to Projects based on their land use and size on or before January 1, 2008 based on Floor Area, as determined by Department of City Planning and Departments of Building and Safety, using Mobility Fees as outlined in the Mobility Fee Table in **Appendix D**.

7.3.2.2 In-Lieu Credit for Mitigation Measures. In-lieu Mobility Fee credit shall be given for Mitigation Measures implemented by a Project for up to 82% of the total Mobility Fee obligation of the Project. The in-lieu credit for mitigation measures shall not exceed 82% of the total Mobility Fee obligation of the Project. In-Lieu Credits shall be applied to reduce the Mobility Fees after the required transportation improvements have been completed or guaranteed to the satisfaction of DOT and Department of Public Works - Bureau of Engineering.

7.3.2.3 In-Lieu Credit for Dedications.

In-Lieu Mobility Fee credit shall be granted for all dedications for public streets.

(a) In-Lieu Credit shall be granted for land dedication for right-of-way purposes to implement those transportation improvements listed in Appendix D of this Plan that are to be funded by the Mobility Fee. In-Lieu Credit shall be granted based on the cost of the land dedication estimated in determining the Mobility Fee, adjusted by annual indexing pursuant to Section 7.3 of this Plan.

(b) In-Lieu Credit shall be granted for land dedications for right-of-way purposes to implement a Larger Mobility Improvement pursuant to Section 7.6 of this Plan.

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

7.4 Annual Indexing of All Fees.

All fees (included but not limited to Mobility Fees, Application Fees, Model Run Costs) shall be annually increased or decreased as follows: The Fees shall be adjusted as of June 30 in order to become effective by July 1 of each year by the amount of the percent increase or decrease in the most recently available City Building Cost Index, as determined by DOT. The revised Fees shall be posted on the websites of the Departments of City Planning and Transportation. If the Department of Transportation determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the DOT shall recommend to the City Council, based on a written report, that the City Council adopts different cost figures. Upon receipt of a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Fees.

7.5 Fee Refunds.

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

The City Council may fully or partially refund the Fee and/or release a letter of credit when: (1) The building permit expires and no extensions have been granted for a Project for which the Mobility Fees have been collected; or (2) A refund or release is specifically authorized by resolution of the City Council, so long as the Council finds that the Fee is no longer needed.

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

7.6 Assignment of Mitigation Measures.

DOT shall determine the Project's Mobility Fee obligation based on the land use and size of a Project or Master Planned Development. The assignment of Mitigation Measures shall be proportionate to the Mobility Fee obligation as shown in **Appendix D**.

7.6.1 Mitigation Measures. DOT shall have the discretion to assign physical roadway and streetscape mitigation measure improvements as outlined in **Appendix E** or collect the Mobility Fee in-lieu of the Project implementing the Mitigation Measures. Additional Mitigation Measures including transit improvements, implementation of Transportation Demand Management (TDM) plans and programs and implementation of the Neighborhood Protection Program may also be required for certain Projects.

7.6.2 Mitigation Measure Assignment. DOT shall assign Mitigation Measures to Projects based on the size and use of the Project according to **Appendix D**. All available Mitigation Measures are listed in **Appendix E**.

7.6.3 Mitigation Availability. If DOT determines that Mitigation Measures are not available, DOT shall assign a different Mitigation Measure from the next category of the highest dollar amount value from **Appendix E**. DOT shall have the discretion to substitute or add equivalent Mitigation Measures to the Transportation Mitigation Program (TMP) listed in **Appendix E**, as they become available as a result of new technology innovations or other unforeseen improvements.

7.7 Street Improvements and Dedications.

Land dedication for the purpose of adding right-of-way, roadway widening and improvements, and streetscape improvements may be required of Projects, pursuant to Section 5.3.2 and 5.3.3 only, based on the Warner Center Street Standards and General Plan Street Designations.

7.7.1 Warner Center Street Designations.

See **Appendix F and Figures 1-12** for Warner Center street designations, existing roadway and right-of-way dimensions, and future roadway and right-of-way dimensions. Projects, pursuant to Section 5.3.2 and 5.3.3 only, shall be subject to the provision of street dedication per the adopted designations.

7.7.2 Procedures.

Once the Application Fee is paid, DOT shall transmit the required dedications of land for right-of-way and/or required street widening and streetscape improvements to the Director of Planning, pursuant to Section 5.3.2 and 5.3.3. All dedication and improvement requirements for a Project, if any, shall be reviewed and approved by the Director of Planning pursuant to the requirements established in Sections 5.3.2 and 5.3.3.

7.8 Transportation Demand Management (TDM) Program.

The following additional requirements shall apply to any development proposing a building, grading, foundation, change of use or use of land permit that contains 30,000 square feet or more of non-residential floor area either existing or proposed or 30,000 square-feet or more of non-residential floor area in a mixed-use project. Exemptions from the provisions of this subsection apply to a property or lot with: 1) Less than 30,000 square-feet of non-residential floor area; 2) A mixed-use development with less than 30,000 square-feet of non-residential floor area; or 3) Any residential development except for those residential developments selecting a TDM program as an Incentivized Use pursuant to Section 6.2.1.

7.8.1 Transportation Demand Management (TDM) Options.

An Applicant shall be permitted several options in order to comply with this subsection. The Applicant may choose one (1) of the following three (3) options in order to satisfy the TDM requirements of the Plan including:

7.8.1.1 Option No. 1 – Transportation Demand Management Plan.

7.8.1.1.1 Preliminary TDM Plan.

Prior to the issuance of any Project approval under this Ordinance, an Applicant shall submit an application for review and approval of a preliminary TDM plan to DOT. DOT shall review and approve or disapprove a preliminary TDM plan within 30 days of the date of submittal. Any preliminary plan not reviewed and acted upon by the end of 30 days shall be deemed approved as a preliminary plan. The TDM plan shall include the following elements:

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

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

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

(d) Methods that the building owner will use, such as leasing provisions, to encourage the participation and cooperation of tenants within the development in regards to the TDM plan.

7.7.1.1.2 Final Transportation Demand Management Plan.

Prior to the issuance of a certificate of occupancy for a Project, any Applicant that was required to prepare and submit a preliminary TDM plan for the Project shall submit a final TDM plan for review and approval by DOT. The final TDM plan prepared by the Applicant shall address any modifications recommended by DOT. The Plan shall also include changes in Trip reduction incentives provided by

the Applicant to employees and customers within the Project. DOT shall review and approve or disapprove the final TDM plan within 60 days of submittal. Any plan not reviewed and acted upon by DOT by the end of 60 days shall be deemed automatically approved. Preparation of a final TDM plan shall not be required if DOT had earlier approved the Applicant's preliminary TDM plan and not required revisions to be made, provided that there are also no changes made to the Project after the preliminary TDM plan approval by DOT.

7.7.1.1.3 Administrative Clarification.

Within 15 days of any Preliminary or final TDM plan determination by DOT, an Applicant or building owner may request an administrative clarification from the Director of Planning pursuant to the requirements of Section 5.3.3. A request shall be made upon a form prescribed for that purpose and accompanied by a fee equal to the fee charged for LAMC Section 19.01-I.

7.7.1.1.4 TDM Review Fee.

For Fees related to DOT review of TDM Plans and Administrative Clarifications, see Section 5.4.2.

7.7.1.2 Option No. 2 – Membership in a Transportation Management Organization or Similar Organization.

Prior to the issuance of any building, foundation, grading, demolition, change of use or use of land permit, the Applicant shall join a Transportation Management Organization (TMO) or an equivalent organization and maintain membership in good standing for the life of the project. Proof of membership in good standing shall be required at the time of permit clearance, and shall be maintained for the life of the project and provided to the Director of Planning upon request.

7.7.1.3 Option No. 3 – TDM Implementation and Oversight Yearly Payment.

Prior to the issuance of any building, foundation, grading, demolition, change of use or use of land permit, the Applicant shall pay a yearly fee of $5,000 deposited into the Warner Center Trust Fund for the sole purpose of funding TDM measures specified in the Transportation Improvement Mitigation Plan. The monies collected shall be based upon an estimate of the yearly cost of an Applicant to prepare and maintain/operate a TDM program. This fee shall be indexed each year by June 30 based upon the building cost index.

Any Applicant choosing this yearly payment Option shall Covenant payment of the fee for successive years. An invoice will be mailed to any Applicant choosing this Option on or about March 1 and payment of the fee is required each successive year by June 30. The invoiced amount will include a yearly cost of living increase based upon building cost index.

7.7.2 Transportation Demand Management Program Enforcement.

No building, grading, demolition, foundation, use of land, and change of use permit shall be issued for any development that has not complied with the requirements of this subsection with the exception of the following permits:

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

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

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

SECTION 8. NEIGHBORHOOD PROTECTION PROGRAM (NPP)

The intent of the Neighborhood Protection Program is to provide those areas surrounding Warner Center a procedure established within the Plan to allow for access and funding of localized mitigations to impacts not anticipated. In many cases, those impacts will be specific to an area either in the form of traffic, parking, crime, noise, or many other types of localized impacts related to the short-term construction and long-term operation of development in Warner Center.

8.1 Establishment of the Neighborhood Protection Program.

A Neighborhood Protection Program shall be established for the eight (8) neighborhoods immediately surrounding the Plan area. (See ***Map 11***.)

8.2 Goal and Objective of the NPP.

The primary goal of the Neighborhood Protection Program shall be to minimize the intrusion of through traffic into the residential neighborhoods adjacent to this Specific Plan area, with nearby streets and intersections given high priority for proposed traffic impact mitigation measures. A secondary goal shall be to facilitate vehicular and pedestrian egress from local streets in the adjacent residential neighborhoods onto the primary Arterial Street and highway system. Additional goals include reduction in crime and noise.

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

8.3 Location of the NPP Areas.

Eight (8) neighborhoods adjacent to this Plan area are included in the NPP. These are identified on **Map 11**.

8.4 Program Development and Participation.

Upon adoption of this Plan, the Council members in whose districts these neighborhoods are located shall appoint a Neighborhood Protection Committee (Committee), consisting of representatives from each of the 8 neighborhoods (including representation from public and private schools within the designated areas), as shown on **Map 11** and property owners/developers from within the Plan area. The Committee

may make recommendations to the Director of Planning and the applicable Council District Offices concerning measures to implement goals and objectives of the Neighborhood Protection Program.

City staff, including but not limited to Planning, DOT, Police, Fire, Public Works - Bureau of Engineering and Public Works - Bureau of Street Services, shall assist the Committee as necessary. All actual costs incurred by City staff in assisting the Neighborhood Protection Committee shall be allocated from the Neighborhood Protection sub-account within the Warner Center Mobility Trust Fund.

8.5 Implementation, Enforcement, and Review.

As funds become available for this purpose, Planning Department or the implementation entity shall have the responsibility for implementation of an approved Neighborhood Protection Program.

8.6 Warner Center Mobility Trust Fund.

The Warner Center Mobility Trust Fund is adopted under a separate ordinance and funds shall be distributed pursuant to that ordinance including but not limited to funding the Neighborhood Protection Program.

SECTION 9. CULTURAL AMENITIES

9.1 Establishment of the Warner Center Cultural Arts Development Fee.

Notwithstanding the Citywide Arts Fund, pursuant to the Arts Development Fee Ordinance No. 166,725, which only assesses commercial and industrial Projects with a building permit valuation of $500,000 or more, it is hereby established that all Projects within the WC2035 Plan with a building permit valuation of $500,000 or more shall be assessed the Citywide Arts Development Fee.

9.2 Exemptions from the Warner Center Cultural Arts Development Fee.

The following Projects or potions of a larger Project shall be exempt from the Development Fee:

(a) Incentivized Uses as established and specified in Section 7 of this Plan.

(b) Temporary Uses.

(c) Institutional or Governmental Uses.

(d) Residential Projects where, based upon the total number of units proposed: (1) A minimum of five percent (5%) of all units are Very Low Income affordable units as defined by LAMC Section 12.22-A,25, or (2) A minimum of ten percent (10%) of all units are Low Income affordable units as defined by LAMC Section 12.22-A,25.

9.3 Warner Center Cultural Amenities Trust Fund.

A Warner Center Cultural Affairs Trust Fund shall be established to accept all contributions from all residential, commercial and industrial Projects within this Plan area that will be deposited from the following sources:

9.3.1 Citywide Arts Fund, pursuant to the Arts Development Fee Ordinance, Ordinance No. 166,725, all commercial and industrial Projects with a building valuation of $500,000.00 or more.

Except as otherwise provided here, all provisions applicable to the Citywide Arts Development Fee Ordinance shall also apply to Projects within this Plan area, including the provision of cultural and artistic facilities, services and community amenities, which shall be available to Projects and their future employees. Any cultural and artistic facilities, services, and community amenities provided shall

comply with the principles and standards set forth in the Cultural Master Plan, when adopted.

9.3.2 Pursuant to Section 11-A, all residential, commercial and industrial Projects with a building valuation of less than $500,000.00.

9.4 Warner Center Cultural Affairs Committee or Similar Corporation or Authority.

A five-member Warner Center Cultural Affairs Committee, or similar corporation or authority, shall be established and responsible for the appropriate disbursement of the Warner Center Cultural Affairs Trust Fund within this Plan area. The membership of this committee shall include the manager of the Cultural Affairs Department (or a person delegated by the Department General Manager for that purpose) and the City Councilmember(s) representing this Plan area should appoint others who have specific interest within the community.

SECTION 10. IMPLEMENTATION OF THE PLAN

10.1 Plan Implementation Board/Entity/Corporation.

The Plan provides for a public-private corporation or other entity to be developed which will take the lead in implementing the Vision for Warner Center. Within twenty-four (24) months from the adoption date of this Plan, the Department of City Planning, in conjunction with the Department of Transportation and City Attorney's Office, shall submit a draft of an enabling Ordinance for review and consideration by City Council for adoption. The enabling Ordinance shall provide the mechanism for the creation of a Plan Implementation Board, Entity or similar body responsible for the implementation of many of the requirements established under the WC2035 Plan including, but not limited to:

- Streetscape Improvements
- Roadway Improvements
- Transit Improvements
- Coordinate and Plan for Internal Circulating System including input on the development of a fourth Orange Line Stop in Warner Center
- Coordinate Transportation Demand Management mitigation measures including coordination with Transportation Management Organizations
- Parking coordination
- Open Space and recreational space including coordination and programming of private and public open space and collection and disbursement of recreational fees
- Wayfinding Signage Coordination
- New street and internal walkway coordination
- Public benefit development
- Maintenance, Landscaping and tree trimming
- Resource management including water, gas, and electricity
- Economic Development including possible fee reductions, tax incentives, parking meter recommendations, federal and state grants/matching funding
- Insure that Projects are developed consistent with the Plan's Urban Design Guidelines

The draft ordinance shall outline options and procedures including, but not limited to: Appointment of Members, Composition of Members, Quorum, Action, Terms, Expiration of Terms, Vacancies, Meeting Schedule, Responsibilities and Elections.

In developing the enabling Ordinance, the City Planning Department may allocate up to $500,000 for consultant services, including but not limited to attorneys, traffic consultants, and urban designers. The allocation shall be from the Warner Center Mobility Trust Fund. The allocation of any monies, including monies above $500,000 shall be subject to review and approval of the Los Angeles City Council.

10.2 Limitations on the WC2035 Plan (or Base Development Assumptions).

The environmental clearance for the Warner Center 2035 Plan established a Base Development Assumption (or the Project limits specified in the EIR) with the following development maximums for residential, non-residential or any combination of both up through the WC2035 Plan horizon year of 2035. At its core, the WC2035 Plan Project and the related environmental clearance established the following floor area perimeters for non-residential development and dwelling unit and floor area perimeters for residential developments. These assumptions shall be translated in to Plan limitations stated below. The Base Development Assumptions are:

Development Type	Base Development Assumption (as of 2008)	WC2035Build-out Limitation (2035)
Residential (Dwelling Units)	6,200	26,048
TOTAL (Dwelling Units)	6,200	26,048
Residential (Floor Area)	9,100,000	32,600,000
Non-Residential (Floor Area)	16,100,000	30,100,000
TOTAL (Floor Area)	25,200,000	62,700,000

10.2.1 Development Limits.

Pursuant to Section 5 of this Plan, a Project Permit Compliance Review shall not be issued for a Project if the Project's development would exceed the Base Development Assumption specified above in Section 9.2 either by:

(a) Exceeding the limits to a build-out of the Plan area of up to 30,100,000 square feet of Cumulative Approved non-residential floor area either approved under the WC2035 Plan or approved prior to the WC2035 Plan;

(b) Exceeding the limits to a build-out of the Plan area of up to of 26,048 Cumulative Approved residential dwelling units either approved under the WC2035 Plan or approved prior to the WC2035 Plan;

(c) Exceeding the limits to a build-out of the Plan of up to 32,600,000 square feet of Cumulative Approved residential floor area either approved under the WC2035 Plan or approved prior to the WC2035 Plan; or

(d) Allowing any development beyond December 31, 2035 without further environmental clearance provided that it does not exceed the limits specified above.

10.2.2 Development Rights Beyond the Base Development Assumption.

Any applicant with a Project proposed beyond any of these thresholds that has not been issued a Project Permit Compliance Review shall be permitted limited development rights as follows:

10.2.2.1 Limitation (or Basic Development Right).

All Projects shall be permitted a Basic Development Right as defined in Section 4 and subject to:

(a) The same FAR limitations specified for commercial or industrial zones in Height District No. 1 pursuant to LAMC Section 12.21.1-A;

(b) The same Height limitations specified for Height District No. 1-L pursuant to LAMC Section 12.21.1-A; and

(c) The same Density limitations specified for the R3 zone pursuant to LAMC Section 12.10.

All other use, environmental, mobility, and area provisions of the Plan shall continue to apply to All Basic Development Right Projects.

10.2.2.2 Submittal Requirements.

All Basic Development Right Projects shall submit for Project Permit Compliance Review pursuant to Section 5 of the Plan, excluding that Project specifically exempted by that Section, but including all Projects that would submit for Administrative Clearance. All Basic Development Right Projects shall prepare a separate environmental analysis, including a Mobility analysis, prior to any issuance of project approvals.

10.3 Official Accounting of the Components Related to the Base Development Assumptions

10.3.1 Calculation of Cumulative Approved Floor Area (Residential or Non-Residential).

(a) The Department of City Planning shall calculate the cumulative approved Floor Area in connection with an approved Project consistent with the requirement of the WC2035 Plan. The Department shall include the floor area of each Project in the cumulative approved Floor Area at the time the Project is granted a Project Permit Compliance Review.

(b) The Department of City Planning shall prepare an official accounting of the current cumulative approved floor area above the Basic Development Assumption. This official accounting shall be available for public review. The details of the accounting are specified below in sub-Section 3 of this Section.

(c) If a building permit for which a Project Permit Compliance Review was granted pursuant to Section 4 of this Plan expires and no extension of time is granted by the Department of Building and Safety, then the Department of City Planning, after being presented with satisfactory evidence of the permit's expiration, shall delete the floor area of that Project from its official accounting of the cumulative approved Floor Area.

10.3.2 Calculation of Cumulative Approved Dwelling Units (Residential or the Residential Portion of a Mixed Use Project).

(a) The Department of City Planning shall calculate the cumulative approved dwelling units in connection with an approved Project consistent with the requirement of the WC2035 Plan. The Department shall include the dwelling units of each Project in the cumulative approved dwelling units at the time the Project is granted a Project Permit Compliance Review.

(b) The Department of City Planning shall prepare an official accounting of the current cumulative approved dwelling units above the Basic Development Assumption. This official accounting shall be always available for public review. The details of the accounting are specified below in sub-Section 3 of this Section.

(c) If a building permit for which a Project Permit Compliance Review was granted pursuant to Section 4 of this Plan expires and no

extension of time is granted by the Department of Building and Safety, then the Department of City Planning, after being presented with satisfactory evidence of the permit's expiration, shall delete the dwelling units of that Project from its official accounting of the cumulative approved dwelling units.

10.4 General Requirements.

10.4.1 Responsibility for Plan Maintenance.

The Department of City Planning shall establish, monitor and maintain an official record of all cumulative approved floor area or dwelling units within the WC2035 Plan area. The floor area or dwelling unit record shall be maintained at the parcel and Plan Subarea level.

10.4.2 WC2035 Plan Five (5) Year Status Report.

(a) The Department of City Planning, with the assistance of DOT, shall prepare and submit to the City Planning Commission a report on the status of development permitted by the WC2035 Plan and also make it available to the public. This report shall be prepared every five (5) years from the original adoption of the WC2035 Plan.

(b) Prior to submitting a Five-Year status report to the City Planning Commission, the Planning Department shall seek public input regarding the implementation of the WC2035 Plan.

(c) Written Notice of the meeting shall be sent by First Class Mail to owners and tenants within 100 feet of the exterior boundaries of the WC2035 Plan area and additionally to:

- The City's Department of Neighborhood Empowerment.
- Council District(s) in which the project area is located.
- The Mayor's Office.
- The Neighborhood Council(s) in which the project is located.
- Interested Parties who have requested a notice in writing.

(d) The Written Notice shall be sent at least 15 days prior to the public meeting.

(e) The Written Notice shall specify the date, time and location of the meeting.

(f) The Written Notice shall specify a responsible City staff person(s) contact information to provide support related to the 5-Year Status Report including providing copies of the report.

(g) The Written Notice shall specify that written public comments shall be accepted for review by the Department of City Planning.

(h) The status report shall include:

(1) A detailed summary of each project developed under the WC2035 Plan during the five-year period including, but not limited to, square footage, height, residential unit count, on-site improvements and off-site improvements.

(2) The cumulative approved floor area for both residential and non-residential Projects developed under the WC2035 Plan.

(3) The cumulative approval dwelling units for residential Projects developed under the WC2035 Plan.

(4) A detailed summary of the input received at the public information meeting.

(5) The progress toward implementation of transportation improvements, including physical street improvements, HOV facilities and transit improvements which serve or benefit this Plan area. This section shall include the total number of monies collected into the Warner Center Transportation Trust Fund including specifics on the planned and developed projects funded in Warner Center and surrounding areas by those monies.

(6) A detailed summary of all public improvements developed under the WC2035 Plan during the 5-year period.

(7) The total number of parking spaces developed within this Plan area.

(8) Total amount of monies collected into the Warner Center Cultural Affairs Trust Fund including specifics on the planned and developed cultural projects funded in Warner Center and surrounding areas by those monies.

(9) Inventory of all adopted Development Agreements in effect within the WC2035 Plan area.

(i) The City Planning Commission, after review of the Department of City Planning's report, shall recommend to the City Council any actions necessary to ensure that improvements to the WC2035 Plan are in compliance with the requirements and intent of this Plan.

(j) The City Council may review the City Planning Commission's action and the Department of City Planning's report and consider any actions necessary to ensure that the implementation of the WC2035 Plan is in compliance with the requirements and intent of this Plan.

10.5 WC2035 Plan Restudy.

Prior to issuance of any Project Permit Compliance Review for new non-residential or residential floor area or new residential dwellings that would either exceed the cumulative approved floor area or dwellings specified above in subsection A of this Section or would be issued after December 31, 2035, the Director of Planning, with the assistance of DOT, shall initiate a detailed review of the provisions of this Plan, including any necessary environmental analysis. A recommendation shall subsequently be prepared and presented outlining any recommended amendments to the City Planning Commission and the City Council.

The perimeters of the Restudy effort shall include the following:

10.5.1 Schedule for the Commencement of the Restudy.

The Department of City Planning and DOT shall commence a restudy of this Plan no later than: 1) July 1, 2033, or 2) when the Department of City Planning approves 24,000 Cumulative Dwelling Units; 30,000,000 Cumulative Residential Floor Area, and 28,000,000 million square feet of Cumulative Non-Residential Floor Area, whichever comes first.

10.5.2 Procedures for the Restudy.

The WC2035 Plan restudy shall be processed following the same procedures for the development, review and approval of a Specific Plan including, but not limited to, City department and agency research and analysis, any required environmental review, and public workshops. The notice for public hearing of any proposed amendments shall be the same as those in LAMC Section 12.24 D Subdivisions 1 and 2.

10.5.3 WC2035 Plan Analysis in the Restudy.

In restudying the WC2035 Plan, staff should present an analysis of all aspects of the Plan, including, but not limited to, transportation, parking, child care, phasing, air quality and noise quality requirements, and the residential neighborhood protection program, as well as environmental review of these considerations.

10.6 Authority of the Director of Planning.

10.6.1 Interpretation of Provisions of the Plan.

Notwithstanding the requirements of LAMC Section 11.5.7-H, the Director of Planning shall have the authority to interpret any provision, appendix, map, figure, table, guideline, standard or any other stipulation or calculation of this Plan where there is lack of clarity in the meaning or conflict in any way regarding the interpretation of the Plan or calculation of fees and any other quantitative perimeters of the Plan. The Director's interpretation shall be in writing and shall follow the application procedures as codified in LAMC Section 11.5.7-H, 1 thru 3.

Additionally, in making the interpretation, the Director must make the following findings that his/her interpretation:

a) Will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the immediate vicinity of the subject property.

b) Will result in practical difficulties or unnecessary hardships inconsistent with the overall intent of the WC2035 Plan.

c) Will protect the best interests of and assure a development more compatible with the surrounding properties or neighborhood.

10.6.2 Clarification of Technical Reports, Analysis, or Investigation of Other City Departments or Agencies

Unless specifically codified in the Los Angeles Municipal Code, the Director of Planning shall have the final authority in matters on this Plan related to the technical reporting, analysis or investigation of another City Department or Agency to accept, modify or reject any recommendation officially offered.

10.6.3 Highway and Collector Street Dedication and Improvement (LAMC Section 12.37)

Unless specifically codified in the Los Angeles Municipal Code, the Director of Planning shall have the final authority in matters on this Plan related to LAMC Section 12.37. The Director of Planning is free to accept, modify or reject any recommendation officially offered.

SECTION 11. USES AND BUILDINGS MADE NON-CONFORMING BY THIS PLAN

Any legally existing uses, buildings or structures which are made nonconforming by establishment of this Plan shall be deemed to be legal, nonconforming uses and may continue to exist without termination. Legal, nonconforming uses may not be expanded.

SECTION 12. GRANDFATHERING

Entitlements. Projects with valid entitlements that were granted prior to the effective date of this Ordinance shall be exempt from the provisions of this Plan.

SECTION 13. INTERPRETATION

Whenever any ambiguity or uncertainty exists related to this Plan or the application of this Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an owner, operator or lessee, issue written interpretations on the requirements of the Plan consistent with the purpose and intent of this Plan.

SECTION 14. SEVERABILITY

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

SECTION 15. ACKNOWLEDGMENT OF LIMITATIONS

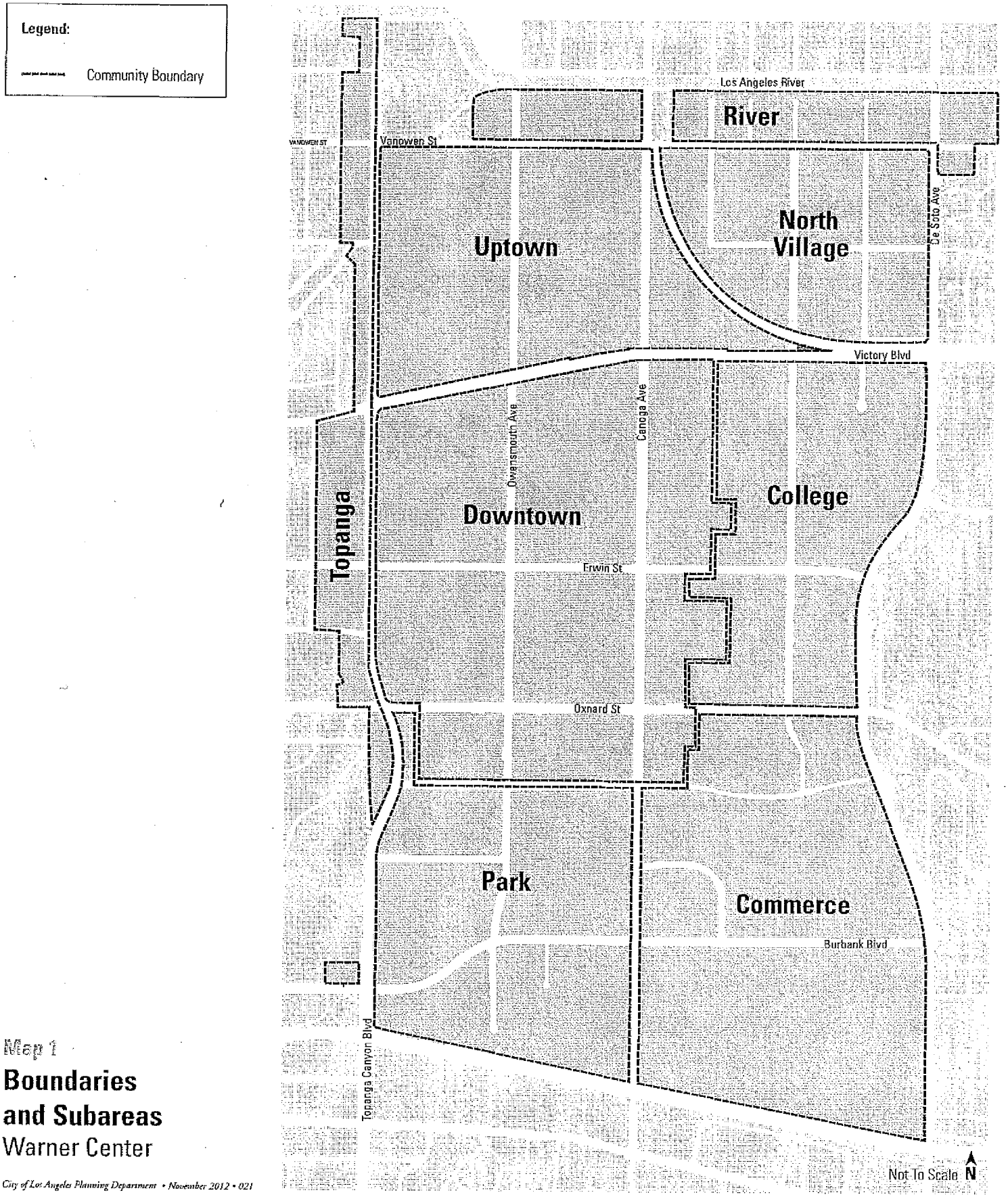
The Department of Building and Safety shall not issue building permits or grading permits for any Project until the owner(s) of the lot or lots has recorded with the County Recorder and submitted to the Planning Department and the Department of Building and Safety an acknowledgment of the contents and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

SECTION 16. PREVIOUS APPROVALS UNDER THE WARNER CENTER SPECIFIC PLAN (ORDINANCE NO. 168873, 170004, 171529, 173071, 173072, 174061, and 174884)

Any approval granted prior to the effective date of this Plan Ordinance either approving, conditionally approving, or the exception of a Project from any provisions of Ordinance No. 166,560 shall be deemed to be an approval, conditional approval, or exception from the relevant provisions of this Plan.

MAPS 1 THRU 11

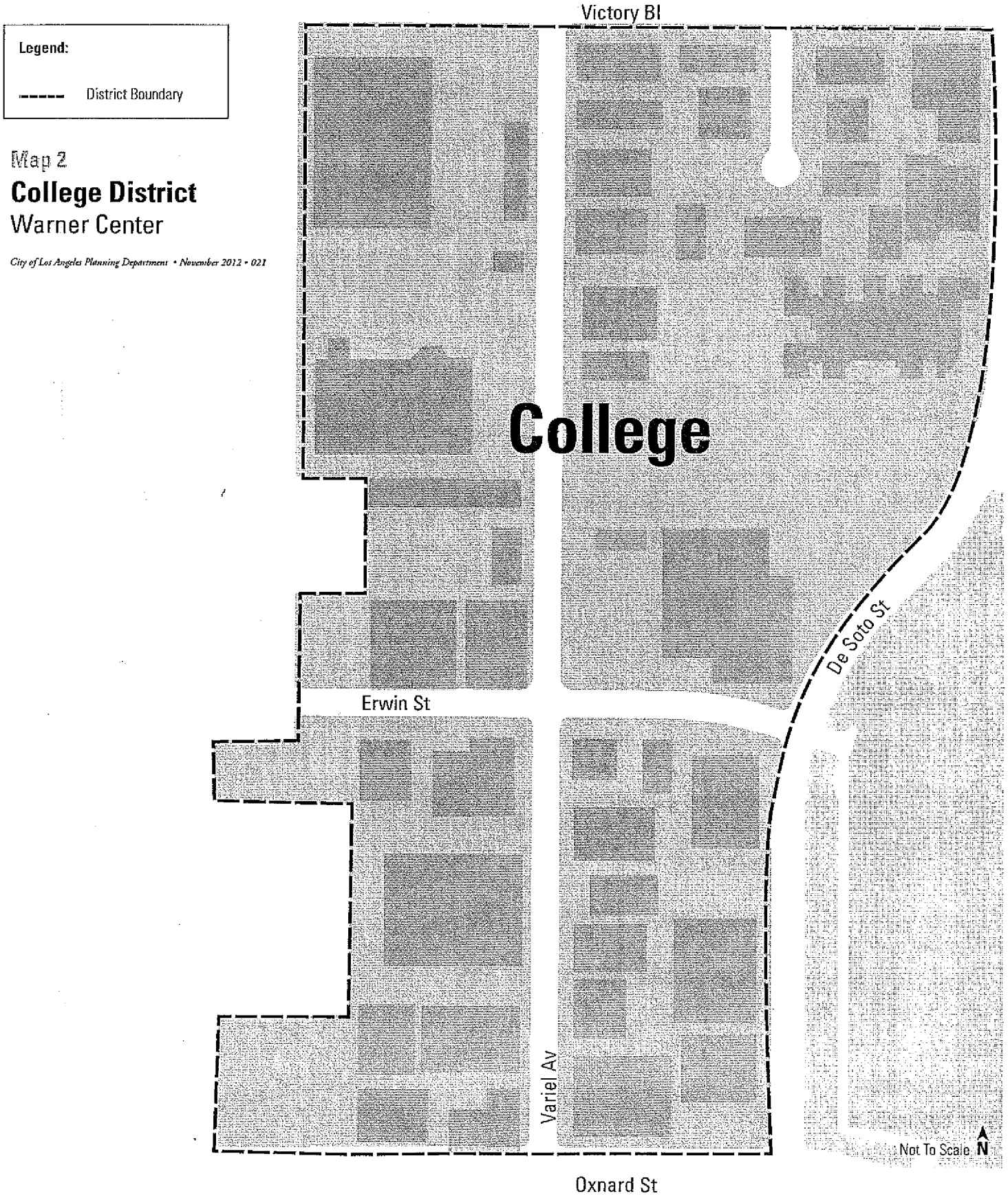
1. WARNER CENTER 2035 PLAN BOUNDARY
2. COLLEGE DISTRICT BOUNDARY
3. COMMERCE DISTRICT BOUNDARY
4. DOWNTOWN DISTRICT BOUNDARY
5. NORTH VILLAGE DISTRICT BOUNDARY
6. PARK DISTRICT BOUNDARY
7. RIVER DISTRICT BOUNDARY
8. TOPANGA DISTRICT BOUNDARY
9. UPTOWN DISTRICT BOUNDARY
10. ACTIVITY NODES, ACTIVE FRONTAGE STREETS AND NEW STREETS
11. NEIGHBORHOOD PROTECTION PLAN (NPP) AREAS

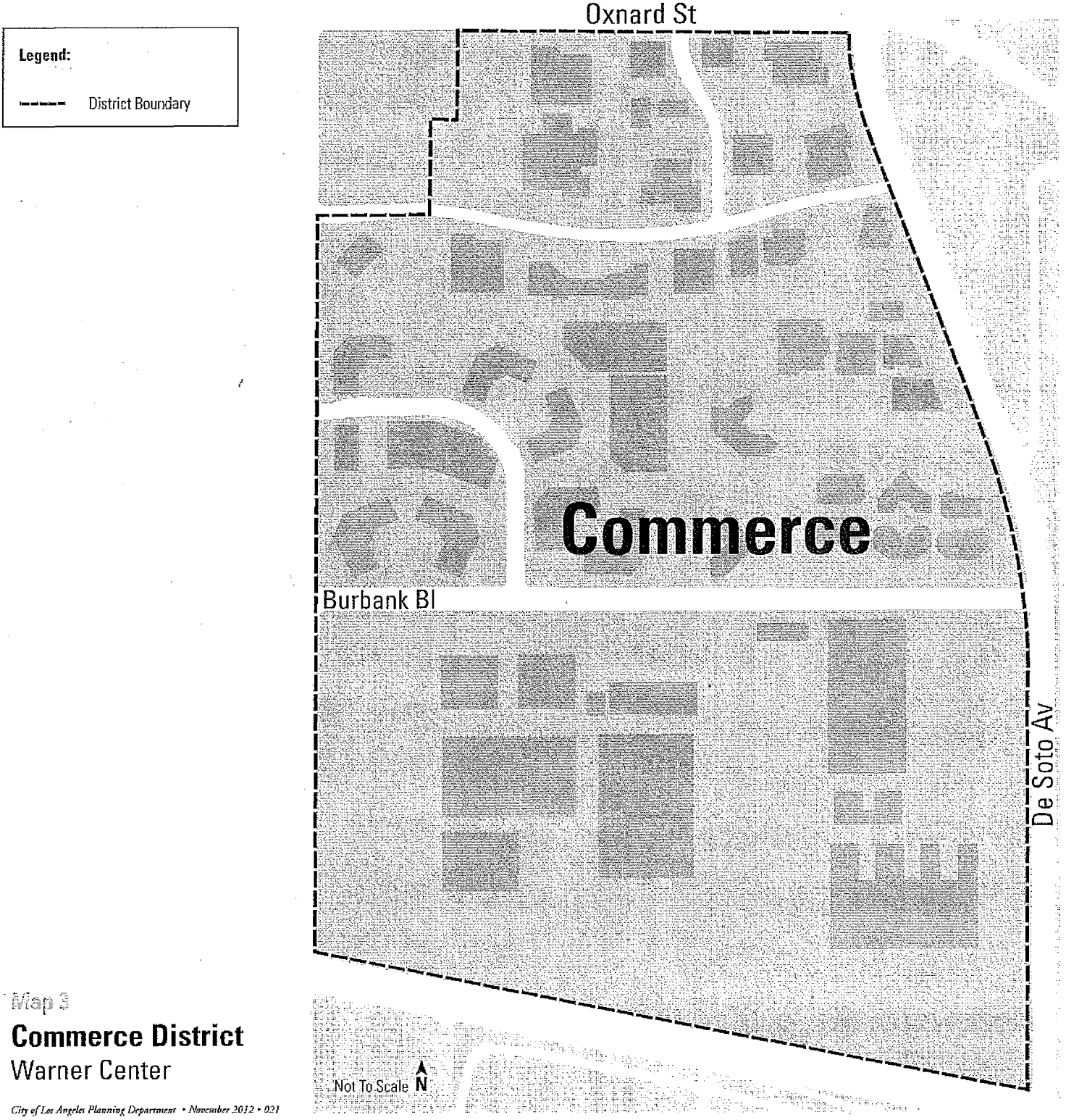


Map 1

Boundaries and Subareas

Warner Center


Legend:
District Boundary
Map 2
College District
Warner Center
City of Los Angeles Planning Department • November 2012 • 021
Victory Bl
College
De Soto St
Erwin St
Variel Av
Oxnard St
Not To Scale
N

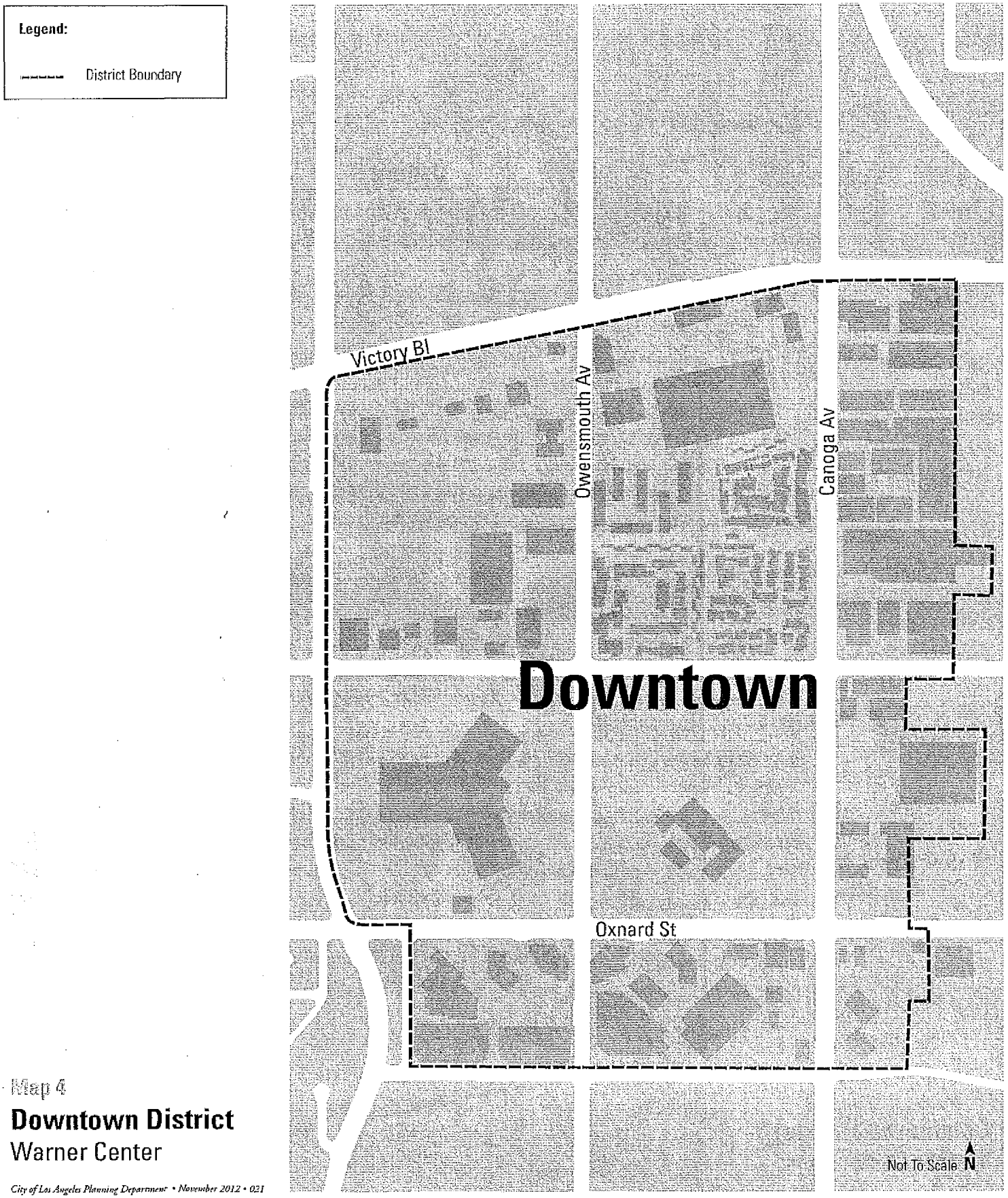


Map 3

Commerce District

Warner Center

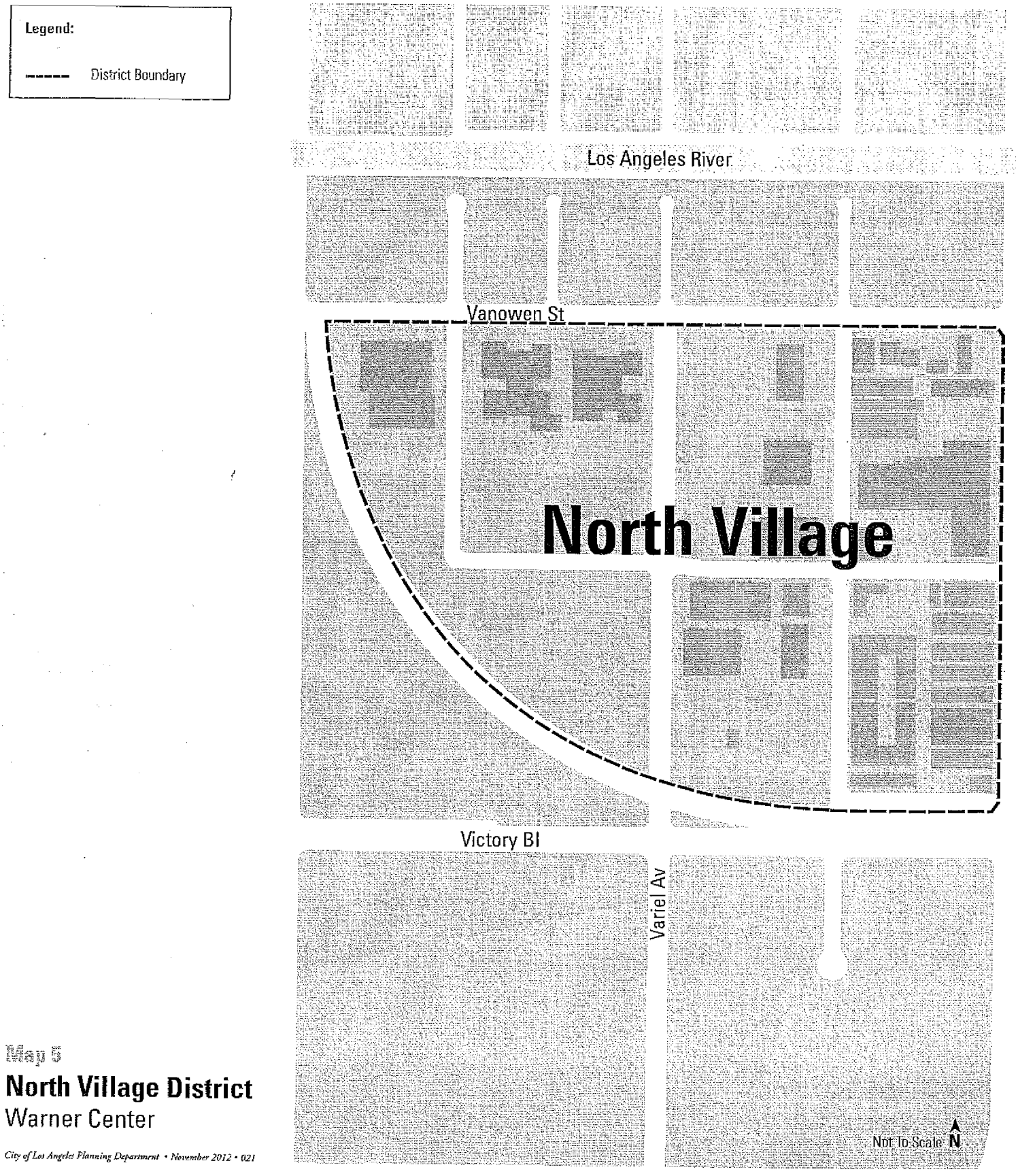
City of Los Angeles Planning Department • November 2012 • 021



Map 4

Downtown District

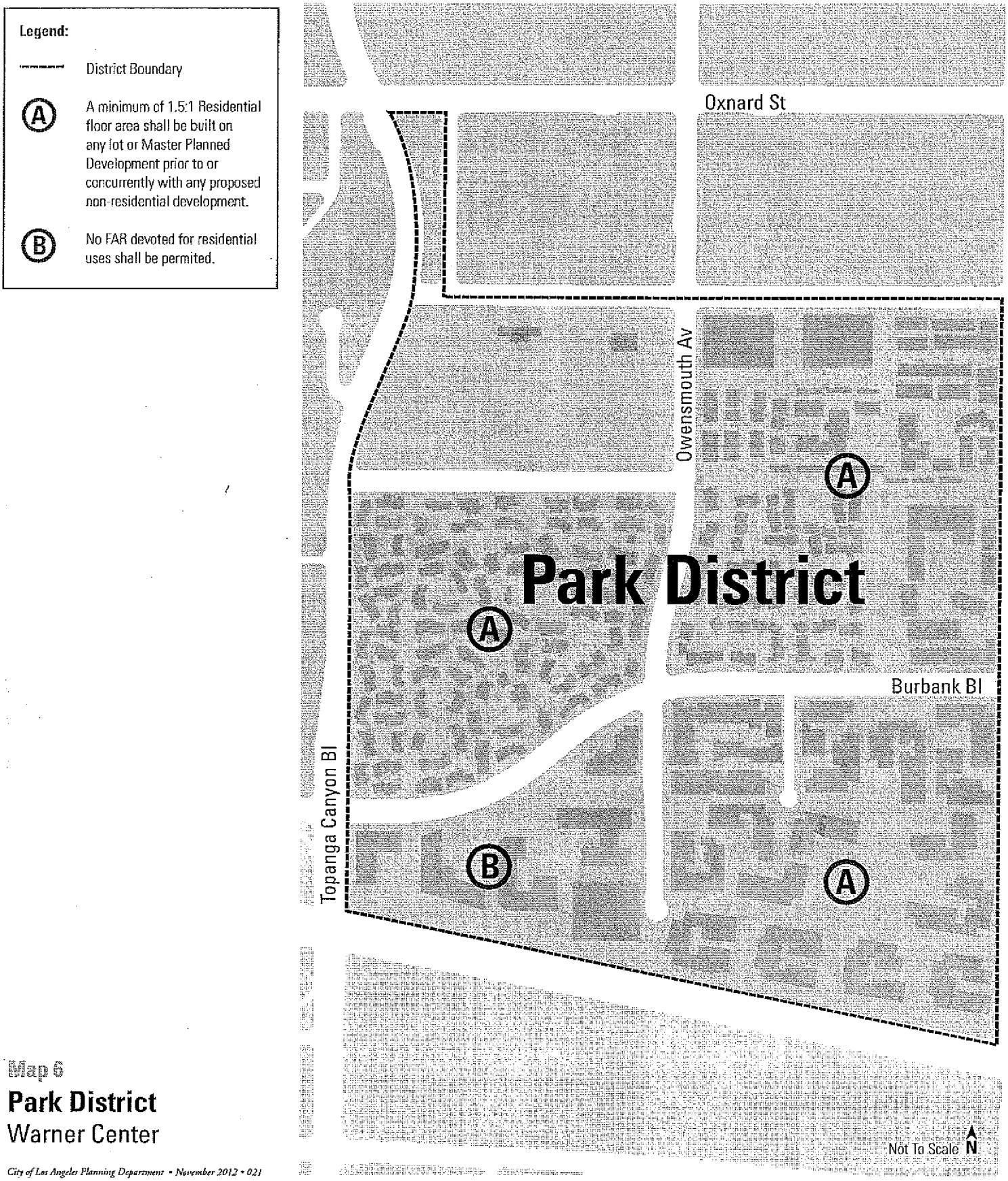
Warner Center



Map 5

North Village District

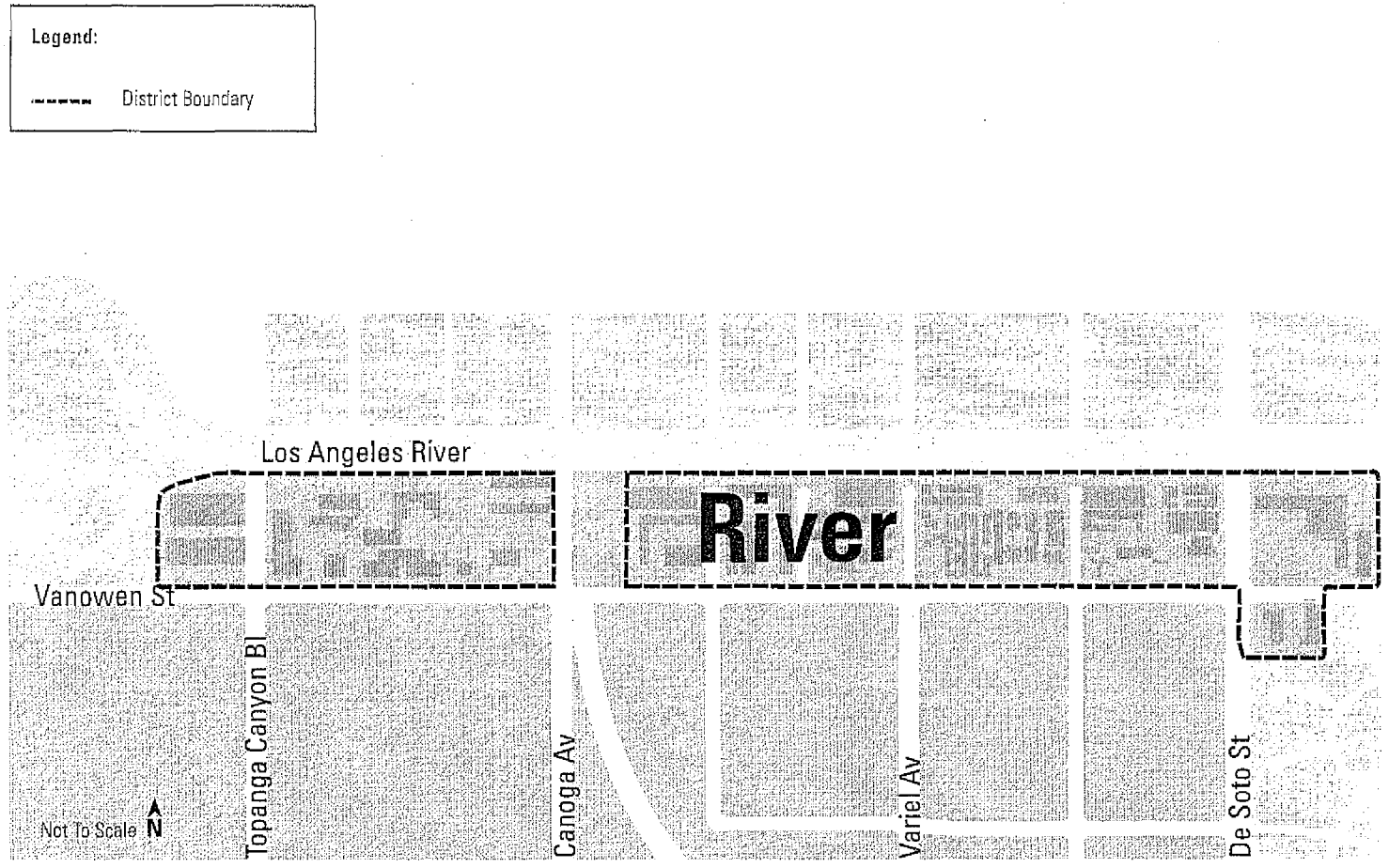
Warner Center



Map 6

Park District

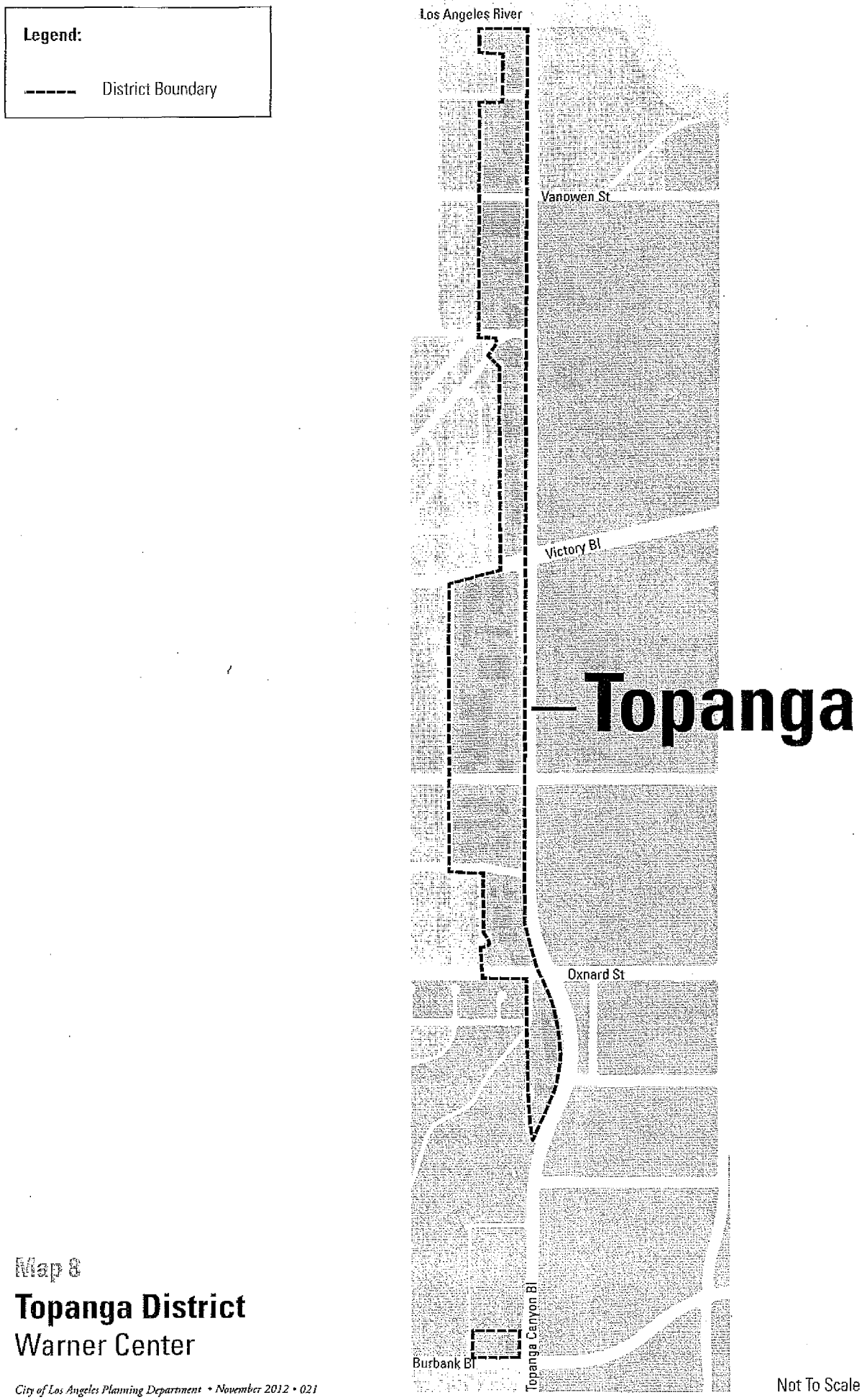
Warner Center



Map 7

River District

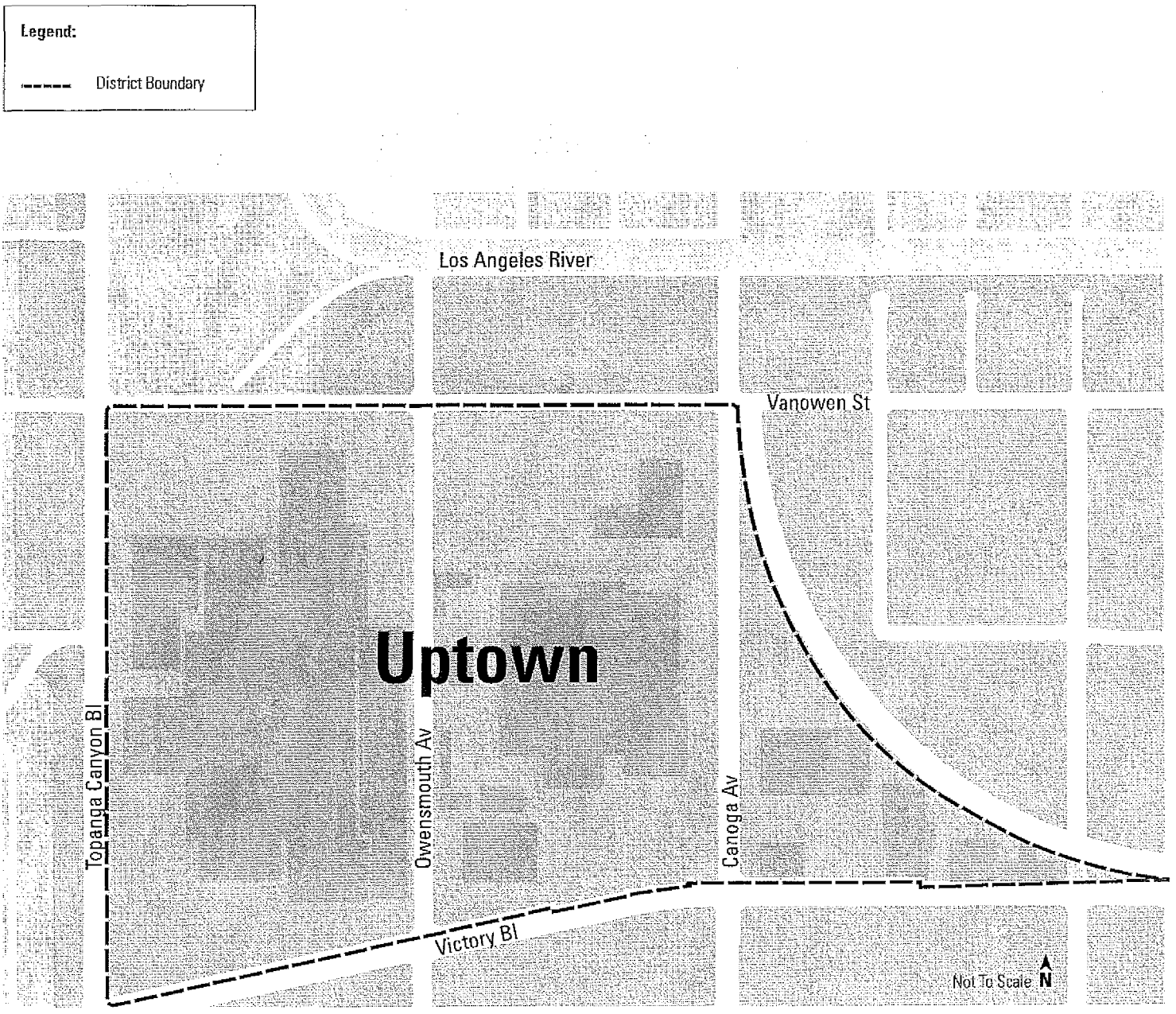
Warner Center



Map 8

Topanga District

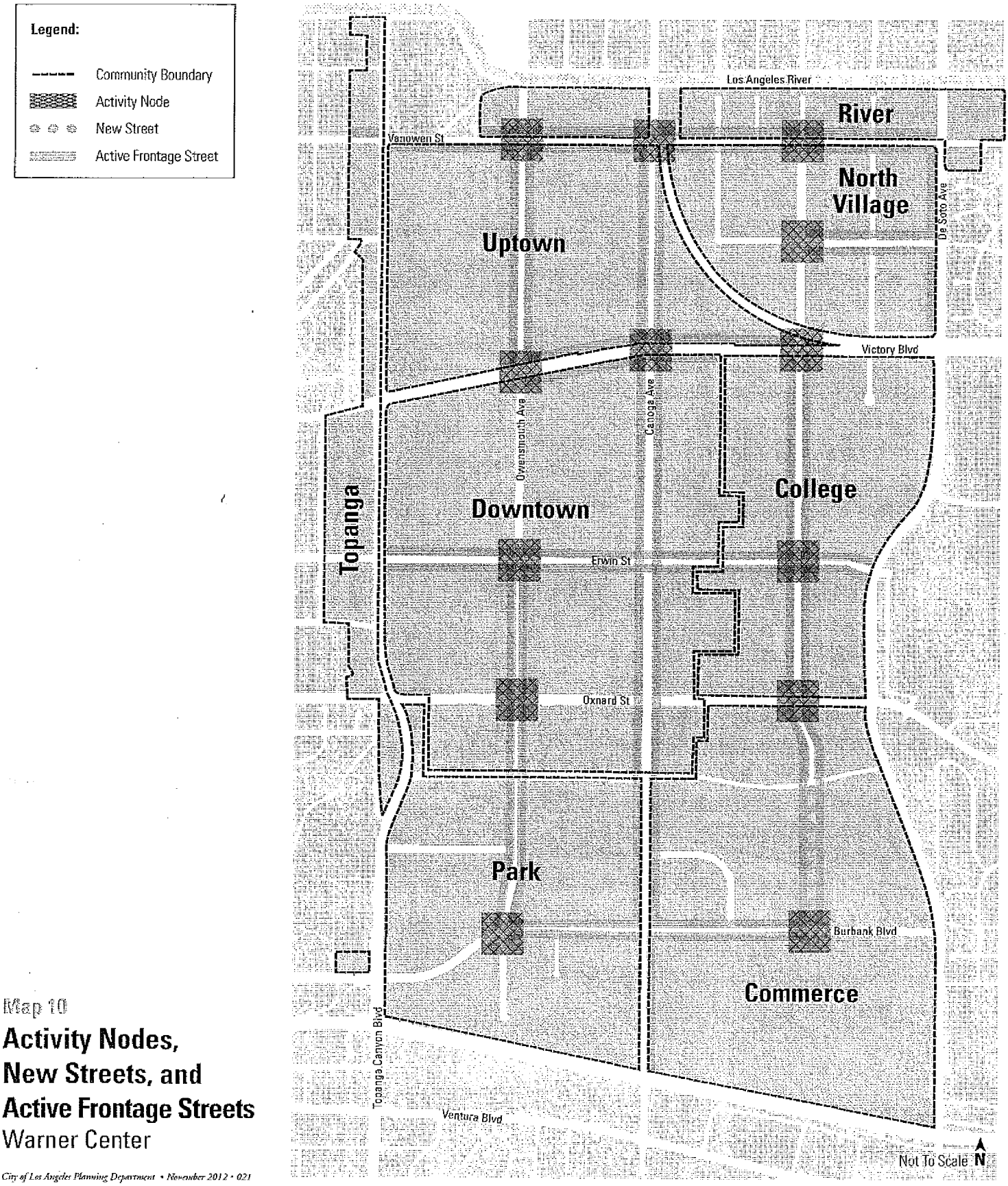
Warner Center



Map 9

Uptown District

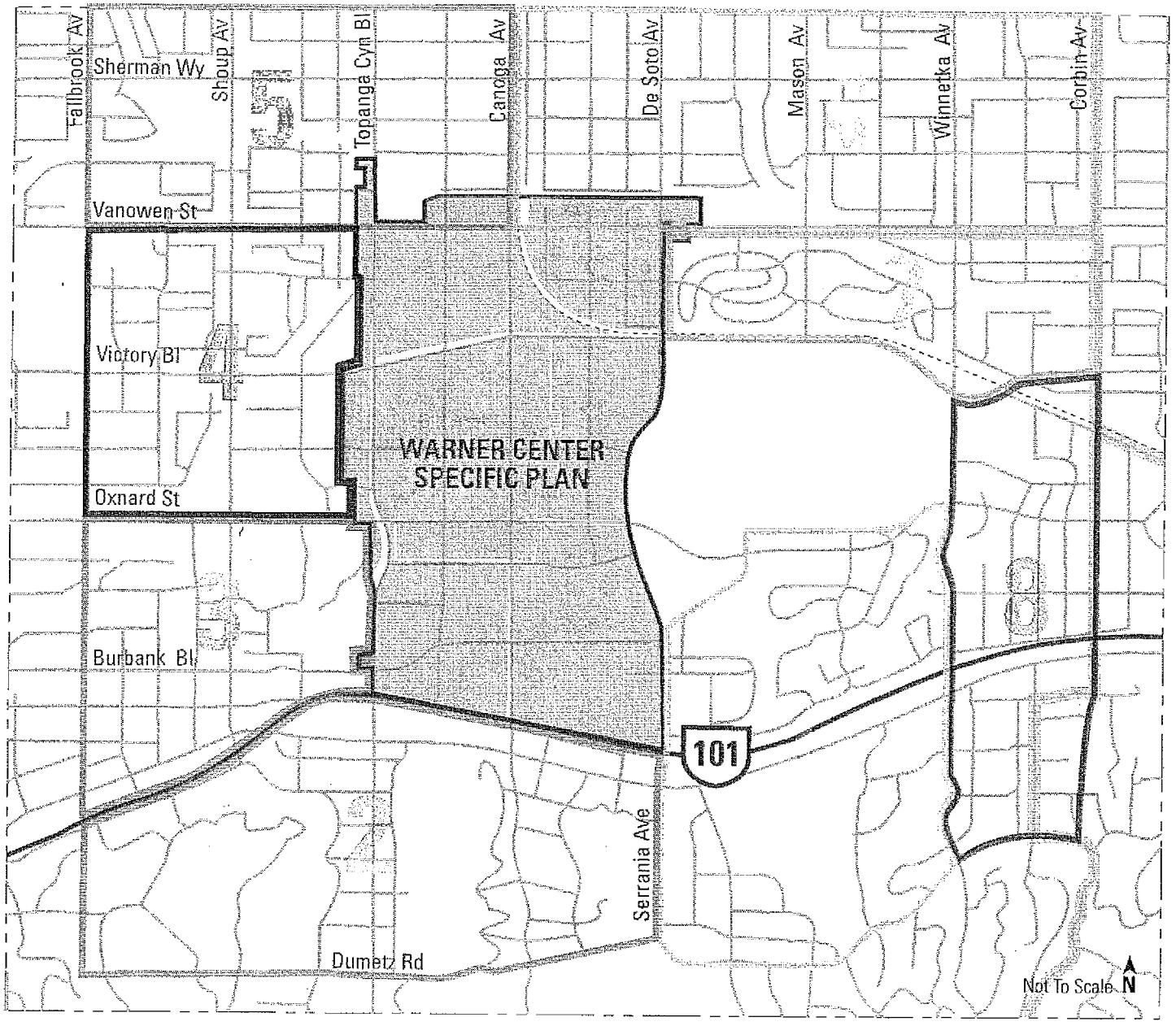
Warner Center



Map 10

Activity Nodes, New Streets, and Active Frontage Streets

Warner Center



Map 11

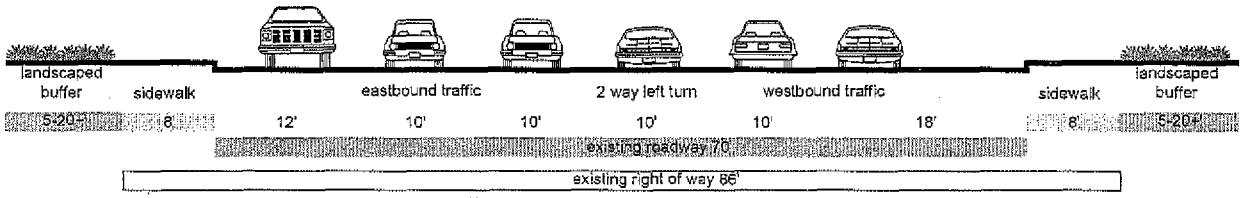
Modernize Neighborhood Protection Areas

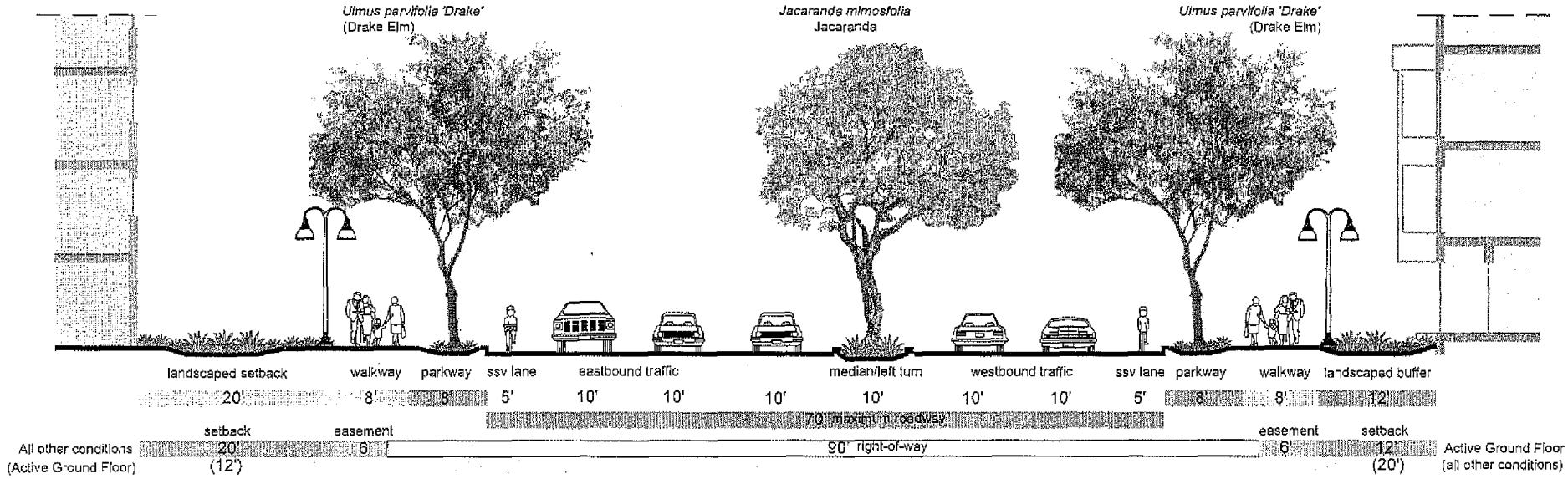
Warner Center

FIGURES 1-12

STREET CROSS SECTIONS STANDARDS FOR:

BURBANK BOULEVARD;
CANOGA AVENUE;
DE SOTO AVENUE;
OWENSMOUTH AVENUE;
OXNARD STREET;
TOPANGA CANYON BOULEVARD;
VARIEL AVENUE;
VANOWEN STREET;
VICTORY BOULEVARD; AND
PRIVATE STREETS.





Burbank Boulevard Cross Section

Warner Center

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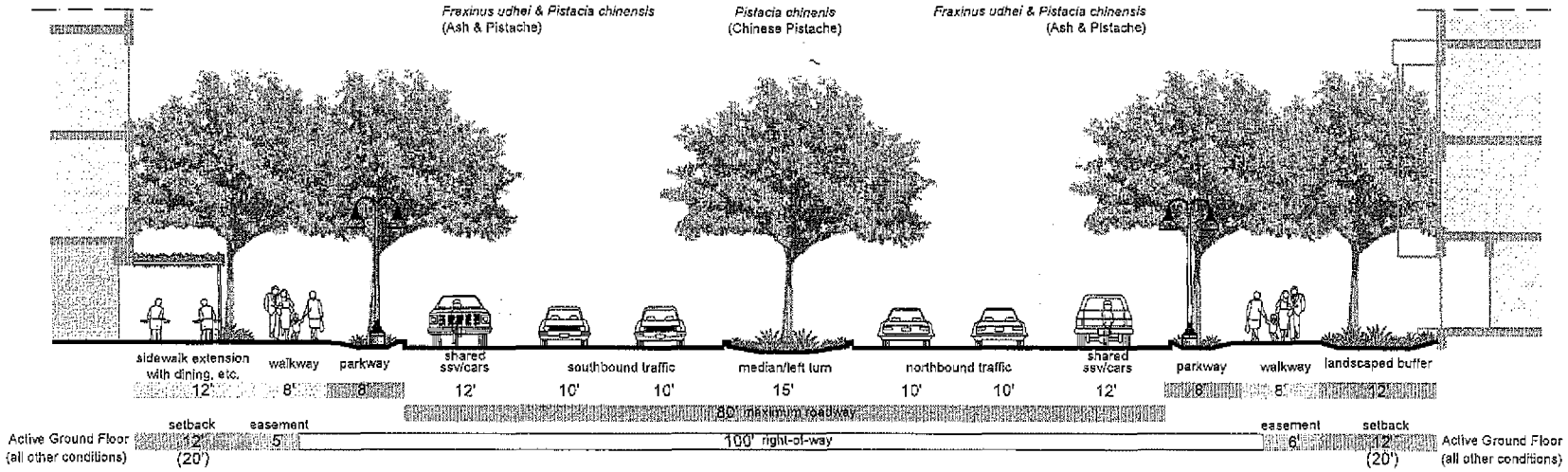
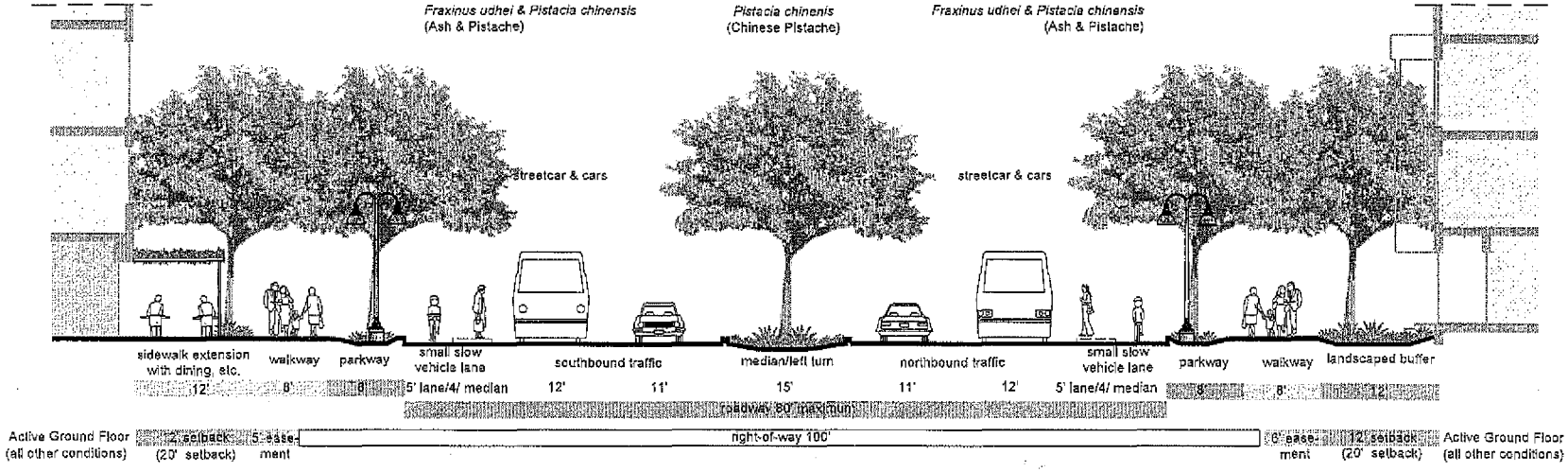
Warner Center - Canoga Avenue Cross Section





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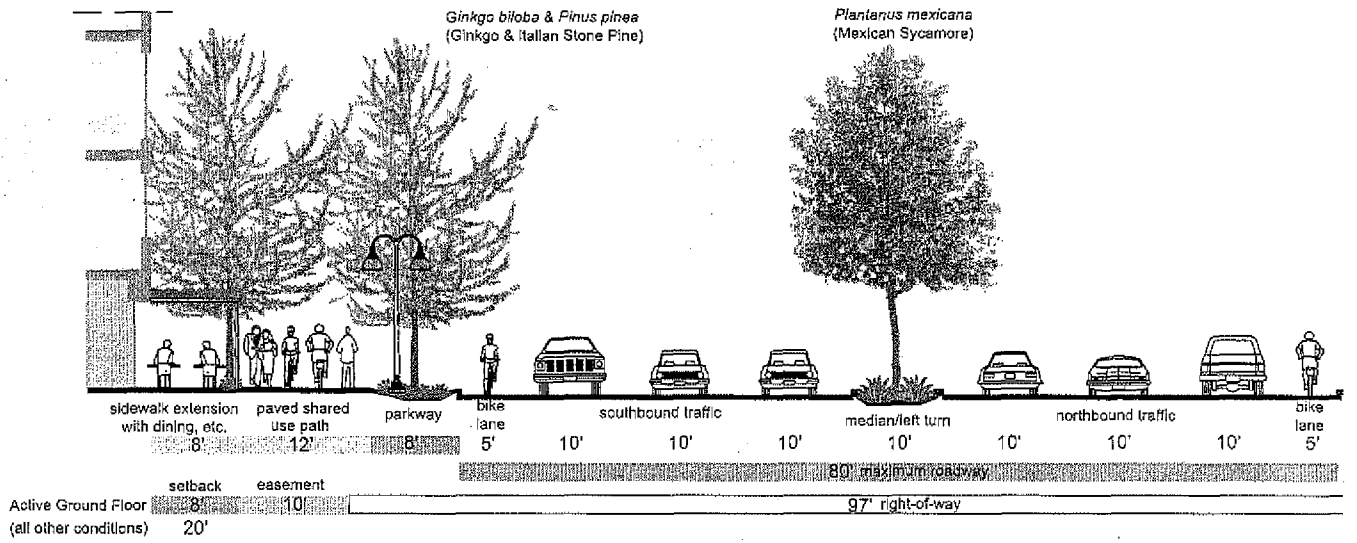
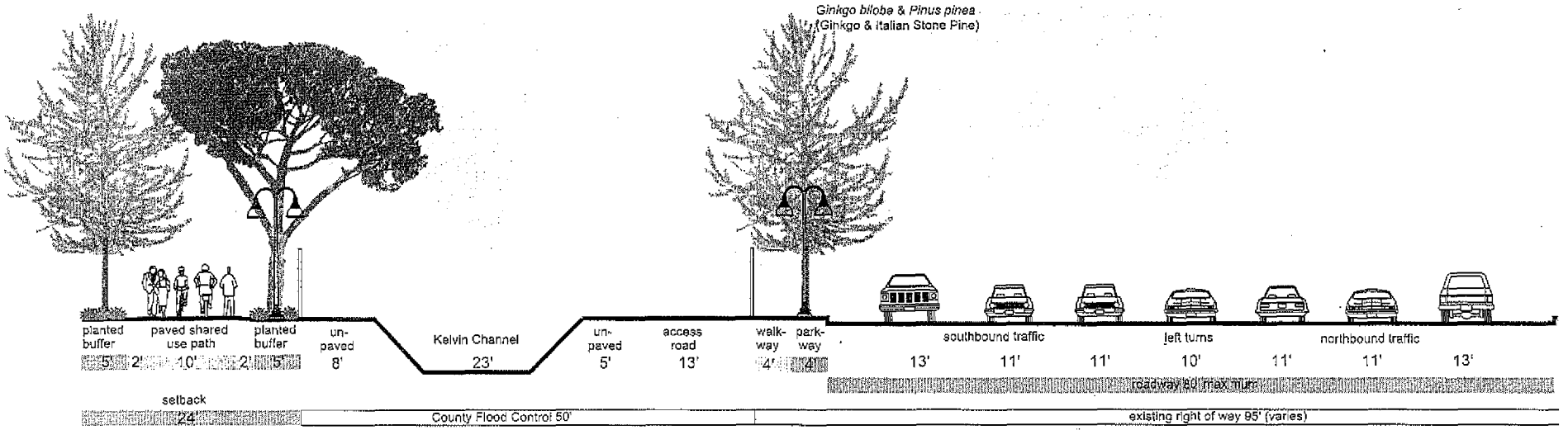
Warner Center - DeSoto Street Cross Section





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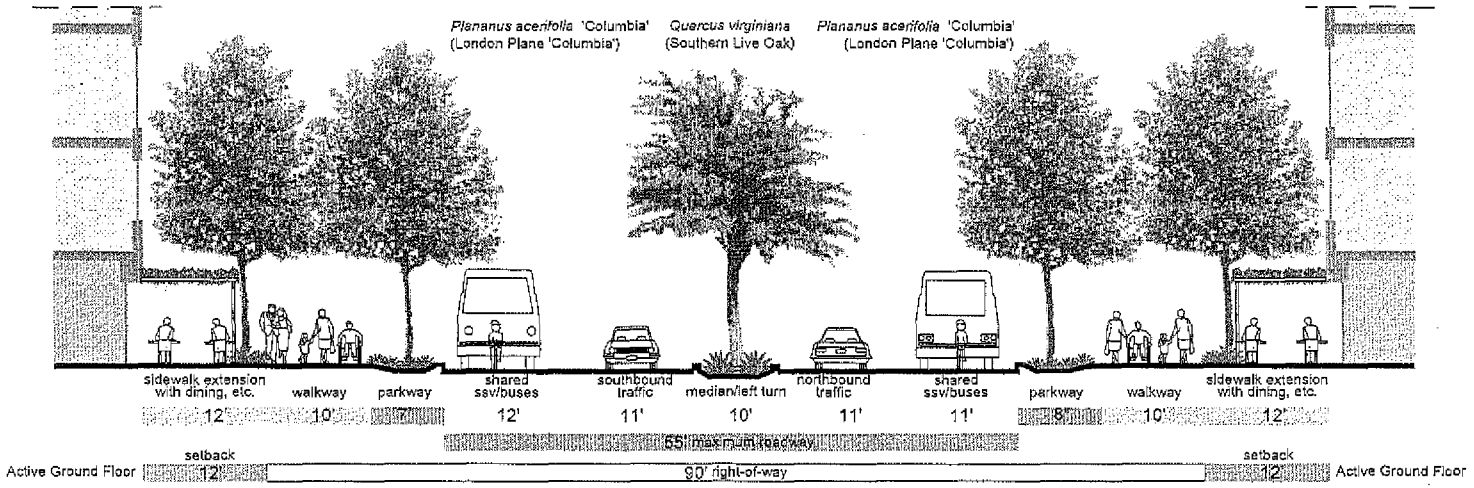
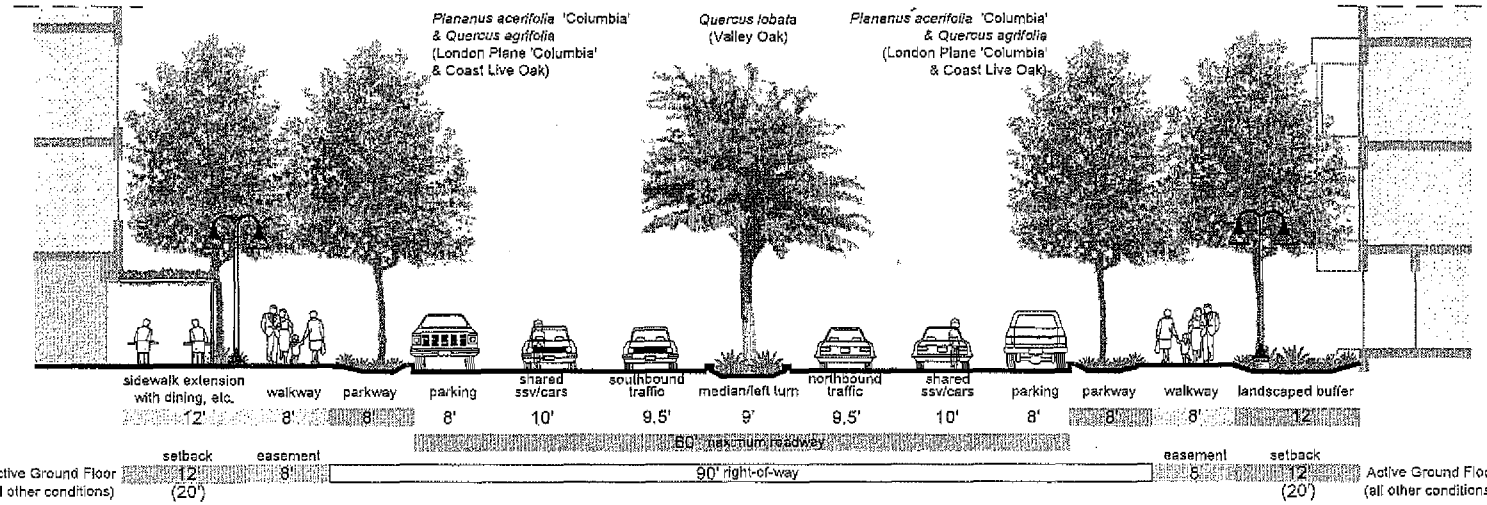
Warner Center - Owensmouth Avenue Cross Section





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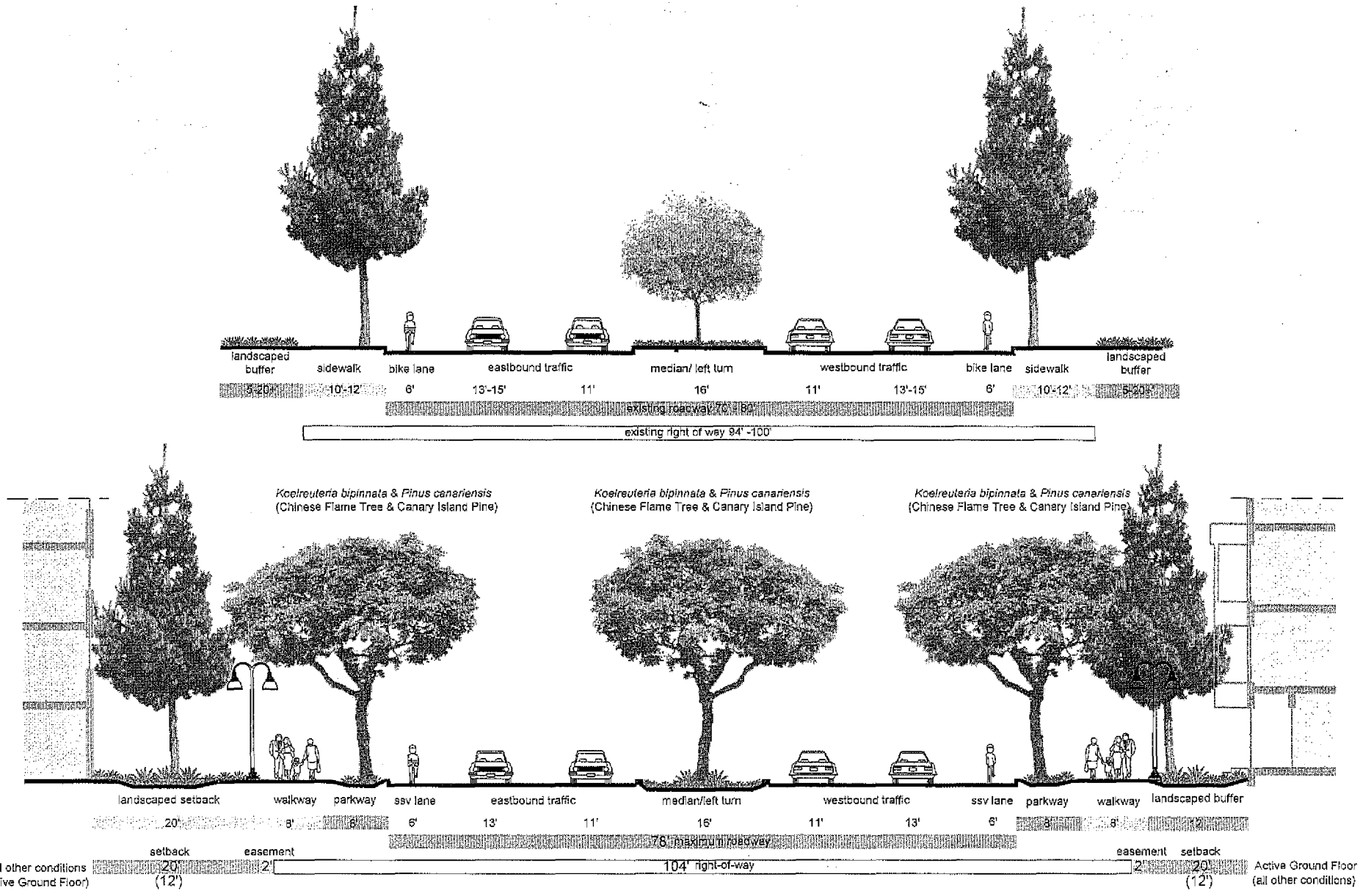
Warner Center - Oxnard Street Cross Section



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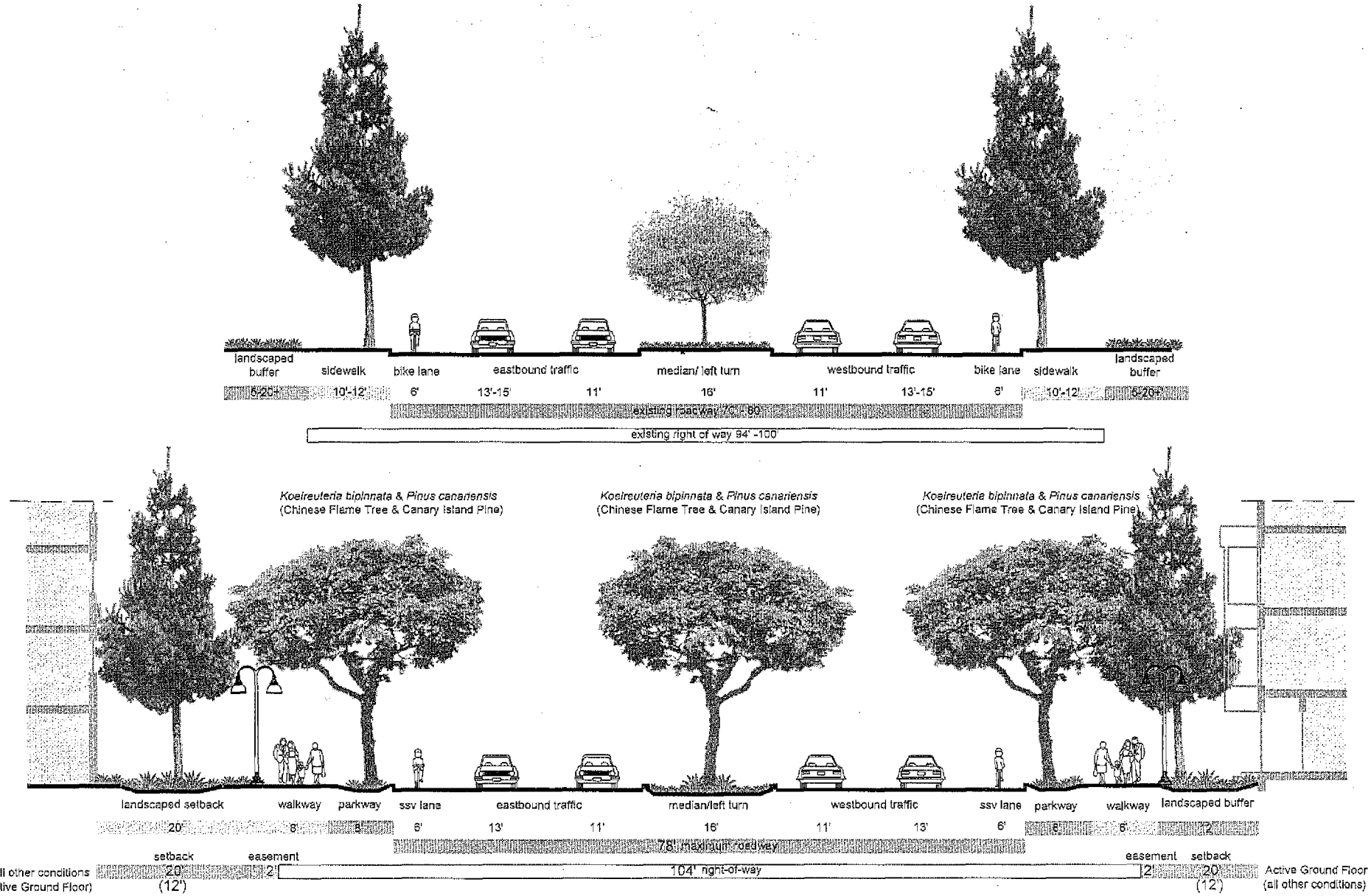
Warner Center - Oxnard Street Cross Section



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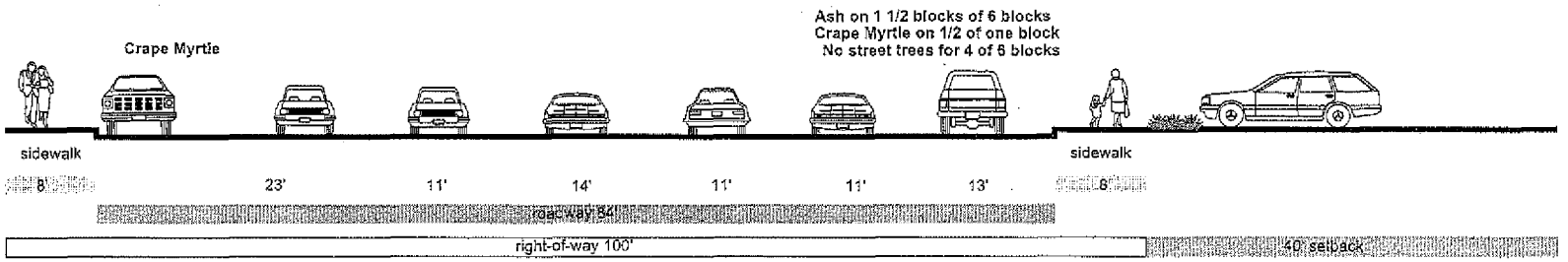
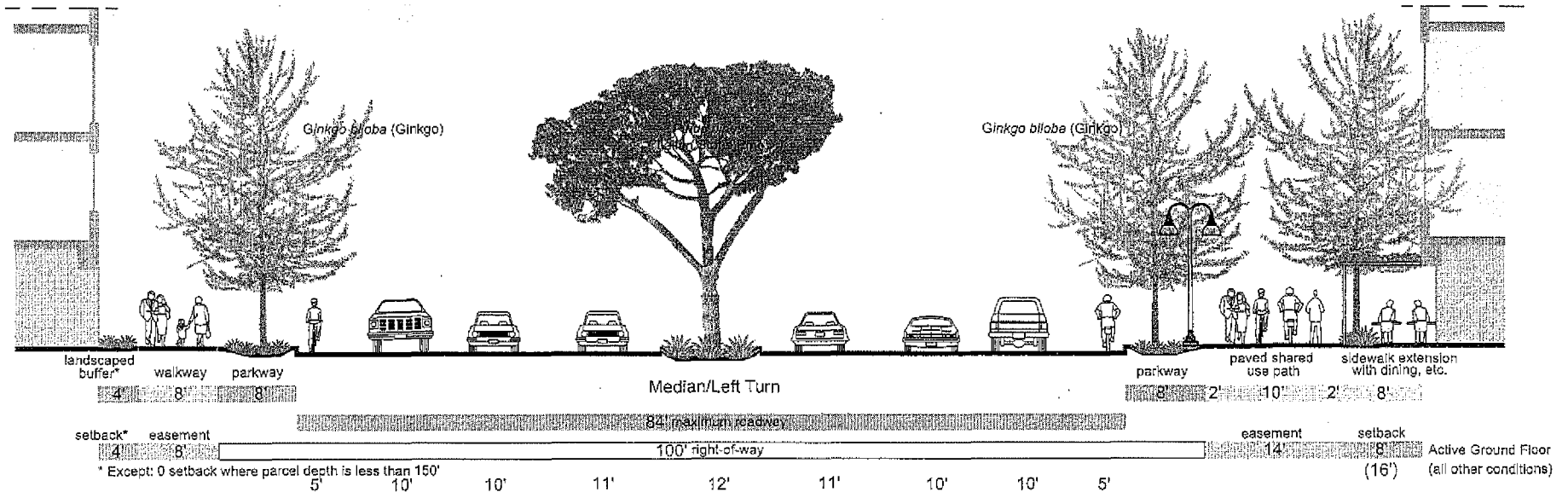
Warner Center - Topanga Canyon Cross Section





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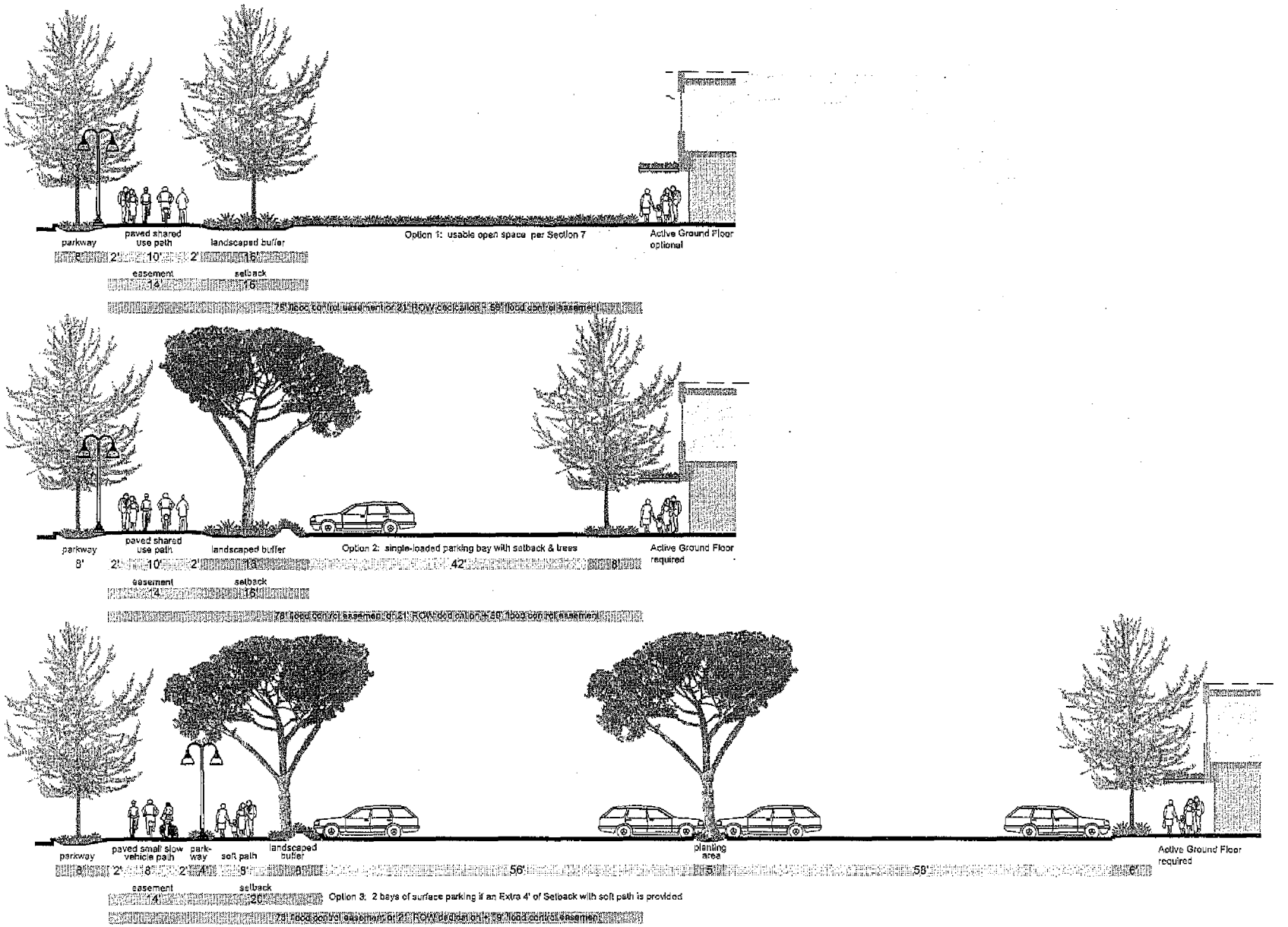
Warner Center - Topanga Canyon Cross Section



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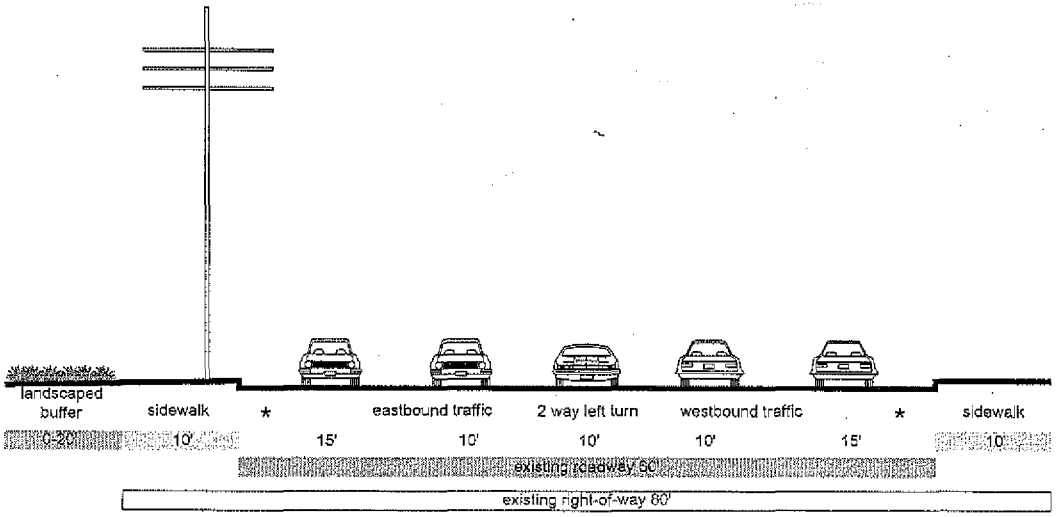
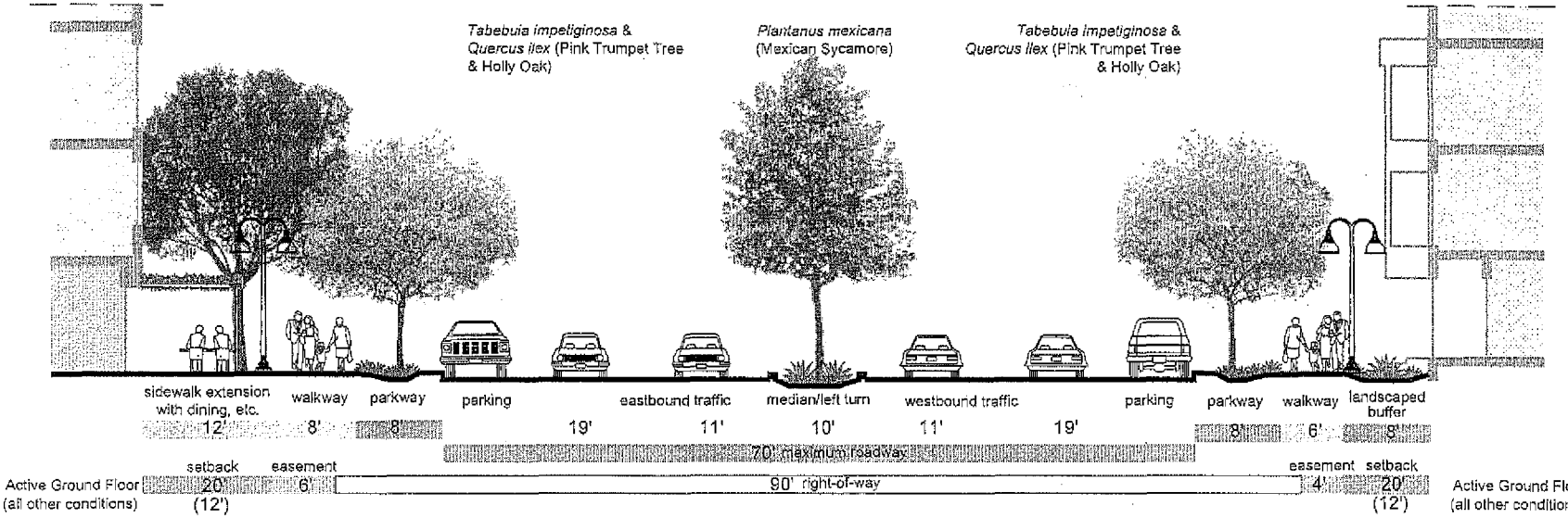
Warner Center - Vanowen Street Cross Section



* Occasional curbside parking on one side or the other - in which case striping shifts to 18' and 13' curb lanes.



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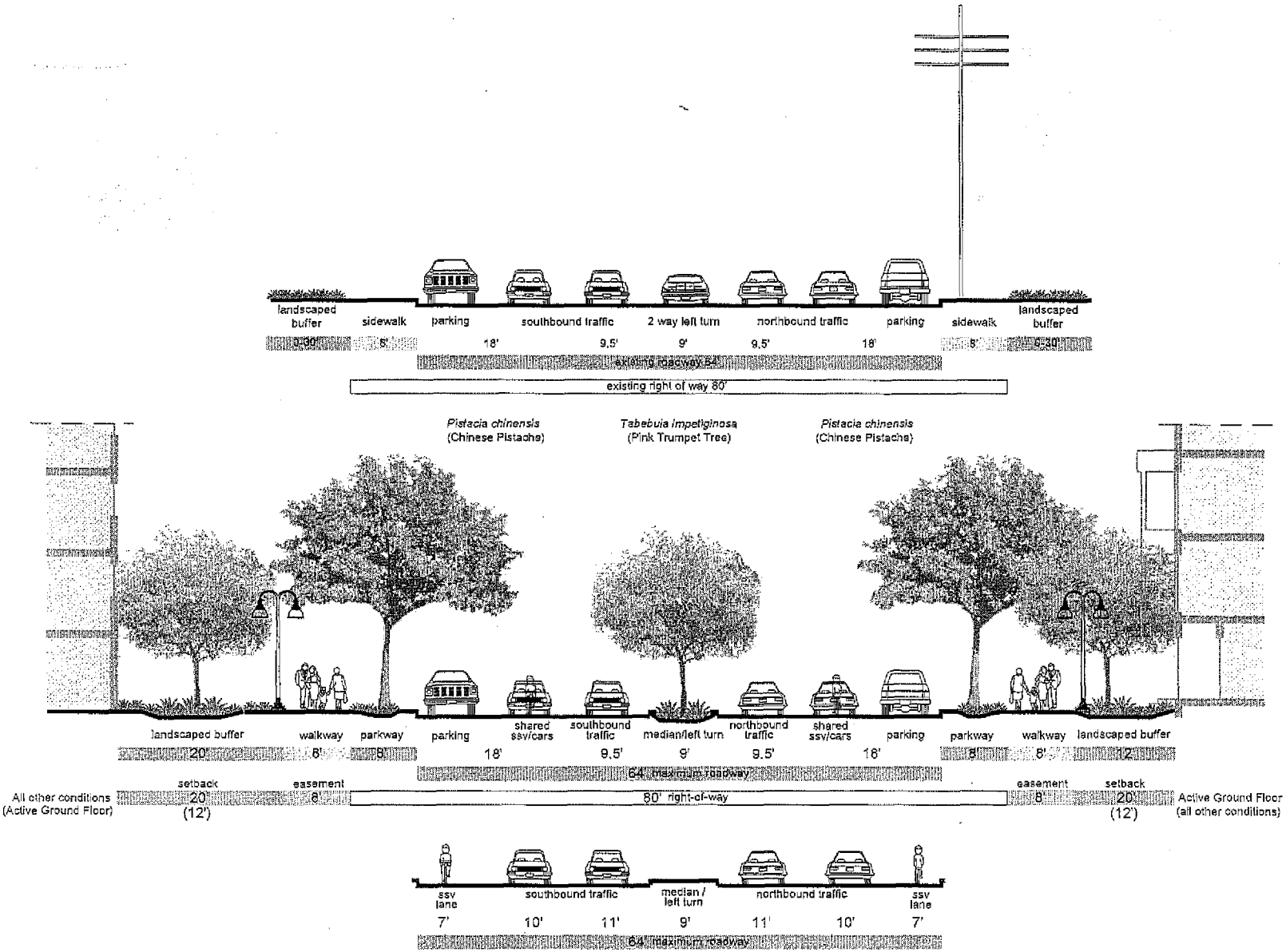
Warner Center - Variel Avenue Cross Section



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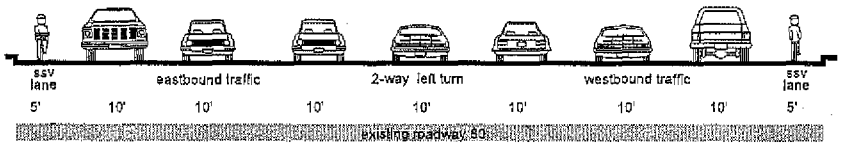
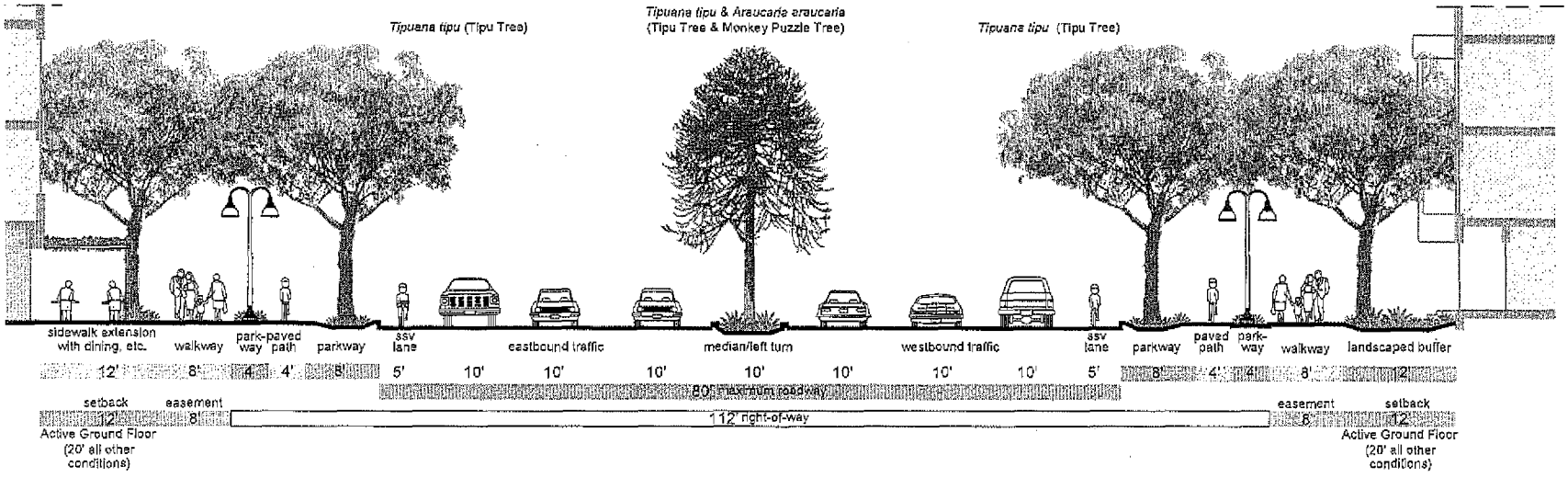
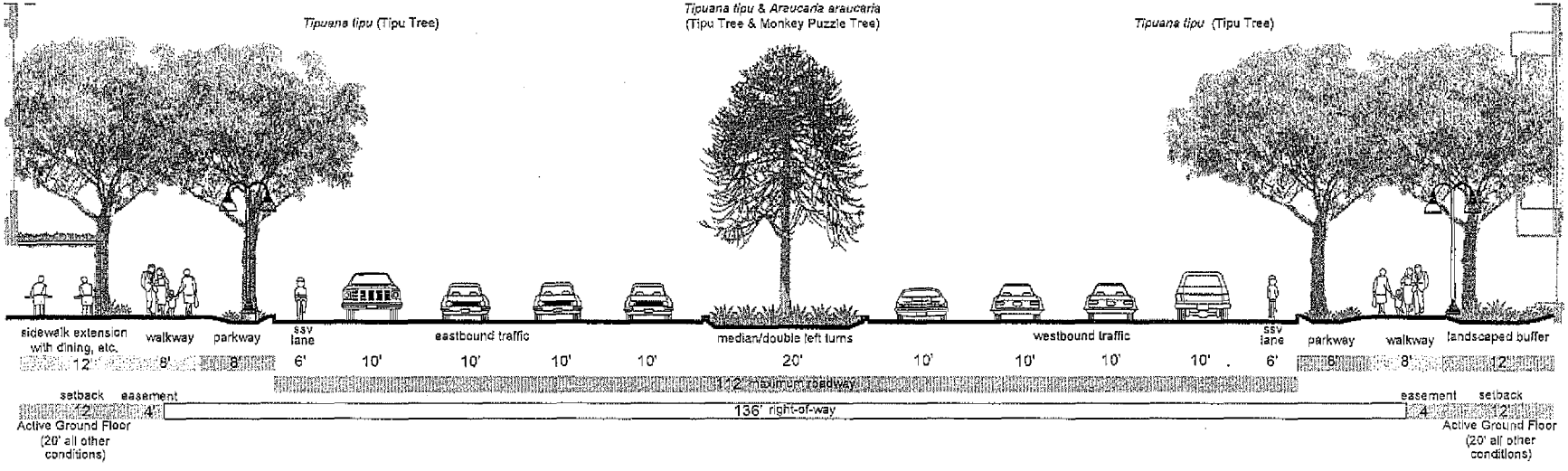
Warner Center - Victory Boulevard Cross Section







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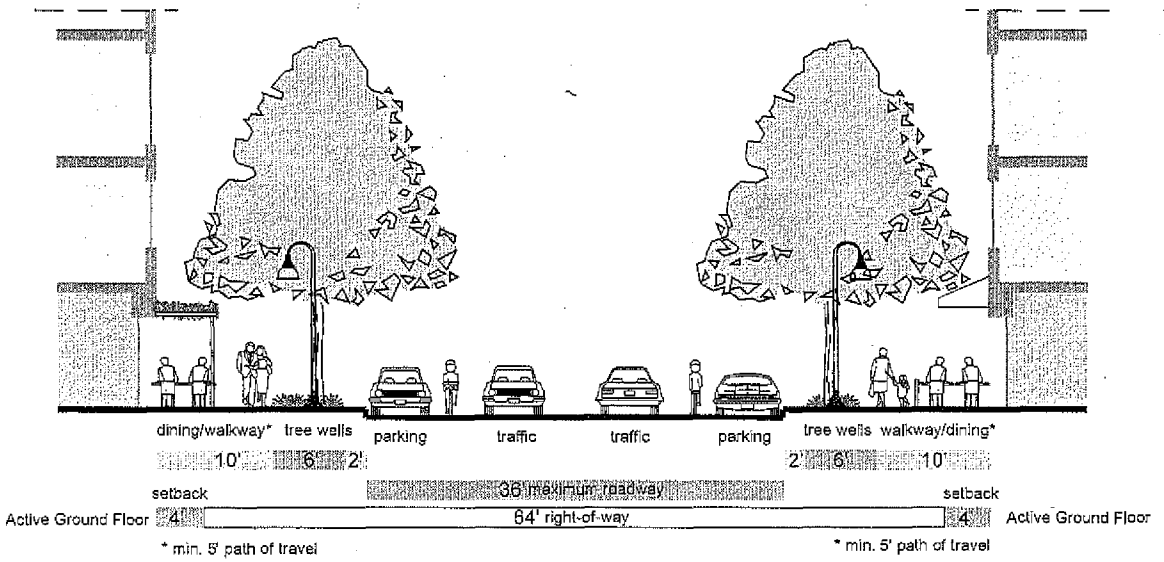
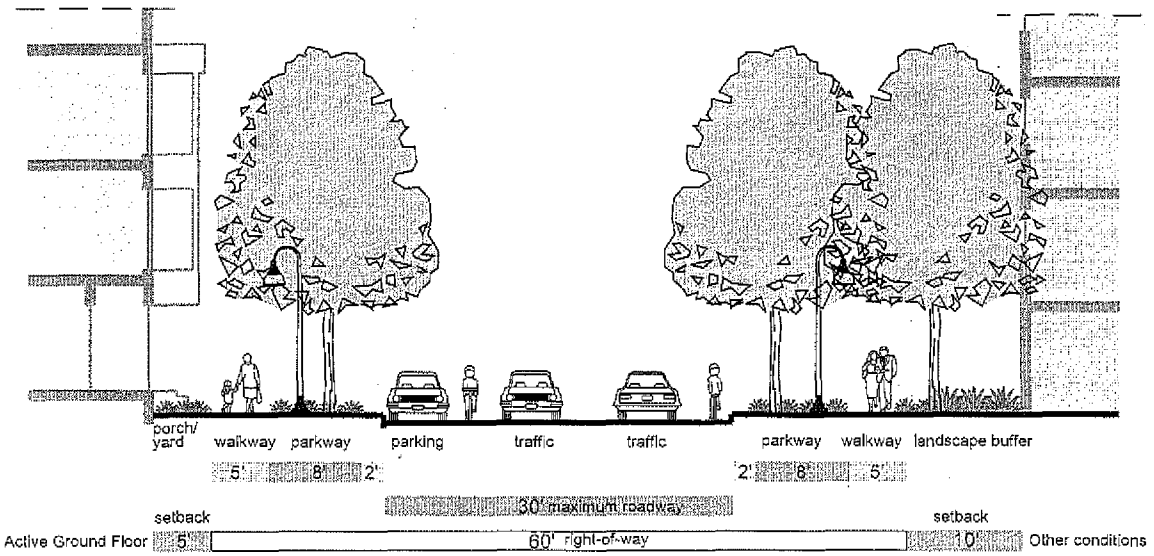
Warner Center - Required Private Streets (Local & Collectors)





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ACKNOWLEDGEMENTS

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GILBERT V. GONZALEZ (FORMER STAFF)

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KEVIN ECKER, TRANSPORTATION ENGINEERING ASSOCIATE

OTHER CITY DEPARTMENTS

PUBLIC WORKS
BUREAU OF ENGINEERING
BUREAU OF STREET SERVICES
BUREAU OF STREET LIGHTING

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MICHAEL MEYER, ITERIS
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WENDY LOCKWOOD, SIRIUS ENVIRONMENTAL
PATRICIA SMITH, ASLA, AICP AND
LISA PADILLA, CITYWORKS DESIGN
STRATEGIC ECONOMICS
NBBJ

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Appendix A:
Land Use Matrix

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

APPENDIX A: LAND USE MATRIX

Use Classifications								
Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Accessory Buildings, Structures and Uses								
Pumpkin sales from October 1 to October 31st only	T	T	T	T	T	T	T	T
Christmas Tree and ornament selling - December 1 to 25 only (subject to the provisions of Sec. 12.22 A 4	T	T	T	T	T	T	T	T
Urban Gardening	P	P	P	P	P	P	P	P
Civic								
Community Center, operated by governmental agency, philanthropic organization, or private agency	P	P	P	P	P	P	P	P
Educational Institution or Educational Services	P	P	P	P	P	P	P	P
Hospitals	P	P	P	P	P	P	P	P
Libraries	P	P	P	P	P	P	P	P
Other Ambulatory and Health Care Services	P	P	P	P	P	P	P	P
Parks or Playground, operated by governmental agency, philanthropic organization, or private agency	P	P	P	P	P	P	P	P
Performing Arts Companies	P	P	P	P	P	P	P	P
Museums, for profit or non-profit	P	P	P	P	P	P	P	P
Transit-Related and Accessory Uses	P	P	P	P	P	P	P	P
Nature Parks and Other Similar Institutions	P	P	P	P	P	P	P	P
Industrial/Manufacturing/Research and Development (R&D)								
Animal Keeping or Raising (Excluding Animal Hospitals and Vetenary	N	N	N	N	N	N	N	N

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Automobile and/or truck repair (EXCEPTION: Automobile and/or truck repair service that is incidental to a department store, retail/ wholesale merchandise store, automotive parts or tire store, or to vehicle fleet operations shall be permitted on the same lot as the main use and operated within an enclosed building.	N	N	N	N	N	N	P	N
Automobile, bus and/or truck dismantling or impound yard	N	N	N	N	N	N	N	N
Draying, freighting, or trucking yard or terminal	N	N	N	N	N	N	N	N
Heavy Manufacturing	N	N	N	N	N	N	N	N
Hybrid Industrial	P	P	P	P	P	P	P	P
Public Storage, Household Goods	N	N	N	N	N	N	N	N
Public Storage uses if located in a parking structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Salvage yard or business;	N	N	N	N	N	N	N	N
Sound recording studios	P	P	P	P	N	P	P	P
Warehousing and Storage, Non-Household Goods	P	P	P	P	P	P	P	P
Waste Management and Remediation Services	N	N	N	N	N	N	N	N
Residential								
Eldercare Facilities	P	P	P	P	P	P	P	P
Health-related residential uses and care facilities (i.e. Ronald McDonald house)	P	P	P	P	P	P	P	P
Live/Work Units	P	P	P	P	P	P	P	P
Live/Work Units with associated permitted uses	P	P	P	P	P	P	P	P
Multiple residential dwelling units	P	P	P	P	P	P	P	P
Senior Housing	P	P	P	P	P	P	P	P

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Retail								
Adult Entertainment, including Adult Cabaret	N	N	N	N	N	N	N	N
Alcohol Sales, on-site	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Alcohol Sales, off-site	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Art Gallery	P	P	P	P	P	P	P	P
Automobile and/or truck repair (EXCEPTION: Automobile and/or truck repair service that is incidental to a department store, retail or merchandise store, automotive parts or tire store, or to vehicle fleet operations shall be permitted on the same lot as the main use and operated within an entirely enclosed building.)	N	N	N	N	N	N	P	N
Automobile Fueling Station	N	N	N	N	N	N	P	N
Automotive Service Station including but not limited to auto painting, auto battery service, tire and tube repairing, battery servicing, lubrication and auto car wash.	N	N	N	N	N	N	P	N
Automotive Service Station including but not limited to auto painting, auto battery service, tire and tube repairing, battery servicing, lubrication and auto car wash if located in a parking structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Automobile and/or truck sales and service, new automobile dealerships only	N	N	N	N	N	N	P	N

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Automobile and/or truck sales and service, used, only in conjunction with a new automobile dealership. Used car lots may be permitted on the same lot as the new automobile dealership or a separate lot owned and operated by a new automobile dealership.	N	N	N	N	N	N	P	N
Automobile and/or truck sales and display, new only. Sales of automobile limited with all Development Standards per Section 6 of the Plan.	P	P	P	P	P	P	P	P
Automobile and/or Truck Rental	N	N	N	N	N	N	P	N
Bakery					P			
Bicycle Rental, Sales and Repair (only in a completely enclosed building)	P	P	P	P	P	P	P	P
Dance studio, Pilates studio, Yoga studio, Martial Arts studio, etc.	P	P	P	P	P	P	P	P
Drive-in businesses, including, but not limited to, theaters, refreshment stands, restaurants, food stores, drive-through fast-food establishments, and drive-up ATM kiosks for bank buildings	N	N	N	N	N	N	N	N
Entertainment Uses, otherwise permitted by Conditional Use including but not limted to live dancing, arcades, live music, performances, and alike.	CUP	CUP	P	CUP	CUP	CUP	CUP	P
Vehicles, other than Automobiles and Trucks, sales and display with all Development Standards per Section 6 of the Plan	P	P	P	P	P	P	P	P

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Vehicles, other than Automobiles and Trucks; sales, service and parts sales without Development Standards per Section 6 of the Plan	N	N	N	N	N	N	N	N
Restaurants, Bars and Cafes	P	P	P	P	P	P	P	P
Retail stores, general merchandise	P	P	P	P	P	P	P	P
Theater, without drive-in	P	P	P	P	P	P	P	P
Secondhand goods store	P	P	P	P	P	P	P	P
Supermarket	P	P	P	P	P	P	P	P
Service Industry and Office								
Animal Hospitals/Clinics and Kennels	P	P	P	P	P	P	P	P
Banks and financial institutions	P	P	P	P	P	P	P	P
Business support services	P	P	P	P	P	P	P	P
Catering Business	P	P	P	P	P	P	P	P
Day care centers	P	P	P	P	P	P	P	P
Dry cleaners	P	P	P	P	P	P	P	P
Gymnasiums, Health Clubs, and other Similar Uses	P	P	P	P	P	P	P	P
Hotels and Motels	P	P	P	P	P	P	P	P
Medical and Dental offices	P	P	P	P	P	P	P	P
Offices	P	P	P	P	P	P	P	P
Personal services, including but not limited to hair salons, nail salons, barber shops, and spas	P	P	P	P	P	P	P	P
Pet grooming	P	P	P	P	P	P	P	P
Public Storage	N	N	N	N	N	N	N	N
Public Storage uses if located in a parking structure	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP

Key to Permit Requirements P = Permitted Use N = Not Permitted Use CUP = Conditional Use Permit T = Temporary Use	COLLEGE	COMMERCE	DOWNTOWN	NORTH VILLAGE	PARK	RIVER	TOPANGA	UPTOWN
Real estate offices	P	P	P	P	P	P	P	P
Veterinary office or Veterinary hospital	P	P	P	P	P	P	P	P
Other								
Surface parking lot as main use	N	N	N	N	N	N	N	N
Advertising signs or structures and offsite signs (billboards)	N	N	N	N	N	N	N	N

Appendix B:
Final Graduated FAR Table

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

APPENDIX B

GRADUATED FAR TABLE FOR ALL PROJECTS

In The College, Commerce, Downtown, and Uptown Districts ONLY

COLLEGE DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	*100%*	0%
>1.0 Up To 1.25	*90%*	10%
>1.25 Up To 1.5	*80%*	20%
>1.5 Up To 1.75	*70%*	30%
>1.75 Up To 2.0	*60%*	40%
>2.0 Up To 2.25	*50%*	50%
>2.25 Up To 2.5	*40%*	60%
>2.5 Up To 2.75	*30%*	70%
>2.75 Up To 3.0	*20%*	80%
>3.0	*15%*	85%

COMMERCE DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	95%	5%
>1.25 Up To 1.5	90%	10%
>1.5 Up To 1.75	85%	15%
>1.75 Up To 2.0	80%	20%
>2.0 Up To 2.25	75%	25%
>2.25 Up To 2.5	70%	30%
>2.5 Up To 2.75	65%	35%
>2.75 Up To 3.0	60%	40%
>3.0	50%	50%

DOWNTOWN DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	92%	8%
>1.25 Up To 1.5	84%	16%
>1.5 Up To 1.75	76%	24%
>1.75 Up To 2.0	68%	32%
>2.0 Up To 2.25	60%	40%
>2.25 Up To 2.5	52%	48%
>2.5 Up To 2.75	44%	56%
>2.75 Up To 3.0	36%	64%
>3.0	25%	75%

UPTOWN DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	91%	9%
>1.25 Up To 1.5	82%	18%
>1.5 Up To 1.75	73%	27%
>1.75 Up To 2.0	64%	36%
>2.0 Up To 2.25	55%	45%
>2.25 Up To 2.5	46%	54%
>2.5 Up To 2.75	37%	63%
>2.75 Up To 3.0	28%	72%
>3.0	20%	80%

Footnotes:

1. FAR is assumed to be based on net land area after all dedications.

2. For master planned projects, FAR applies to the entire master plan area after dedications.

3. For the purposes of calculating mobility fees, per Table D, residential density (dwelling units per acre) and non-residential floor area shall be calculated on the land area of the lot(s) after dedication upon which the individual residential building is proposed.

4. Incentivized projects pursuant to Section 6.2.1.2.3 of the Specific Plan may be permitted to use the Floor Area Ratio category inclusive of the incentivized bonus to calculate maximum percentages of non-residential and residential uses, with or without necessarily constructing a project at the full incentivized Floor Area Ratio. Ex. A Uptown District project at 2.0 FAR that provides 2 incentivized uses may utilize the percentages outlined in the 2.5 FAR column even if it remains a 2.0 FAR project.

5. Up to 50% of the required non-residential component may be met with live-work residential units. Qualifying live-work units shall have 50% of an individual unit's floor area credited to the required non-residential component, up to the maximum of 50% of the required non-residential component.

6. Multi-phased projects may reserve floor area for the required non-residential component in a future phase on-site. Such future phases must be fully entitled and designed at the same time as the initial phase, to the satisfaction of the Director of Planning. Any change in phasing plans or phasing design shall require written approval from the Director of Planning.

Version: CPC Approved 2/11/2013

Appendix C:
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) TABLE

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

Appendix C

WARNER CENTER 2035 PLAN
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) TABLE

Pursuant to the Public Resources Code Section 21081.6, the City of Los Angeles, also known as the public agency of record, shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

The following are the environmental conditions or mitigations specified in the Warner Center 2035 Plan Final EIR to be imposed on individual Projects as detailed in the Specific Plan:

Impact Category	Impact	Mitigation Measure (s)
Aesthetics	Shade/Shadow	AES-1: Individual projects will conduct further site-specific analysis to determine whether adjacent sensitive uses could be impacted by proposed structures. The City shall require that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible.
Air Quality	Short-Term Construction	AQ-1: The City shall require that all projects use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust AQ-2: The City shall require that ground cover be reestablished on construction sites through seeding and watering on completion of construction (or is sites are to remain undeveloped for more than a year). AQ-3: The City shall require that trucks leaving construction sites be washed to reduce track-out dirt and dust. AQ-4: The City shall require that developers provide rideshare and transit incentives to construction personnel.

		AQ-5: The City shall require that developers configure construction parking to minimize interference with traffic lanes. AQ-6: The City shall require that developers and City Departments minimize the obstruction of through-traffic in the vicinity of construction sites. AQ-7: The City shall require that developers and City Departments use flag people during construction to guide traffic properly. AQ-8: The City shall require that construction activities that could affect roadways be scheduled for off-peak periods. AQ-9: The City shall require that developers (as well as City construction personnel associated with construction of roadway and other infrastructure) ensure that that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to Canoga Park High School, Woodland Hills Academy Middle School and Hart Elementary School throughout the construction phase of each project to reduce potentially significant project-specific and cumulative construction-related air quality impacts. The City shall ensure that haul routes are designed to comply with this measure. AQ-10: The city shall require that projects located within 0.5 miles of any LAUSD school shall be subject to a construction fee that provides for funding for the replacement of air filters at the beginning and at the conclusion of construction in any air conditioning units at the affected school site. AQ-11: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall provide advance notification of the

		project's anticipated general construction schedule and a specific schedule for site grading and preparation activities, and shall allow the affected school 15 days to review and comment on the schedule. In addition any such project shall be required to provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction, as coordinated with the appropriate school administrative staff. AQ-12: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, as a condition of the Project Permit Compliance Review, execute a covenant to implement feasible mitigation measures, including all measures identified above. AQ-13: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, contribute a fair share to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee shall be $0.10 per square foot of proposed surface area disturbed or greater as may be identified in a subsequent fair share study. AQ-14: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall submit a Construction Air Quality Management Plan (CAQMP) to the City and LAUSD that identifies any anticipated significant project-specific and cumulative air quality impacts on area LAUSD schools and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. Comments from LAUSD shall

		be provided to the planning Director or his/her designee to determine the extent to which LAUSD comments shall be incorporated in to the CAQMP. The developer shall be required to provide a construction mitigation program that identifies a general schedule of construction activities including the types of machinery, duration of each activity, and the amount of grading or potential earth movement as performed on a daily basis. The program shall provide quantified evidence that proposed daily construction activities would not generate significant construction-related air quality impacts. The City shall review the CAQMPs to verify that impacts are adequately addressed and appropriate mitigation measures are required. The developer shall be required to covenant for all mitigation measures identified in the CAQMP. If the developer wishes to change an approved CAQMP within 15 days of the start of grading/site preparation, the developer shall request in writing from the Director of Planning permission for any such changes. The Director or his/her designee shall base permission for such changes on information in the case file. AQ-15: If a project were to identify potential significant interior air quality impacts at any school the developer shall provide funding (into the Warner Center Air Quality Trust Fund) for the replacement of air filters at the affected school site. Further developer shall contribute a fair share to fund air conditioners at the school to the extent that air conditioners are not present and/or are in need of replacement.
Air Quality	2035 Net Regional Operating Emissions	AQ-16: The City shall implement the WCSP components, including transit and rideshare incentives and promotions, and the anticipated transit circulation system, transit shelters, bicycle lanes and pedestrian

		amenities that increase transit, bicycle and pedestrian modes of transport to meet the assumptions used in the trip generation analysis. AQ-17: The City shall encourage alternative work schedules and telecommuting in the Warner Center Specific Plan area. AQ-18: The City shall require that goods movement in to and out of the Warner Center Specific Plan area be scheduled for off-peak periods. AQ-19: The City shall promote efficient parking management; as parking demand decreases (as anticipated with smart growth), the City shall change parking requirements to reflect such changes and provide for re-use of parking lots and structures. AQ-20: As streetlights are replaced, energy-efficient lighting shall be used. AQ-21: All landscaping in public and private projects shall be required to be drought tolerant to reduce water consumption and provide passive solar benefits.
Biological Resources	Migratory Birds Treat Act	BIO-1: For development in the Specific Plan area the City should require avoiding disturbance of any nests protected by the Migratory Bird Treaty Act: If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required. If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act:

		• No more than two weeks prior to construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available. • If active nests are found during preconstruction surveys, the project proponent will create a no-disturbance buffer (acceptable in size to the CDFG) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFG and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the "take" (mortality, severe disturbance to, etc.) of any individual birds will be prohibited. If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed. BIO-2: The City shall ensure that development within the Specific Plan area avoid disturbance of the roosts of any special-status bats: Prior to construction activities within 200 feet of a bridge (including Owensmouth Avenue, Canoga Avenue, and De Soto Avenue bridges, and the Variel pedestrian bridge), a qualified

		bat biologist shall survey for special-status bats. If no evidence of bats (i.e., direct observation, guano, staining, strong odors is present, no further mitigation is required. If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats: • A no-disturbance buffer acceptable in size to CDFG shall be created around active bat roosts during the breeding season (April 15 through August 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the take of individuals will be prohibited. • Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well.
Biological Resources	Tree Preservation	BIO-3: For development in the Specific Plan area the City shall require replacement of loss of any protected trees in accordance with the Los Angeles Protected Tree Ordinance: Replace all on-site trees to ensure continuation of the urban forest. Replace all nonnative trees greater than 10 centimeters (4 inches) in diameter at breast height (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio. For native species, source materials should be from seeds or cuttings gathered within coastal southern California to ensure local

		provenance.
Biological Resources	Los Angeles River	BIO-4: An Individual Permit or Nationwide Permit, if determined to be necessary by the ACOE, shall be obtained as appropriate prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River. In addition, a Water Quality Certificate from the RWQCB may also be necessary in advance of construction activities. BIO-5: A Streambed Alteration Agreement from the CDFG shall be obtained if necessary prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River.
Cultural Resources	Historic Buildings	CUL 1: For development in the Specific Plan area the City shall require that to the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to no be a significant impact under CEQA and, in such cases no additional mitigation measures will be required. CUL 2: For development in the Specific Plan area the City shall require that any historic properties (45 years and older) located in the area of potential effect shall be identified and assessed by a qualified historic resources consultant prior to the approval of any ground-breaking activities. CUL 3: For development in the Specific Plan area the City shall require that in the event that a future development project within the Downtown Specific Plan Area is proposed on a site containing a potential historic property,

		the City shall require, as part of the environmental review of the project, an intensive level survey to determine whether the property is a historic resource under CEQA. If the intensive level survey determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under CUL 1 and CUL 2.
Cultural Resources	Archaeological	CUL 4: For development in the Specific Plan area the City shall require that archaeological monitoring, by a qualified archaeologist, of grading of subsurface materials not previously disturbed shall be undertaken. If buried cultural resources are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated. CUL 5: For development in the Specific Plan area the City shall require that if cultural resources are discovered during construction activities, the construction contractor will verify that work is halted until appropriate site-specific treatment measures are implemented. CUL 6: For development in the Specific Plan area the City shall require that if human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials that fall within the jurisdiction of the

		California Native American Heritage Commission (Public Resources Code Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts, and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.
Cultural Resources	Palentological	CUL 7: For development in the Specific Plan area the City shall require that a qualified paleontologic monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his/her professional opinion, potentially fossiliferous units, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.
Geology and Soils	Active Faults	GEO-1: The City shall require that individual projects prepare detailed geotechnical investigations that address site-specific geologic constraints of the site including soil conditions (including liquefaction and expansive soils) and stability. The study shall include recommendations related to erosion control and other site-specific conditions

		including seismicity for construction of individual projects. GEO-2: The City shall require that individual projects be constructed in compliance with the Uniform Building Code Seismic Safety Standards and other applicable regulations. GEO-3: Unless otherwise specified by the City of Los Angeles, the City shall require that individual projects demonstrate compliance with specific recommendations for grading, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, asphalt concrete pavement and interlocking pavers, design review, construction monitoring and geotechnical testing as identified in a site-specific geotechnical study, to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits. GEO-4: The City shall require that individual projects comply with the following Department of Building and Safety requirements (if not already covered by mitigation measure GEO-3), prior to issuance of a grading permit for the project: • Prior to the issuance of a grading permit by the Department of Building and Safety, the consulting geologist and soils engineer for each project shall review and approve project grading plans. This approval shall be conferred by signature on the plans which clearly indicate the geologist and/or soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report. • Prior to the commencement of grading activities, a qualified geotechnical engineer

		and engineering geologist shall be employed on each project for the purpose of observing earthwork procedures and testing fills for conformance to the recommendations of the City Engineer, approved grading plans, applicable grading codes, and the geotechnical report approved to the satisfaction of the Department of Building and Safety. • On each project, during construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Building Code and to the satisfaction of the City Engineer and the Superintendent of Building and Safety. • Any recommendations prepared by the consulting geologist and/or soils engineer on each project for correction of geologic hazards, if any, encountered during grading shall be submitted to the Department of Building and Safety for approval prior to issuance of a Certificate of Occupancy for the project. • Grading and excavation activities shall be undertaken in compliance with all relevant requirements of the California Division of Industrial safety, the Occupational Safety and Health Act of 1970 and the Construction Safety Act. GEO-5: the City shall require that individual projects conform to applicable criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California. GEO-6: The City shall require that seismic design for structures and foundations within WCSP shall comply with the parameters

		outlined in the 2008 California Building Code as designated for site-specific soil conditions. GEO-7: The City shall require that individual projects within WCSP shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the Building Code and Grading Ordinance as may be identified by the Department of Building and Safety prior to Plan Check approval on each building. GEO-8: The City shall require that the structural design of each building within the WCSP area shall comply with the seismic standards of the most recent applicable California Building Code according to the seismic zone and construction type. GEO-9: The City shall require that on each project site, during inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit. GEO-10: The City shall require appropriate erosion control and drainage devices to be incorporated to the satisfaction of the Department of Building and Safety in to every project within the WCSP area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, GEO-11: The City shall require that if temporary excavation slopes are to be maintained during the rainy season, all

		drainage shall be directed away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope. GEO-12: The City shall require that on each project site provisions are made for adequate surface drainage away from areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment. GEO-13: The City shall require that all projects within the WCSP area shall comply with National Pollutant Discharge Elimination System (NPDES) permit requirements, including preparation of Storm Water Pollution Prevention Plans. As part of each SWPPP, Best Management Practices would be identified for construction to reduce soil erosion and pollutant levels to the maximum extent possible.
Hazards and Hazardous Materials	Contaminated Areas	HAZ-1: The City shall require that individual projects conduct a Phase 1 Environmental Site Assessment to identify any hazardous materials/wastes that could be present on each project site. The Phase 1 will also include recommendations and measures for further site assessment (Phase 2) and mitigation (Phase 3) to address any hazardous materials/wastes potentially present on each site including any asbestos and lead-based paint. HAZ-2: The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. Should the Phase 2 site Assessment indicate contamination a Phase 3 Mitigation Plan shall be designed and implemented to the

		satisfaction of the appropriate regulatory agency (DTSC, LARQCB, LAFD or other regulatory agency as appropriate). HAZ-3: The City shall require that each project applicant and/or contractor ensures that material deliveries associated with construction of each project do not contain hazardous materials that would be transported along Topanga Canyon Boulevard or Burbank Boulevard or within one-quarter mile of a school. HAZ-4: The City shall require that each applicant and/or contractor coordinate in advance of construction with the City of Los Angeles Department of Transportation and Fire Department to ensure that road closures (temporary or permanent) are identified and that alternate access and evacuation routes are determined in the event of an emergency and/or natural disaster. HAZ-5: The City shall ensure that any construction site and/or permanent facility storing hazardous materials comply with applicable regulations regarding storage, transport and disposal of hazardous materials and wastes.
Hydrology and Water Quality	Stormwater	HYDRO-1: For development in the WCSP area the City shall require compliance with the Low Impact Development Ordinance. Construction contractors of individual projects shall be required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practice during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments.

		HYDRO-2: For development in the WCSP area the City shall require structural design of individual projects to be modified when possible to avoid the need for a permanent dewatering system. When a permanent dewatering system is necessary, one or more of the following measures as per the Department of Building and Safety shall be followed: • Pumping water to a beneficial use on site (landscaping, decorative fountains or lakes, toilet flushing, cooling towers); or • Returning water to the groundwater basin by an injection well. HYDRO-3: For development in the WCSP area the City shall require sufficient area to be available so that runoff can be collected in roadside vegetated swales as appropriate and directed to existing curb and gutter or storm drains. In other areas, runoff shall be collected in gutters and directed to the storm drain systems. Swale design shall be coordinated with on-site hazardous materials issues as necessary. HYDR-4: For development in the WCSP area the City shall require compliance with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los Angeles Municipal Strom Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit.

		HYDRO-5: For development in the Specific Plan area the City shall require runoff from parking lots to be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems. HYDRO-6: The City shall require as conditions on project approval within the WCSP area that all wastes from construction in the WCSP area shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site. HYDRO-7: The City shall require as conditions on project approval within the WCSP area that leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. HYDRO-8: The City shall prohibit, as a condition on project approval within the WCSP area, material spills from being hosed down at the pavement. Dry cleanup methods shall be required wherever possible. HYDRO-9: The City shall require as conditions on project approval within the WCSP area that dumpsters be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting. HYDRO-10: The City shall require as conditions on project approval within the WCSP area that where truck traffic is frequent, gravel approaches and dirt tracking devices shall be used to reduce soil compaction and

		limit the tracking of sediment into streets. HYDRO-11: The City shall require as conditions on project approval within the WCSP area that all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills. HYDRO-12: Short-term water quality impacts may result from the construction of the proposed project. Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificance. These include the following measures: HYDRO-13: Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/). • The project applicant shall implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices

		Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. • Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. • Clearing and grading of native vegetation at the project site shall be limited to the minimum needed to build lots, allow access, and provide fire protection. • Trees and other vegetation at each site shall be maximized by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Natural vegetation shall be promoted by using parking lot islands and other landscaped areas. • Any identified riparian areas shall be preserved. • Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated. • Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the

		outlet protection after each significant rain. • Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation. • Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles. • Roof runoff systems will be installed where site is suitable for installation. • Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted. • All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. • Legibility of stencils and signs must be maintained. • Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

		• The storage area will be paved and sufficiently impervious to contain leaks and spills. • The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area. • An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers. • Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. • Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer. • Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled. • Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent

		materials whenever grease containers are emptied will be used. • The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
Noise	Short-Term Construction Noise	NOI-1: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the potentially affected school. The CNMP shall be prepared by a licensed Acoustical Engineer and shall include measurement of existing noise conditions and noise modeling of anticipated construction activities at the site. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by a project. NOI-2: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Facility Noise Management Plan (FNP) to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts on nearby schools. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall include noise measurements of existing conditions and noise modeling of anticipated on-site noise sources including any

		loading docks, public address system, any anticipated crowd/spectator noise and other sources of both stationary and mobile noise. Compliance with this noise limitation may include, but is not limited to, the installation of noise walls/barriers, mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks. NOI-3: The City shall require that all construction activities within the WCSP area shall be restricted to hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take be allowed on Sundays or national holidays. NOI-4: The City shall require that noise-generating construction equipment be equipped with the most effective state-of-the-art noise control devices, i.e., mufflers, lagging, or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. NOI-5: The City shall require effective temporary noise barriers to be used and relocated, as needed, to block line-of-sight (sound) between the construction equipment and any noise-sensitive receptors within 500 feet of a construction site. NOI-6: The City shall require that truck deliveries and haul routes, to the extent feasible, shall be directed away from the three LAUSD schools in the vicinity of Warner Center and not access construction sites from De Soto Avenue, along the lot line of Woodland Hills Academy Middle School or from Topanga Canyon Boulevard and Vanowen Street along the lot line of Canoga Park High School, or use Variel north of Warner Center to access

		project sites in Warner Center. NO-7: The City shall require applicants for projects within Warner Center to notify schools in advance of construction activities. The construction manager's (or representative's) telephone number shall be provided with the notification so that each school may communicate any concerns. NOI-8: For projects within 500 feet of an LAUSD school, the City shall ensure that if the results of the Construction and/or Facility Noise Management Plans submitted to the Department of City Planning as part of the Project Permit Compliance Review application show that additional noise mitigation measures are necessary, these additional measures shall be imposed by the Planning Department. NOI-9: As part of the entitlement process of new projects, the City shall ensure that any construction within 100 feet of an adjacent off-site building of more than 70 years old such buildings should be protected from potential vibration impacts as appropriate.
Public Services	Fire	PS-1: The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities. PS-2: The City shall require that applicants of the individual projects developed as part of the WCSP shall submit for review and approval all future project plans to the LAFD to ensure

		that all new structures would comply with current fire codes and LAFD requirements. PS-3: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit. PS-4: The City shall require that all applicants within the WCSP area consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project. PS-5: The City shall require that plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of any project. PS-6: The City shall require fire hydrants to be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade. PS-7: The City shall require plot plans indicating access driveways and roads and turning areas be reviewed and approved by the Fire Department, prior to the issuance of a building permit. PS-8: The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed. PS-9: The City shall require that each project comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.

		PS-10: The City shall require that all access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code. PS-11: The City shall require a Fire Flow analysis to be prepared for all projects within the WCSP. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the area. Should fire flow be found to be inadequate each applicant shall be required to comply with the requirements of LADWP (including construction of additional water supply lines within the WCSP area, payment of a fee to cover fair share costs and/or other measures as deemed necessary by LADWP and/or LAFD) to ensure adequate fire flow.
Public Services	Police	PS-12: The City shall require that during construction of individual projects, each project applicant shall implement security measures including security fencing, lighting, locked entry, and security patrol on the site. PS-13: The City shall require that during the construction phase of each project, each applicant shall provide adequate through access and emergency access to adjacent uses as necessary. PS-14: The City shall require that each applicant consult with the Police Department and comply with recommended security features for each construction site, including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security

		patrol. PS-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities. PS-16: The City shall require that applicants consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security sand semi-public and private spaces which may include but not be limited to access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well –illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if need. These measures shall be approved by the LAPD prior to the issuance of building permits. PS-17: The City shall require that upon completion of each project, each applicant shall provide the local Commanding Officer with access routes and other information that might facilitate police response, as requested by the LAPD.

		PS-18: The City shall require that each applicant provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project. PS-19: The City shall require that each project incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.
Public Services	Schools	PS-20: For projects developed under the WCSP, the City shall ensure that prior to issuance of a building permit, the project developer shall pay to the LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service area, and would allow for the LAUSD to allocate these funds as they deem necessary.
Public Services	Parks	PS-21: The City shall require that project applicants comply with one or more of the following: 1) dedicate two acres of neighborhood parkland and two acres of

		community parkland per 1,000 residents; 2) pay in-lieu fees for any land dedication requirement shortfall; or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof.
Public Services	Libraries	PS-22: The City shall require that individual projects developed within the WCSP area be required to pay any appropriate impact fees to offset the burden on the existing libraries.
Transportation	Intersections and Arterials	For the system-wide and intersection and arterial mitigation measures (TRS-1 and TR-1 – TR-94), the City shall require individual projects developed within the WCSP area to pay an appropriate fee to offset their share of transportation impacts through the implementation of the following transportation capacity and operational improvements: TRS-1: Implement the Variel Avenue Corridor Improvement to complete the two disconnects in Variel Avenue between Victory Boulevard and the L.A. River. The system improvement includes construction of a new at-grade crossing of the Metro Orange Line Busway along Variel Avenue (including signalization); construction of a new 4-lane bridge crossing the Los Angeles River (replacing the current pedestrian bridge in the same location), and; widening of Variel Avenue to a 4-lane cross-section between Victory Boulevard and Bassett Street. TR-1: Topanga Canyon Boulevard and Vanowen Street (#1): the addition of: a second dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated westbound right turn lane. The removal of the eastbound right turn lane for a shared through-right lane to add a 2nd eastbound left turn lane. TR-2: Canoga Avenue and Vanowen Street (#2): the addition of a third eastbound and

		westbound through lane. TR-3: De Soto Avenue and Vanowen Street (#3): the addition of a third eastbound and westbound through lane. TR-4: Topanga Canyon Boulevard and Victory Boulevard (#4): the addition of: a fourth eastbound through lane, a second dedicated northbound left turn lane, a dedicated northbound right turn lane, a dedicated westbound right turn lane, a second dedicated southbound left turn lane, and a dedicated southbound right turn lane. TR-5: Canoga Avenue and Victory Boulevard (#5): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated westbound left turn lane, and a second dedicated southbound left turn lane. TR-6: De Soto Avenue and Victory Boulevard (#6): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a westbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated southbound left turn lane, a fourth southbound through lane, and a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-7: Topanga Canyon Boulevard and Erwin Street (#7): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane. TR-8: Owensmouth Avenue and Erwin Street (#8): the addition of: a dedicated northbound right turn lane, a second dedicated

		northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and dual southbound dedicated right turn lanes. Change southbound left turn lane signal control from protected to permitted/protected. TR-9: Canoga Avenue and Erwin Street (#9): the addition of: a second dedicated northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane. TR-10: DeSoto Avenue and Erwin Street (#11): in conjunction with mitigations TR-6 and TR-13, the addition of: a second northbound through lane, a fourth southbound through lane, a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-11: Topanga Canyon Boulevard and Oxnard Street (#12): the addition of a dedicated northbound right turn lane,and a second dedicated westbound left turn lane. TR-12: Canoga Avenue and Oxnard Street (#13): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, a dedicated southbound right turn lane, and a second dedicated northbound left turn lane. TR-13: De Soto Avenue and Oxnard Street (#14): the addition of: a dedicated northbound right turn lane, a dedicated southbound right turn lane, a fourth southbound through lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard

		and Oxnard Street. TR-14: Topanga Canyon Boulevard and Calfia Street (#15): signalize the intersection and add a dedicated northbound right turn lane and a second dedicated westbound right turn lane. TR-15: DeSoto Avenue and Calfia Street (#18): signalize the intersection and add a dedicated southbound right turn lane and second dedicated eastbound right turn lane. TR-16: US-101 Ventura Freeway Westbound Ramp and Burbank Boulevard (#19): in conjunction with improvements at intersection TR-17: the addition of a second westbound through lane. TR-17: Topanga Canyon Boulevard and Burbank Boulevard (#20): the addition of: a third westbound through lane, a northbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated northbound left turn lane. TR-18: Canoga Avenue and Burbank Boulevard (#22): the addition of dual dedicated northbound right turn lanes and a second dedicated northbound left turn lane. TR-19: De Soto Avenue and US-101 Ventura Freeway Westbound Ramp (#25): the addition of a third northbound through lane, and a second dedicated southbound right turn lane. TR-20: De Soto Avenue and US-101 Ventura Freeway Eastbound Ramp (#27): the addition of a fourth northbound through lane. TR-21: Topanga Canyon Boulevard and Nordhoff Street (#28): the addition of a second dedicated westbound left turn lane.

		TR-22: Topanga Canyon Boulevard and Roscoe Boulevard (#29): the addition of a second dedicated southbound right turn lane and a second dedicated northbound left turn lane. TR-23: Shoup Avenue and Sherman Way (#31): the addition of a dedicated northbound right turn lane. Change southbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period. TR-24: Owensmouth Avenue and Sherman Way (#33): the addition of a second dedicated westbound left turn lane. TR-25: Canoga Avenue and Sherman Way (#34): the addition of protected left turn signal control for northbound and westbound left turn lanes, and a second dedicated westbound left turn lane. TR-26: De Soto Avenue and Sherman Way (#35): the addition of a dedicated northbound right turn lane, and a dedicated southbound right turn lane. TR-27: Fallbrook Avenue and Vanowen Street (#36): the addition of: a northbound shared through-right turn lane as third through lane, to replace dedicated right turn lane; and a southbound shared through-right turn lane as third through lane, to replace dedicated right turn lane. Requires relocation of existing Metro bus stops along Fallbrook Avenue at the northeast and southwest corners. TR-28: Shoup Avenue and Vanowen Street (#37): the addition of a dedicated eastbound right turn lane. TR-29: Owensmouth Avenue and Vanowen Street (38): the addition of: a third eastbound through lane, a third westbound through lane, a second dedicated westbound left turn lane,

		a dedicated southbound right turn lane. TR-30: Variel Avenue and Vanowen Street (#39): as part of TRS-1: the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, and a dedicated southbound left turn lane. In conjunction with improvements at intersections TR-2 and TR-3: the addition of a third eastbound through lane and a third westbound through lane. TR-31: Topanga Canyon Boulevard and Kittridge Street (#40): mitigated by way of TRS-1 Variel Avenue Corridor Improvement. TR-32: Woodlake Avenue and Victory Boulevard (#41): the addition of a northbound shared through-left lane and shared through-right lane, to replace existing single share left-through-right lane. TR-33: Fallbrook Avenue and Victory Boulevard (#42): the addition of a second dedicated southbound left turn lane, and a dedicated westbound right turn lane. TR-34: Shoup Avenue and Victory Boulevard (#43): the addition of a third eastbound through lane and a third westbound through lane. TR-35: Owensmouth Avenue and Victory Boulevard (#45): the addition of a third northbound through lane, a third southbound through lane, and a second dedicated southbound left turn lane. TR-36: Variel Avenue and Victory Boulevard (#46): the addition of a dedicated eastbound right turn lane and a second dedicated westbound left turn lane. As part of TRS-1, the addition of: a second northbound through lane, a dedicated northbound right turn lane,

		a dedicated eastbound left turn lane, a shared westbound right turn lane to the future fourth westbound through lane; a new southbound approach with two through lanes, one dedicated left turn lane, and one dedicated right turn lane. TR-37: Mason Avenue and Victory Boulevard (#47): the addition of: a second dedicated eastbound left turn lane, a second southbound left turn lane, a dedicated northbound right turn lane, and a second southbound right turn lane by converting the existing through lane into a shared through-right lane. TR-38: Owensmouth Avenue and Canyon Creek Drive (#48): the addition of a second dedicated northbound left turn lane, a second dedicated eastbound right turn lane, and a dedicated southbound right turn lane. TR-39: Shoup Avenue and Erwin Street (#49): the addition of a dedicated northbound right turn lane. TR-40: Shoup Avenue and Oxnard Street (#50): the addition of a dedicated northbound right turn lane. TR-41: Shoup Avenue and Burbank Boulevard (#52): change westbound left turn phasing from permitted to protected; change northbound left turn phasing from permitted to protected. TR-42: Shoup Avenue and Ventura Boulevard (#53): reconfigure phasing on eastbound and westbound approach to remove split phasing and add protected left turn phasing. Add a second westbound right turn lane by converting the existing through lane into a shared through-right lane.

		TR-43: US-101 Ventura Freeway and Ventura Boulevard (#54): the addition of a second dedicated eastbound left turn lane. TR-44: US-101 Ventura Freeway WB Off Ramp to Northbound to Northbound Topanga Canyon Boulevard (#55): within existing right-of-way, restripe and construct an island to change the WB-off-ramp (two stop controlled right turn lanes) into 1 free-flowing channelized right turn lane, merging into 3 lanes northbound on Topanga Canyon Boulevard. TR-45: Topanga Canyon Boulevard and Ventura Boulevard (#56): the addition of: second dedicated eastbound left turn lane, a second dedicated southbound left turn lane, a second dedicated southbound right turn lane, and a second dedicated westbound right turn lane. TR-46: De Soto Avenue/Serrania Avenue and Ventura Boulevard (#58): the addition of a dedicated northbound right turn lane. TR-47: De Soto Avenue and Kittridge Street (#61): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement. TR-48: AMC Driveway and Oxnard Street (#70): the addition of a dedicated northbound right turn lane and a dedicated northbound left turn lane. TR-49: Eton Avenue and Vanowen Street (#71): in conjunction with improvements at intersections TR-2 and TR-3: add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane. TR-50: Independence Avenue and Vanowen Street (#72): in conjunction with

		improvements at intersections TR-2 and TR-3:add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane. TR-51: Variel Avenue and Kittridge Street (#73): signalize the intersection. As part of TRS-1, the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, a dedicated southbound left turn lane. TR-52: Variel Avenue and Oxnard Street (#74): Signalize the intersection and add a dedicated westbound left turn lane and a dedicated eastbound left turn lane. TR-53: De Soto Avenue and Clark Street (#77): the addition of a dedicated northbound right turn lane and a third northbound through lane. TR-54: Randi Avenue and Victory Boulevard (#83): in conjunction with improvements at intersections TR-4 and TR-34: add a third eastbound through lane and a third westbound through lane. TR-55: Topanga Canyon Boulevard and Clarendon Street (#86): the addition of a second dedicated eastbound left turn lane and a second dedicated westbound right turn lane. TR-56: Jordan Avenue and Sherman Way (#87): the addition of a dedicated northbound left turn lane and a dedicated southbound left turn lane. TR-57: Remmet Avenue and Sherman Way (#88): the addition of a dedicated northbound left turn lane, a dedicated southbound left turn lane, and a dedicated westbound right turn lane.

		TR-58: Variel Avenue and Sherman Way (#89): the addition of a dedicated northbound left turn lane a dedicated northbound right turn lane, a dedicated southbound left turn lane, and a dedicated eastbound right turn lane. TR-59: Owensmouth Avenue and Hart Street (#91): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement TR-60: Mason Avenue and Vanowen Street (#93): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane, and a dedicated westbound right turn lane. The additional westbound right turn lane capacity would require the relocation of an existing Metro bus stop. TR-61: Owensmouth Avenue and Saticoy Street (#95): the addition of a dedicated northbound left turn lane. TR-62: Canoga Avenue and Saticoy Street (#96): the addition of a second dedicated southbound left turn lane and a dedicated eastbound right turn lane. TR-63: De Soto Avenue and Saticoy Street (#98): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane. TR-64: Canoga Avenue and Valerio Street (#101): add westbound protected left turn signal control, change northbound left turn signal control from protected to permitted. TR-65: Mason Avenue and Sherman Way (#103): change southbound and westbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period; change northbound and

		eastbound left turn lane signal control to permitted for AM peak period and protected/permitted for PM peak period. TR-66: Winnetka Avenue and Vanowen Street (#106): the addition of a dedicated southbound right turn lane and a dedicated northbound right turn lane. TR-67: Winnetka Avenue and Victory Boulevard (#108): add a second dedicated northbound left turn lane, second dedicated eastbound left turn lane, second dedicated southbound left turn lane, and a second dedicated westbound left turn lane. TR-68: Winnetka Avenue and Oxnard Street (#112): add a dedicated westbound right turn lane. TR-69: Fallbrook Avenue and Burbank Boulevard (#113): add protected left turn signal control to northbound and westbound approaches. TR-70: Winnetka Avenue and Ventura Boulevard (#118): add a westbound shared through-right turn lane as third through lane, to replace the existing dedicated right turn lane. TR-71: Topanga Canyon Boulevard and Mullholland Drive (#120): add a dedicated southbound right turn lane. TR-72: Fallbrook Avenue and Ventura Boulevard (#121): change eastbound left turn control to strictly protected. TR-73: Tampa Avenue and Ventura Boulevard (#123): change eastbound left turn control to strictly protected. TR-74: Vanalden Avenue and US-101 Ventura

		Freeway Eastbound Ramp (#126): add a third westbound through lane. TR-75: Topham Street/Busway and Victory Boulevard (#127): reconfigure Topham Street (northbound) approach for one dedicated left turn lane and one shared left-through-right lane. TR-76: Corbin Avenue and Victory Boulevard (#128): the addition of a third eastbound through lane and a third westbound through lane. TR-77: Tampa Avenue and Victory Boulevard (#129): the addition of a third eastbound through lane and a third westbound through lane. TR-78: Burbank Boulevard and Ventura Boulevard (#130): add protected southbound left turn control. TR-79: Reseda Boulevard and Burbank Boulevard (#131): the addition of a dedicated eastbound right turn lane, a third northbound through lane, and a second dedicated northbound right turn lane. TR-80: Reseda Boulevard and US-101 Ventura Freeway Eastbound Ramp (#132): add a second dedicated eastbound left turn lane. TR-81: Reseda Boulevard and US-101 Ventura Freeway Westbound Ramp (#133): remove westbound shared left-through-right lane to add a second left turn lane and a second right turn lane. Add a third northbound through lane. TR-82: De Soto Avenue and Nordhoff Street (#136): add a second dedicated eastbound left turn lane. Change southbound left turn lane signal control to protected.

		TR-83: Topanga Canyon Boulevard and Parthenia Street (#137): add a third southbound through lane. Add a third northbound through lane. TR-84: De Soto Avenue and Parthenia Street (#139): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane. TR-85: Fallbrook Avenue and Roscoe Boulevard (#140): add a shared right turn to existing northbound through lane. TR-86: Shoup Avenue and Roscoe Boulevard (#141): add protected northbound left turn control. TR-87: Canoga Avenue and Roscoe Boulevard (#142): add protected northbound left turn control. TR-88: De Soto Avenue and Roscoe Boulevard (#143): The addition of a dedicated northbound right turn lane and a dedicated westbound right turn lane. TR-89: Mason Avenue and Roscoe Boulevard (#144): the addition of a dedicated northbound right turn lane and a dedicated southbound right turn lane. TR-90: Winnetka Avenue and Roscoe Boulevard (#145): the addition of a third northbound through lane and a third southbound through lane. TR-91: Mason Avenue and Saticoy Street (#148): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane and a dedicated westbound right turn lane.

		TR-92: Winnetka Avenue and Saticoy Street (#149): the addition of a third northbound through lane and a third southbound through lane. TR-93: Fallbrook Avenue and Sherman Way (#150): add protected southbound left turn control. TR-94: Winnetka Avenue and Sherman Way (#151): the addition of a third northbound through lane and a third southbound through lane. TR-95: Vanowen Street from Topanga Canyon Boulevard to DeSoto Avenue (Segment 10): Add third eastbound and westbound through lanes. Arterial improvement included in: TR-2, TR-3, TR-30, TR-49, TR-50. TR-96: Desoto Avenue from Victory Boulevard to Oxnard Street (Segment #44): Add a fourth southbound through lane. Arterial improvement included in: TR-6, TR-10, TR-13. TR-97: Victory Boulevard from Corbin Avenue to Tampa Avenue (Segment #21): Add a fourth through lane in each direction. Arterial improvement included as part of TR-76, TR-77. TR-98: Vanowen Street from Winnetka Avenue to Reseda Boulevard (Segments #12 and #13): Implement peak hour parking restrictions for added eastbound and westbound through lanes. TR-99: Implement the WCSP Mitigation Assignment Process: The mitigation assignment process is intended to ensure appropriate mitigation measures, both in scale and location of improvement, are assigned to each individual project.

		TR-100: Require proposed WCSP projects to assess construction impacts prior to project approval. Each project will be required to develop and, if necessary, implement a construction traffic management plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.
Transportation	Local Streets	Intersection and arterial mitigations TRS-1, and TR-1 – TR-94 and TR-98 would improve levels of service throughout the study area, and are thereby essential to reduce the potential for residential cut-through traffic. After intersection and arterial mitigations, the total number of intersections to pose significant cut-through risk is reduced to from 41 to 15 intersections. TR-101: The City shall implement the WCSP Neighborhood Protection Program. In accordance with the updated WCSP, a portion of the new Mobility Fee will be dedicated to fund a Neighborhood Protection Program to promptly assess and mitigate unforeseeable neighborhood circulation impacts as they arise. The Neighborhood Protection Program will address and mitigate any unforeseeable traffic impacts resulting from a potential increase in overflow or cut-through traffic along study area neighborhood streets caused by the WCSP development or its mitigation measures.
Utilities and Service Systems	Wastewater	U1: The City shall require that the project applicant for each project within the WCSP be required to coordinate with the Department of Public Works, Bureau of Sanitation in order to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. In coordination with the Bureau of Engineering, each Applicant/Contractor shall be required to identify specific on- and

		off-site improvements needed to ensure that impacts related to wastewater conveyance capacity are addressed prior to issuance of plans. Sewer capacity clearance from the Department of Public Works will be required at the time that a sewer connection permit application is submitted.
Utilities and Service Systems	Water Supply	U2: The City shall require that each applicant coordinate with the City of Los Angeles Department of Water and Power (LADWP) in order to ensure that existing and/or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. (In accordance with State Law, a Water Supply Assessment shall be required for projects that meet the size requirements specified in the regulations.) In coordination with the LADWP, each applicant will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the LADWP will be required at the time that a water connection permit application is submitted. U3: The City shall require each applicant to coordinate with the City of Los Angeles Fire Department and Building Safety Department in order to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits will be dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the City of Los Angeles Fire Department and Building Safety Department prior to occupancy. U-4: The City shall require that each applicant implement water conservation measures in

		new development that shall include but not be limited to the following: • Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush. • High-efficiency urinals (0.5 gallons per flush includes waterless) • Restroom faucet flow rate of 1.5 gallons per minute or less • Public restroom self-closing faucets • Showerhead flow rate of 2 gallons per minute or less • Limit of one showerhead per shower stall • High efficiency clothes washers (water factor of 6.0 or less) • High efficiency dishwashers (Energy Star rated) • Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible • Cooling towers must be operated at a minimum of 5.5 cycles of concentration • Install on-site water recycling as feasible • Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary) • Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines)

		• Irrigation shall include; Weather-based irrigation controller with rain shutoff Flow sensor and master valve shutoff (for large landscaped areas) Matched precipitation (flow) rates for sprinkler heads Drip/microspray/subsurface irrigation where appropriate Minimum irrigation system distribution uniformity of 75% Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials Use of landscape contouring to minimize precipitation runoff U-5: The City shall require that prior to the issuance of a building permit, each applicant shall consult with LADWP to identify feasible and reasonable measures to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available in Warner Center), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water

		lines, as per City adopted UBC requirements. U-6: The City shall require that each project incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan including prohibiting hose watering of driveways and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner. U-7: The City shall require that each project comply with any additional mandatory water use restrictions imposed as a result of drought conditions. U-8: The City shall require automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation. U-9: Prior to issuance of building permits, applicants shall pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements. U-10: Development within Warner Center must remain within Citywide water budgets established by LADWP. As required by LADWP projects may be required to provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from Warner Center does not exceed the calculated demand anticipated for the City and/or Warner Center as appropriate and as documented in the 2005 and/or 2011

		Urban Water Management Plan.
Utilities and Service Systems	Solid Waste	U-11: The City shall require that each project recycle and/or salvage at least 75% of non-hazardous construction and demolition debris, and that each applicant prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout. U-12: The City shall require that each project institute a recycling program to reduce the volume of solid waste going to landfills in compliance with the City's current goal of a 62 percent reduction in the amount of waste going to landfills, with the 2020 goal of a 70 percent reduction of waste going to landfills. Additionally, recycling bins shall be provided at appropriate locations on each site to promote recycling.
Utilities and Service Systems	Electricity	U-13: The City shall require that each applicant coordinate with the City of Los Angeles' Department of Water and Power in order to ensure that existing and/or planned electrical facilities are capable of meeting electrical demand requirements. In coordination with the Department of Water and Power, the applicant will be required to identify specific on- and off-site improvements needed to ensure that impacts related to electrical facility requirements are addressed prior to operation. Electrical facility design clearance from the Department of Water and Power will be required as established by the LADWP. U-14: The City shall require that each project,

		during the design process, consult with the Department of Water and Power, Energy Services Subsection and the Southern California Gas Company, the Commercial, Industrial or Residential Staff Supervisor, regarding possible Energy Conservation Measures for the each project.
Utilities and Service Systems	Gas	U-15: The City shall require that each applicant coordinate with the Gas Company in order to ensure that existing and/or planned natural gas facilities are capable of meeting natural gas demand requirements. In coordination with the Gas Company, the applicant will identify specific on- and off-site improvements needed to ensure that impacts related to natural gas facility requirements are addressed prior to operation. Natural gas facility design clearance from the Gas Company will be required as established by the Gas Company.

Appendix D:
Warner Center 2035 Mobility Fee Table

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

APPENDIX D

WARNER CENTER 2035 PLAN - MOBILITY FEE TABLE

LAND USE CATEGORY	Dollars per Dwelling Unit				
	Over 220 Dwelling Units Per Acre	Over 165 Dwelling Units Per Acre	Over 110 Dwelling Units Per Acre	Over 54 Dwelling Units Per Acre	53 or Less Dwelling Units Per Acre
Category A - Residential Use Apartment Condo Single Family Home	**$1,000**	**$1,550**	**$2,100**	**$3,400**	**$6,500**

LAND USE CATEGORY	Dollars per Square Foot of Floor Area						
	3.76 - 4.25 Total FAR	3.26 - 3.75 Total FAR	2.76 - 3.25 Total FAR	2.26 - 2.75 Total FAR	1.76 - 2.25 Total FAR	1.26 - 1.75 Total FAR	1.25 or Less Total Far
Category B - Institutional Use Hospital (Excluding Non-Profit Institutions) Private School or Educational Facility (Exluding Non-Profit Institutions)	**$2.65**	**$2.84**	**$3.09**	**$3.46**	**$3.65**	**$4.03**	**$5.16**
Category C - General Office Use Office R&D Lab Industrial / Manufacturing / Warehouse Sound Studio / Production Stage	**$5.43**	**$5.82**	**$6.34**	**$7.08**	**$7.49**	**$8.26**	**$10.58**
Category D - Retail / Other Bank / Credit Union Car Wash Coffee / Donut / Bagel Shop Convenience Market Free-Standing Discount Store Gas Station Gym/Health Club Hotel/Motel Medical/Dental Office or Clinic Pharmacy/Drugstore Restaurant (Fast Food/High Turnover/Quality) Retail Service Shopping Center Supermarket Theater Veterinary Clinic	**$10.47**	**$11.21**	**$12.21**	**$13.65**	**$14.42**	**$15.91**	**$20.38**

LAND USE CATEGORY	Dollars per Square Foot of Floor Area						
	3.76 - 4.25 Total FAR	3.26 - 3.75 Total FAR	2.76 - 3.25 Total FAR	2.26 2.75 Total FAR	1.76 - 2.25 Total FAR	1.26 - 1.75 Total FAR	1.25 or Less Total Far
Category B - Institutional Use Hospital (Excluding Non-Profit Institutions)	**$2.65**	**$2.84**	**$3.09**	**$3.46**	**$3.65**	**$4.03**	**$5.16**

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

LAND USE CATEGORY	Dollars per Square Foot of Floor Area					
	3.76 - 4.25	3.26 - 3.75	2.76 - 3.25	2.26 - 2.75	1.76 - 2.25	1.26 - 1.75

Appendix E:
Transportation Improvement Mitigation Program

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

APPENDIX G8

ITERIS Innovation for better mobility

MEMORANDUM

To: City of Los Angeles

From: Iteris, Inc.

Date: May 16, 2012

Subject: Mobility Fee Nexus Summary

Job #: J08–1630

This memorandum summarizes the steps used to determine the final Mobility Fee Schedule for the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP):

- A total of 152 intersections were studied as part of the WCRCCSP analysis. Out of the 152 intersections, 87 intersections were projected to be significantly impacted by the project. Intersection mitigation measures were determined at the 87 impacted intersections. These mitigation measures included additional left-turn, through, and right-turn lanes, as well as signal modifications or construction of a new traffic signal.

- Construction cost estimates for each mitigation measure were calculated using the following estimates:
  - Left-turn lane = $168,000
  - Through lane = $1,108,000
  - Right-turn lane = $168,000
  - Signal Modification = $20,000
  - New Signal = $180,000

  The total construction cost of all mitigation measures was $47,583,560.

- The total construction cost was multiplied by 1.23 to account for City of Los Angeles Bureau of Engineering Design/Administrative costs.

- Right-of-way (ROW) costs for each mitigation measure, where necessary for widening purposes, were calculated using the following estimates (assuming $100 per square foot):
  - Left-turn lane = $240,000
  - Through lane = $1,584,000
  - Right-turn lane = $240,000

  The total right-of-way cost of all mitigation measures was $64,560,000.

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- The total cost estimate for the purchase of 40 buses dedicated to Warner Center circulation was $16,000,000.

- The total Warner Center Orange Line terminus station costs, including construction and ROW (assuming $100 per square foot), was $10,000,000.

- The total transit operating and maintenance costs were $86,800,000 over the life of the plan, which were calculated assuming an incremental buildup of the transit fleet to the buildout year 2035. The Warner Center share of these costs totaled $49,200,000 over the life of the plan.

- The total Warner Center Streetscape Improvement cost was $11,250,000, which was calculated by using an average cost per mile estimate of $750,000 and assuming approximately 15 miles of existing streetscape.

- The following percentages of funding towards the mobility fee were applied to the 5 improvement categories, resulting in a total cost of each category in 2010 dollars:
    - Roadway Improvements – 40% funded by fee resulting in a cost of $58,200,000.
    - New Orange Line Station Terminus – 20% funded by fee resulting in a cost of $2,000,000.
    - Bus Purchase – 20% funded by fee resulting in a cost of $3,200,000.
    - Bus Operating Expenses – 100% funded by fee resulting in a cost of $49,200,000.
    - Streetscape Improvements – 100% funded by fee resulting in cost of $11,250,000.

  The applied percentages were provided by LADOT.

- In addition, funding for the proposed Local Development Corporation (LDC), TDM, and neighborhood traffic management and protection measures over the life of the plan was estimated at $28,000,000

- The subtotal for mobility improvement costs (for the mobility fee calculation) was $151,850,000, which was then reduced by the existing Warner Center Trip Fee balance of $8,250,000, resulting in a total cost of $143,600,000.

- The total mobility improvement cost of $143,600,000 was divided by the change in person trips between 2008 and 2035, which was 33,334 (accounting for a 10% reduction from trip credits). The resulting mobility fee was $4,308 per person trip.

- The mobility fee was then used to calculate the total fee for each Warner Center land use category, which included residential, retail, office, and institutional uses. The following trip rates for each land use were extracted from the SGAG model which utilized socio-economic data (SED) inputs in accordance with market development

forecasts anticipated to occur under the propose project (see Appendix A2 of the EIR):

- 0.32 trips per residential dwelling unit
- 1.58 trips per retail job
- 0.55 trips per office job
- 0.40 trips per institutional job

The trips per job for the retail, office, and institutional uses were converted to trips per 1,000 square feet using the following assumptions (residential dwelling units did not need to be converted):

- 1 retail employee per 500 square feet
- 1 office employee per 333 square feet
- 1 institutional employee per 500 square feet

The resulting final person trip rates per land use category were:

- 0.32 trips per residential dwelling unit
- 1.58 trips per retail job
- 0.55 trips per office job
- 0.40 trips per institutional job

The final person trip rates were multiplied by the calculated mobility fee of $4,308, resulting in the following trip fee schedule:

- $1,379 per residential dwelling unit
- $13,613 per 1,000 square feet of retail
- $7,051 per 1,000 square feet of office
- $3,446 per 1,000 square feet of institutional

Appendix G-8

Warner Center - Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
1	Signalized	**Topanga Canyon Blvd and Vanowen St**								
		Add a 2nd NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Remove EB right for a shared through/right & add 2nd EB left	No		$168,000	$206,640			$206,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,571,160	Int Total
2	Signalized	**Canoga Ave and Vanowen St**								
		Add a 3rd EB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 3rd WB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$5,895,648	Int Total
3	Signalized	**De Soto Ave and Vanowen St**								
		Add a 3rd EB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 3rd WB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$5,895,648	Int Total
4	Signalized	**Topanga Canyon Blvd and Victory Blvd**								
		Add a 4th EB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 2nd NB Left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated NB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd SB Left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB Right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$5,205,624	Int Total
5	Signalized	**Canoga Ave and Victory Blvd**								
		Add a dedicated EB shared through/right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated NB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd SB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,811,160	Int Total
6	Signalized	**De Soto Ave and Victory Blvd**								
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated NB Right	None available	$0	$0	$0			$0	
		Add a 2nd NB left	None available	$0	$0	$0			$0	
		Add a WB shared through/right as a 4th, replacing dedicated right	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 2nd SB left	None available	$0	$0	$0			$0	
		Add a 4th SB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a dedicated SB Right	None available	$0	$0	$0			$0	
									$6,342,288	Int Total
7	Signalized	**Topanga Canyon Blvd and Erwin St**								
		Add a dedicated NB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,354,520	Int Total
8	Signalized	**Owensmouth Ave and Erwin St**								
		Add a dedicated NB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Change SB left-turn signal control from prot to perm/prot	No				$24,600		$24,600	
		Add dual SB dedicated rights	Yes	$480,000	$336,000	$413,280			$893,280	
									$3,151,080	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (including 1.23 Factor)	New Signal (including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
9	Signalized	**Canoga Ave and Erwin St**								
		Add a 2nd NB left	None available	$0	$0	$0			$0	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB Right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,811,160	Int Total
11	Signalized	**De Soto Ave and Erwin St**								
		Add a 2nd NB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 4th SB through	No	$0	$0	$0			$0	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Relocate existing bike lane								
							$24,600		$3,419,064	Int Total
12	Signalized	**Topanga Canyon Blvd and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	Int Total
13	Signalized	**Canoga Ave and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB Right	None available			$0			$0	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,364,520	Int Total
14	Signalized	**De Soto Ave and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 4th SB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Relocate existing bike lane							$0	
									$3,841,104	Int Total
15	Unsignalized	**Topanga Canyon Blvd and Califa St**								
		Add a traffic signal						$221,400	$221,400	
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$1,114,680	Int Total
18	Unsignalized	**De Soto Ave and Califa St**								
		Add a traffic signal						$221,400	$221,400	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$1,114,680	Int Total
19	Signalized	**101 Ventura Fwy WB and Burbank Blvd**								
		Add a 2nd WB through lane	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total
20	Signalized	**Topanga Canyon Blvd and Burbank Blvd**								
		Add a 3rd WB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a shared NB through/right as a 4th through, replacing existing right	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$6,813,528	Int Total
22	Signalized	**Canoga Ave and Burbank Blvd**								
		Add dual dedicated NB rights	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	Int Total
25	Signalized	**De Soto Ave 101 Ventura Fwy WB**								
		Add a 3rd NB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
									$3,394,464	Int Total
27	Signalized	**De Soto Ave and 101 Ventura Fwy EB**								
		Add a 4th NB through	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
28	Signalized	**Topanga Canyon Blvd and Nordhoff St**								
		Add a 2nd WB left (restripe)	No	$0	$3,000	$3,690			$3,690	
							$24,600		$28,290	Int Total
29	Signalized	**Topanga Canyon Blvd and Roscoe Blvd**								
		Add a 2nd SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	Int Total
31	Signalized	**Shoup Ave and Sherman Way**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Change SB left-turn signal control to prot for AM and perm/prot for PM	No				$24,600		$24,600	
									$471,240	Int Total
33	Signalized	**Owensmouth Ave and Sherman Way**								
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$471,240	Int Total
34	Signalized	**Canoga Ave and Sherman Way (No physical mitigation measures available)**								
		Add prot signal control for NB and WB	No				$0		$0	
		Add a 2nd WB left	No	$0	$0	$0			$0	
									$0	Int Total
35	Signalized	**De Soto Ave and Sherman Way**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	Int Total
36	Signalized	**Fallbrook Ave and Vanowen St**								
		Add a NB shared through/right as 3rd through to replace existing right	No	$0	$19,800	$24,354			$24,354	
		Add a SB shared through/right as 3rd through to replace existing right	No	$0	$19,800	$24,354			$24,354	
		Requires relocation of existing Metro bus stops at NE & SW corners								
									$48,708	Int Total
37	Signalized	**Shoup Ave and Vanowen St**								
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$446,640	Int Total
38	Signalized	**Owensmouth Ave and Vanowen St**								
		Add a 3rd EB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 3rd WB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$6,813,528	Int Total
39	Signalized	**Variel Ave and Vanowen St**								
		Add a 2nd NB through	Part of Variel Corridor Improvement		$0	$0			$0	
		Add a dedicated NB left	Part of Variel Corridor Improvement		$0	$0			$0	
		Add a 2nd SB through	Part of Variel Corridor Improvement		$0	$0			$0	
		Add a dedicated SB left	Part of Variel Corridor Improvement		$0	$0			$0	
		Add a 3rd EB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 3rd WB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$5,895,648	Int Total
40	Signalized	**Topanga Canyon Blvd and Kittridge St**	Mitigated by Variel Ave Corridor Improvement							
41	Signalized	**Woodlake Ave and Victory Blvd**								
		Add a NB shared left/through & shared through/right, replacing existing left/through/right	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$2,947,824	Int Total
42	Signalized	**Fallbrook Ave and Victory Blvd**								
		Add a 2nd SB left	None available	$0	$0	$0			$0	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$446,640	Int Total
43	Signalized	**Shoup Ave and Victory Blvd**								
		Add a 3rd EB through (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd WB through (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (including 1.23 Factor)	New Signal (including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
45	Signalized	**Owensmouth Ave and Victory Blvd**	Part of Base Conditions							
		Add a 3rd NB through				$0			$0	
		Add a 3rd SB through				$0			$0	
		Add a 2nd SB left				$0			$0	
		Add a 4th WB through				$0			$0	
		Add a 4th EB through				$0			$0	
									$0	Int Total
46	Signalized	**Variel Ave and Victory Blvd**	Part of Base Conditions							
		Add an EB shared through/right				$0			$0	
		Add a 2nd WB left				$0			$0	
		Add a 2nd NB through				$0			$0	
		Add a dedicated NB right				$0			$0	
		Add an EB left				$0			$0	
		Add a WB shared through/right				$0			$0	
		New SB approach: one left, two throughs, one right				$0			$0	
									$0	Int Total
47	Signalized	**Mason Ave and Victory Blvd**								
		Add a 2nd EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd SB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$917,880**	Int Total
48	Signalized	**Owensmouth Ave and Canyon Creek Dr (Pvt)**								
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$1,364,520**	Int Total
49	Signalized	**Shoup Ave and Erwin St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$471,240**	Int Total
50	Signalized	**Shoup Ave and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$471,240**	Int Total
52	Signalized	**Shoup Ave and Burbank Blvd**								
		Change WB left-turn phasing from perm to prot	No						$0	
		Change NB left-turn phasing from perm to prot	No						$0	
							$24,600		**$24,600**	Int Total
53	Signalized	**Shoup Ave and Ventura Blvd**								
		Reconfigure EB & WB phasing from split to prot	None available, new plans in base conditions applied						$0	
		Add a 2nd WB right by converting existing through to shared through/right				$0			$0	
									$0	Int Total
54	Signalized	**101 Ventura Fwy EB and Ventura Blvd**								
		Add a 2nd EB left	None available	$0	$0	$0			$0	
									$0	Int Total
55	Unsignalized	**Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB)**								
		Restripe & construct an island to change WB off-ramp into 1 free-flowing channelized right	No	0	$168,000	$206,640			$206,640	
									$206,640	Int Total
56	Signalized	**Topanga Canyon Blvd and Ventura Blvd**								
		Add a 2nd SB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$917,880**	Int Total
58	Signalized	**De Soto Ave/Serrania Ave and Ventura Blvd**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$471,240**	Int Total
61	Signalized	De Soto Ave and Kittridge St	Mitigated by Variel Ave Corridor Improvement							
70	Signalized	**AMC Dwy and Oxnard St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$917,880**	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (including 1.23 Factor)	New Signal (including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
71	Unsignalized	**Eton Ave and Vanowen St**								
		Add a WB shared through/right as a 3rd through, replacing dedicated right	Cost accounted for	$0	$0	$0			$0	
		Add a 3rd EB through	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total
72	Unsignalized	**Independence Ave and Vanowen St**								
		Add a WB shared through/right as a 3rd through, replacing dedicated right	Cost accounted for	$0	$0	$0			$0	
		Add a 3rd EB through	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total
73	Signalized	**Variel Ave and Kittridge St**								
		Add a traffic signal								
		Add a 2nd NB through	In conjunction with Variel Corridor Improvement			$0			$0	
		Add a dedicated NB left	In conjunction with Variel Corridor Improvement			$0			$0	
		Add a 2nd SB through	In conjunction with Variel Corridor Improvement			$0			$0	
		Add a dedicated SB left	In conjunction with Variel Corridor Improvement			$0			$0	
									$0	Int Total
74	Unsignalized	**Variel Ave and Oxnard St**								
		Add a traffic signal						$221,400	$221,400	
		Add a dedicated WB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$2,032,560	Int Total
77	Unsignalized	**De Soto Ave and Clark St**								
		Add a dedicated NB right	No	$0	$168,000	$206,640			$206,640	
		Add a 3rd NB through	Cost accounted for	$0	$0	$0			$0	
									$206,640	Int Total
79	Unsignalized	**Owensmouth Ave and Marylee St**								
		Add a NB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a SB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$5,895,648	Int Total
85	Signalized	**Randi Ave and Victory Blvd**								
		Add a 3rd EB through	Cost accounted for	$0	$0	$0			$0	
		Add a 3rd WB through	Cost accounted for	$0	$0	$0			$0	
									$0	Int Total
86	Signalized	**Topanga Canyon Blvd and Clarendon St**								
		Add a 2nd EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	Int Total
87	Signalized	**Jordan Ave and Sherman Way**								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$917,880	Int Total
88	Signalized	**Remmet Ave and Sherman Way**								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,364,520	Int Total
89	Signalized	**Variel Ave and Sherman Way**								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		$1,364,520	Int Total
91	Signalized	**Owensmouth Ave and Hart St**	Mitigated by Variel Ave Corridor Improvement							

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
93	Signalized	**Mason Ave and Vanowen St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	No	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	No	$240,000	$168,000	$206,640			$446,640	
		Additional WB right capacity requires relocation of existing Metro stop								
									$1,786,560	Int Total
95	Signalized	**Owensmouth Ave and Saticoy St**								
		Add a dedicated NB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$471,240**	Int Total
96	Signalized	**Canoga Ave and Saticoy St**								
		Add SB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
							$24,600		**$2,972,424**	Int Total
98	Signalized	**De Soto Ave and Saticoy St**								
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$893,280	Int Total
101	Signalized	**Canoga Ave and Valerio St**								
		Add WB prot left, change NB from prot to perm	No				$24,600		$24,600	
									$24,600	Int Total
103	Signalized	**Mason Ave and Sherman Way**								
		Change SB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
		Change WB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
		Change NB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
		Change EB left-turn signal control to prot for AM and perm/prot for PM	No				$0		$0	
							$24,600		**$24,600**	Int Total
106	Signalized	**Winnetka Ave and Vanowen St**								
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$893,280	Int Total
108	Signalized	**Winnetka Ave and Victory Blvd**								
		Add a 2nd NB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd EB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd SB left	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 2nd WB left	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$1,811,160**	Int Total
112	Signalized	**Winnetka Ave and Oxnard St**								
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$446,640	Int Total
113	Signalized	**Fallbrook Ave and Burbank Blvd**								
		Add prot left-turn signal control to NB & WB	No				$24,600		$24,600	
									$24,600	Int Total
117	Signalized	**Winnetka Ave and 101 Ventura Fwy EB (restripe)**								
		Change EB from 1 L, 1 T, 1 R to 1 L & 1 shared LTR	No	$0	$3,000	$3,690			$3,690	
							$24,600		**$28,290**	Int Total
118	Signalized	**Winnetka Ave and Ventura Blvd**								
		Add a WB shared through/right as a 3rd through, replacing existing dedicated right	No	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$2,947,824	Int Total
120	Signalized	**Topanga Canyon Blvd and Mulholland Dr**								
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
							$24,600		**$471,240**	Int Total
121	Signalized	**Fallbrook Ave and Ventura Blvd**								
		Change EB left-turn control to strictly protected	No				$24,600		$24,600	
									$24,600	Int Total
123	Signalized	**Tampa Ave and Ventura Blvd**								
		Change EB left-turn control to strictly protected	No				$24,600		$24,600	
									$24,600	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (including 1.23 Factor)	New Signal (including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
126	Signalized	**Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd**								
		Add a 3rd WB through	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$2,947,824	Int Total
127	Signalized	**Topham St/Busway and Victory Blvd**								
		Reconfigure NB approach for 1 dedicated left & 1 shared left/through/right	No	$0	$3,000	$3,690	$24,600		$28,290	
									$28,290	Int Total
128	Signalized	**Corbin Ave and Victory Blvd**								
		Add a 3rd EB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 3rd WB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
									$5,895,648	Int Total
129	Signalized	**Tampa Ave and Victory Blvd**								
		Add a 3rd EB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd WB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total
130	Signalized	**Burbank Blvd and Ventura Blvd**								
		Add prot signal control for SB	No				$24,600		$24,600	
									$24,600	Int Total
131	Signalized	**Reseda Blvd and Burbank Blvd**								
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a 3rd NB through lane	Yes	$1,584,000	$1,108,800	$1,363,824			$2,947,824	
		Add a 2nd dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$3,841,104	Int Total
132	Signalized	**Reseda Blvd and 101 Ventura Fwy EB**								
		Add a 2nd EB left (optional)	No	$0	$0	$0			$0	
							$0		$0	Int Total
133	Signalized	**Reseda Blvd and 101 Ventura Fwy WB**								
		Remove WB shared LTR to add 2nd left and 2nd right	Yes	$0	$168,000	$206,640			$206,640	
		Add a 3rd NB through lane	Cost accounted for	$0	$0	$0			$0	
									$206,640	Int Total
136	Signalized	**De Soto Ave and Nordhoff St**								
		Add prot signal control for NB	None available				$0			
		Add a 2nd EB left	None available	$0	$0	$0			$0	
							$0		$0	Int Total
137	Signalized	**Topanga Canyon Blvd and Parthenia St**								
		Add a 3rd NB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd SB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Construction Cost	Construction Cost x 1.23 Factor	Signal Modification (Including 1.23 Factor)	New Signal (Including 1.23 Factor)	Total Physical Mitigation Cost (Per Improvement)	
139	Signalized	**De Soto Ave and Parthenia St**								
		Add a dedicated EB right	No	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	No	$0	$0	$0			$0	
							$24,600		$471,240	Int Total
140	Signalized	**Fallbrook Ave and Roscoe Blvd**								
		Add a shared right turn to existing NB through (restripe)	No	$0	$3,000	$3,690			$3,690	
									$3,690	Int Total
141	Signalized	**Shoup Ave and Roscoe Blvd**								
		Add prot signal control for NB	No				$24,600			
							$24,600		$24,600	Int Total
142	Signalized	**Canoga Ave and Roscoe Blvd**								
		Add prot signal control for NB	No				$24,600			
							$24,600		$24,600	Int Total
143	Signalized	**De Soto Ave and Roscoe Blvd**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$888,280	Int Total
144	Signalized	**Mason Ave and Roscoe Blvd**								
		Add a dedicated NB right (restripe)	No	$0	$3,000	$3,690			$3,690	
		Add a dedicated SB right (restripe)	No	$0	$3,000	$3,690			$3,690	
									$7,380	Int Total
145	Signalized	**Winnetka Ave and Roscoe Blvd**								
		Add a 3rd NB through lane (restripe)	No	$0	$1,980	$2,435			$2,435	
		Add a 3rd SB through lane (restripe)	No	$0	$1,980	$2,433			$2,435	
									$4,871	Int Total
148	Signalized	**Mason Ave and Saticoy St**								
		Add a dedicated NB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated SB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated EB right	Yes	$240,000	$168,000	$206,640			$446,640	
		Add a dedicated WB right	Yes	$240,000	$168,000	$206,640			$446,640	
									$1,786,560	Int Total
149	Signalized	**Winnetka Ave and Saticoy St**								
		Add a 3rd NB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd SB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total
150	Signalized	**Fallbrook Av and Sherman Way**								
		Add prot signal control for SB	No				$24,600		$24,600	
									$24,600	Int Total
151	Signalized	**Winnetka Ave and Sherman Way**								
		Add a 3rd NB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
		Add a 3rd SB through lane (restripe)	No	$0	$19,800	$24,354			$24,354	
									$48,708	Int Total
									$123,087,779	TOTAL

Appendix F:
Urban Design Guidelines

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

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WARNER CENTER 2035 PLAN
URBAN DESIGN GUIDELINES

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SECTION 05	PARKING & ACCESS
SECTION 06	ARCHITECTURE
SECTION 07	ON-SITE OPEN SPACE
SECTION 08	LANDSCAPE & STORMWATER TREATMENT
SECTION 09	STREETSCAPE IMPROVEMENTS
SECTION 10	SIGNAGE
SECTION 11	CULTURAL AMENITIES
DEFINITIONS	

OVERVIEW 01

A. RELATIONSHIP TO OTHER REGULATIONS

The Urban Design Guidelines (Guidelines) are an appendix to the adopted **Warner Center 2035 Plan**. As such, they supplement other Municipal Code provisions. They apply to all Projects in the Plan area, as Guidelines. Certain provisions vary by District. The Warner Center Districts are shown **Graphic 1**.

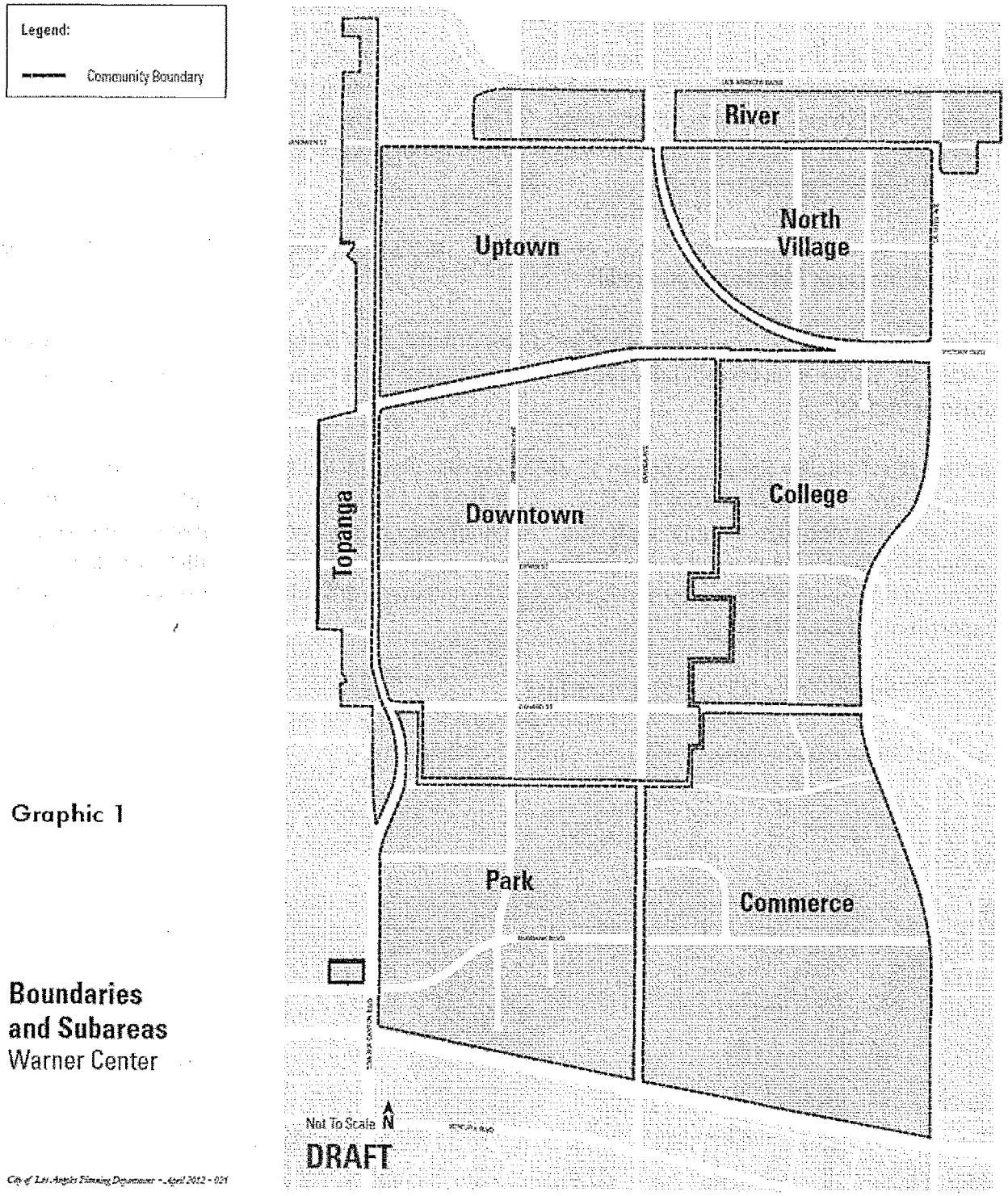
B. APPLICATION OF DESIGN GUIDE TO PROJECTS/DEFINITION OF PROJECT

City Planning staff will encourage and in some cases may require Projects to substantially comply with all relevant Guidelines. **Graphic 2** indicates which Sections of the Guidelines are applicable to various types of Projects and approvals. **Graphic 3** describes how a Project's compliance with the Guidelines is to be documented by the Project applicant.

C. HOW TO USE THE DESIGN GUIDE

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

The first step in using the Guidelines is to understand how to organize and mass new development to create walkable, human-scale neighborhoods. Section 2 describes how the new smaller blocks created by required private streets can be designed to create walkable neighborhoods. Sections 3 and 4 focuses on the streets and the relationship of buildings to them. The Warner Center 2035 Plan Street Standards, adopted as part of the Plan identify where the curb line and back of sidewalk adjacent to a Project will be in relation to the existing street center line and whether any roadway widening or narrowing will be required. Note that, on many streets, the required sidewalk width will be a combination of public right-of-way dedication and sidewalk easement



Graphic 1

Boundaries and Subareas
Warner Center

City of Los Angeles Planning Department - April 2012 - 021

Section 3 also provides direction regarding setbacks.

Section 4 establishes key design characteristics of the ground floor that faces the street, with a focus on cultivating activity along the street and the building street wall as it defines and encloses the street providing a transition from the building to the pedestrian scale at the sidewalk. Section 4 also identifies locations where ground floor space should be designed to accommodate retail or similar uses.

Section 5 addresses vehicular access and parking. Section 6 addresses building architecture, including massing, details and materials.

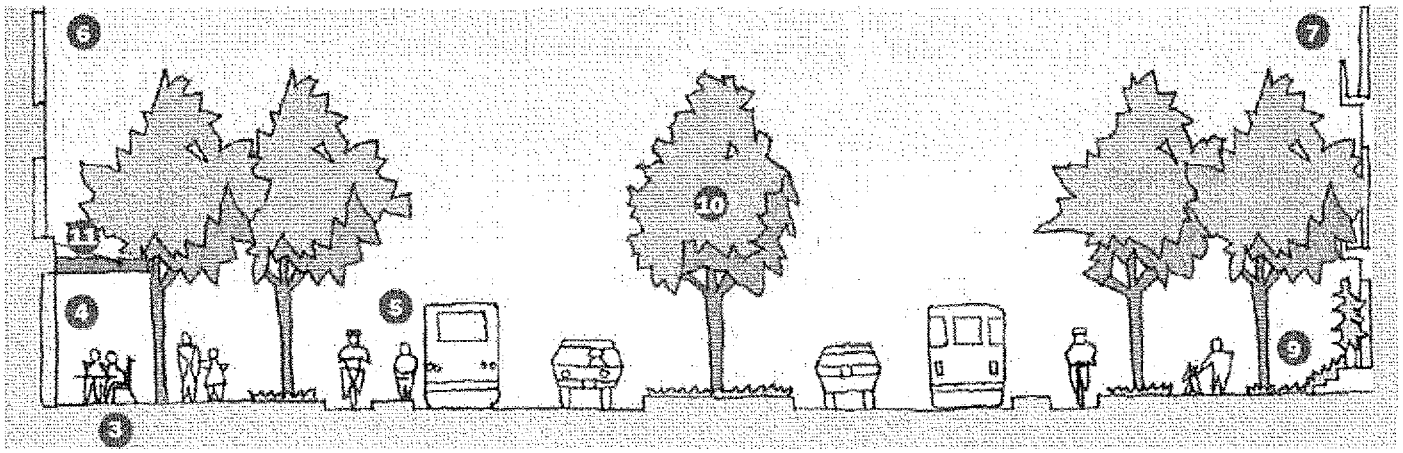
Section 7 addresses on-site open space including private streets and publically assessable open spaces. Section 8 addresses landscape and storm water treatment, and Section 9 streetscape improvements.

Section 10 addresses signage; Section 11 cultural amenities, including public art. The portion of Warner Center north of Victory Boulevard is located in the River District and should achieve a total of 20 points to comply with the Los Angeles County's RIO Property Improvement Guidelines. The heron symbol (adjacent) highlights provisions that achieve RIO compliance and the number of points each provision achieves. Compliance with RIO will be determined by the Department of City Planning.

D. AMENDMENTS TO THE DESIGN GUIDE

The Guidelines may be amended by the Director of Planning.

Boulevards



Graphic 2. Applicability of the Guidelines to Type of Project/Clearance means the section of the Guidelines applies to the corresponding project type. The Guidelines apply only to the portion of the building or site to which the Project clearance applies, except that Sections 3, 8 and 9 apply to the adjacent setback & public right-of-way as well.

GRAPHIC 2

Project Type	Applicable Guidelines										
	02 Blocks	03 Streets & Setbacks	04 Street Wall	04 Ground Floor	05 Parking	06 Archi-Tecture	07 Open Space	08 Land-Scape	09 Street-Scape	10 Signage	11 Cultural
Building Permit											
Change of Use								☼	☼	☼	☼
Use of Land								☼	☼	☼	☼
New Construction	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Addition	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Exterior Alteration						☼		☼	☼	☼	☼
Interior Alteration											
Demolition											
Signs	See Warner Center 2035 Plan Supplemental Sign District.										
Site Grading											
Fences		☼	☼			☼		☼			
Division of Land											
Parcel Map	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Tract Map	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼	☼
Private Street		☼						☼	☼		
Public Works Permit											
A Permit		☼							☼		
B Permit		☼							☼		

Graphic 3.

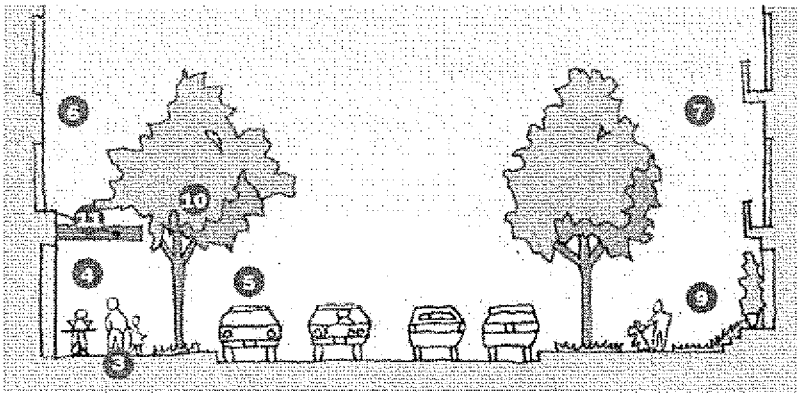
An applicant submittal material necessary for documenting compliance with the Guidelines should be in the form of those materials specified in the submittal requirements for Site Plan Review Instructions and Checklist per Los Angeles Municipal Code Section 16.05.

Graphic 3 provides a guide to what submittals/plan sheets are necessary to judge compliance with each of the Urban Design Guideline sections.

GRAPHIC 3

Plan Sheets	Compliance with the Guidelines by Section									
	02 Blocks	03 Streets & Setbacks	04 Street Wall & Ground Floor	05 Parking	06 Archi-Tecture	07 Open Space	08 Land-scape	09 Street-scape	10 Signage	11 Cultural
Site Plans	☼	☼		☼		☼				☼
Floor Plans			☼	☼	☼	☼				
Roof Plans				☼	☼					
Elevations			☼	☼	☼					
Sections		☼	☼	☼	☼					
Landscape/ Hardscape Plans						☼	☼	☼		☼
Open Space Plans						☼	☼			☼
Sign Plans									☼	

Collectors and Required Private Streets



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

3 Sidewalks and Setbacks
4 Ground Floor Treatment
5 Access and Parking
6 Massing and Street Wall
7 Architectural Detail & Materials
8 On-Site Open Space (not shown)
9 Landscape & Storm Water
10 Streetscape Improvements
11 Signage
12 Public Art & Culture (not shown)

E. DESIGN PRINCIPLES FOR CREATING A LIVABLE CENTER

• Employment Opportunities. Maintain and enhance the concentration of jobs, in both the public and private sectors that provides the foundation of a sustainable center.

• Housing Choices. Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes and incomes into daily interaction.

• Transportation Choices. Enable people to move around easily on foot, by bicycle or other small slow vehicle, transit, and auto. Accommodate cars, but fewer than in the surrounding suburbs, and allow people to live more easily without one.

• Shops and Services within Walking Distance. Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.

• Safe, Shared Streets. Design streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment at all hours.

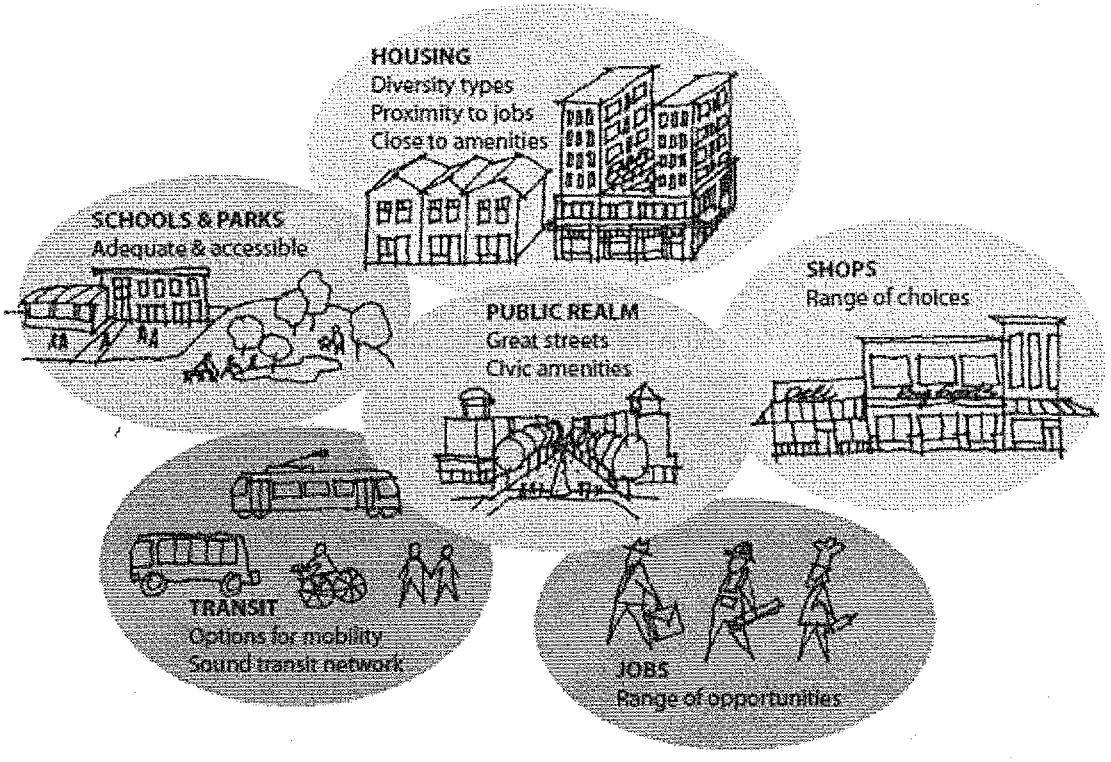
• Gathering Places. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas that are combined with shops and services. Program places for events and gatherings.

• Active Recreation Areas. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.

• A Rich Cultural Environment. Integrate public art and contribute to the civic and cultural life of the City.

• Sustainability[1]. Meet the needs of the present without compromising the ability of future generations to meet their own needs.

The components of a livable center as diagramed as follows:

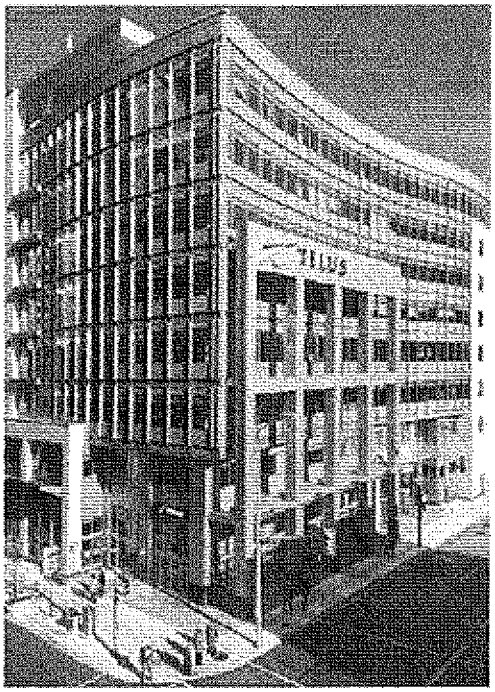


[1] According to Gilbert, Stevenson, Girardet, Stren (1996), sustainability addresses the maintenance and enhancement of environmental, social and economic resources, in order to meet the needs of current and future generations. The three components of sustainability are:

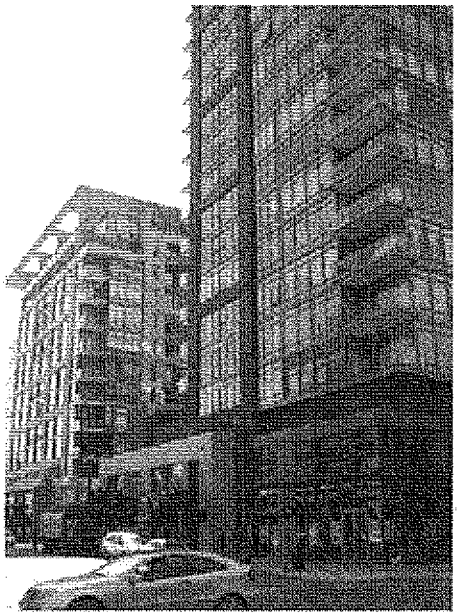
• Environmental sustainability which requires that natural capital remains intact. This means that the source and sink functions of the environment should not be degraded. Therefore, the extraction of renewable resources should not exceed the rate at which they are renewed, and the absorptive capacity to the environment to assimilate wastes should not be exceeded. Furthermore, the extraction of non-renewable resources should be minimized and should not exceed agreed minimum strategic levels.

• Social sustainability which requires that the cohesion of society and its ability to work towards common goals be maintained. Individual needs, such as those for health and well-being, nutrition, shelter, education and cultural expression should be met.

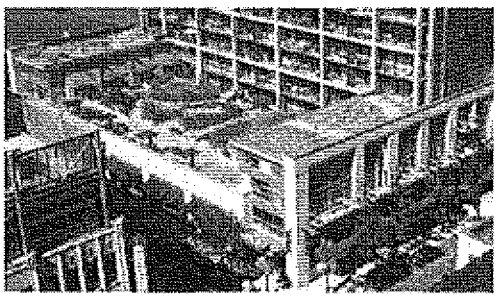
• Economic sustainability – which occurs when development, which moves towards social and environmental sustainability, is financially feasible.



LEED™ certified midrise office.



LEED™ Gold housing in Downtown Los Angeles.



Example of a green roof.

F. SUSTAINABILITY OVERVIEW

Sustainability is a key element of the Warner Center 2035 Plan. To promote a more livable center, projects must address sustainability at multiple levels. The design of the street, buildings, and landscape must work in tandem to achieve the most effective results. Subsequent sections of the Guidelines address sustainability at all those levels. This section provides examples of the intent of the Guidelines with respect to sustainability.

District and Neighborhood Design

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

- Since the goal of the Plan is for all of Warner Center to be within walking distance of transit, design all projects as transit-oriented developments (TODs) that encourage residents, tenants and visitors to use multiple modes of transit.

- Orient projects to provide convenient access to the nearest transit options (Orange Line, bus, or local transit) wherever possible.

Street Design

- Design Complete Streets to accommodate all modes of transportation and to include adjacent land uses.

- Design sidewalks, including street trees, parkways, tree wells and paving, to collect storm water runoff, thereby contributing to sustainable Green Streets and enhancing the value of the project.

Site and Landscape Design

- Incorporate a full range of sustainable site and landscape elements, including usable open space at grade that infiltrates storm water and runoff, pervious paving, native and other drought-tolerant plants, efficient irrigation and the use reclaimed water.

• Consider providing a green roof to reduce solar gain (which contributes to the urban heat island effect) and to reduce the quantity of water entering the storm drain system.

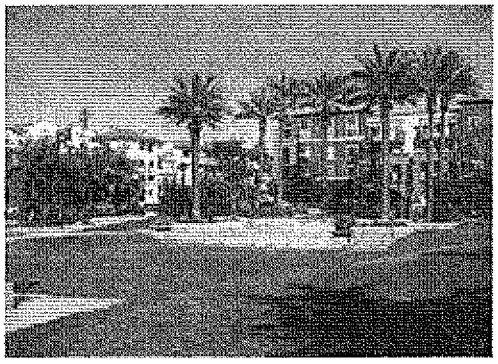
• Design on-site open spaces to collect storm water where feasible.

Building Design

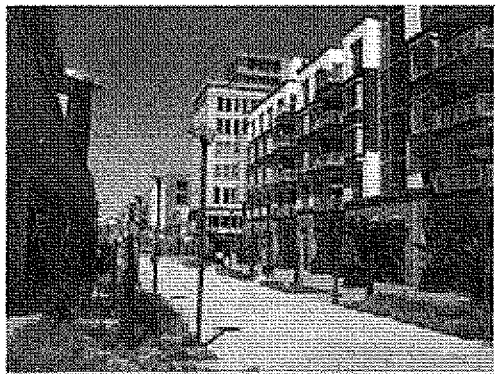
• All Projects are required to comply with the City's Green Building Ordinance.

• Projects that include a hotel should participate in the California Green Lodging Program.

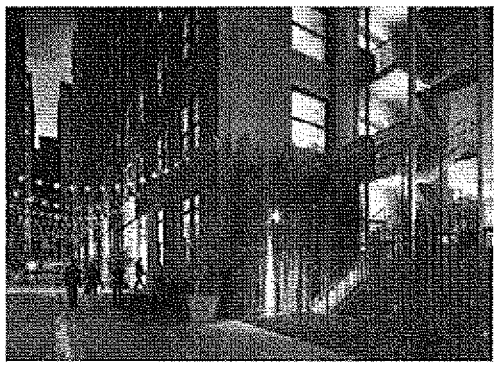
BLOCKS 02



Example of open space surrounded by residences in a smaller block development. The park provides neighborhood identity and serves as an important gathering space.



Example of a mid-block promenade lined with ground floor retail and residential lobbies that "breaks down the block".



Example of shared-use alley connecting a commercial street with a district parking garage.

The new publicly accessible small streets shown in the various pictures and graphics in the Section, which may be public or private, will subdivide the large auto-oriented block structure of Warner Center. However, the resulting blocks are still relatively large (600' x 600' on average) and must be scaled down further and made more walkable by breaking up the mass of the buildings providing public pedestrian access between them, organizing development around required public open spaces, and locating parking so it does not overwhelm the neighborhood.

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

1. Mass and site buildings to avoid building street walls more than 200' long. An exception may be made if a building provides a ground floor lobby that is transparent to allow a visual connection to another street or public space and that the public can use to cross walk through the block.

2. Within each block, integrate building massing and open space to create distinct places, make sensible transitions to lower structures, and contribute to a cohesive street wall along the smaller internal streets.

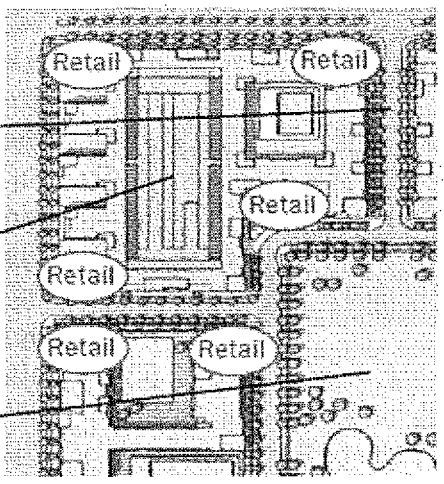
3. Locate open space within smaller block developments to create meaningful public rooms. Required public open spaces should be a central feature with residential and commercial uses facing onto it.

4. Incorporate neighborhood-defining features such as a park, plaza, streets and pathways where active uses are focused. These spaces should be designed so residents and visitors can stroll, relax and socialize in a place that is memorable.

Example 1 - Plan View
Internal streets create smaller blocks that are lined with active uses or residential units at the ground floor, with retail focused at corners

Parking garages are located internally to the block and wrapped by habitable uses

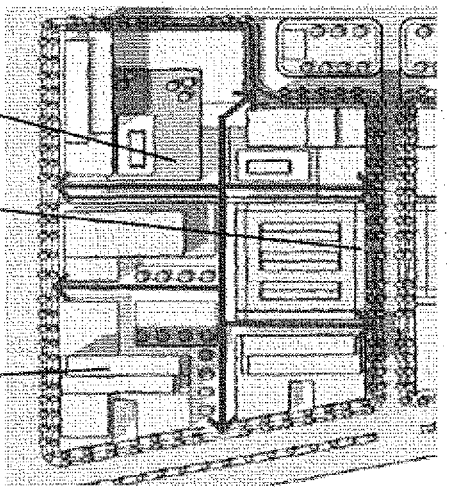
Open space aggregated to create an important amenity and unique identity for the neighborhood



Example 2 - Plan View
Open spaces can be focused in courtyards and accessible by paseos and private streets (shown in red)

Driveways to garages located at least 200' from a street corner to avoid conflicts with retail activity and pedestrian crossings

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



5. Site taller structures along the major corridors where their visual presence can serve as focal points within the district and reinforce the street wall.

6. Locate the project's greatest density, residential units and employment centers as close to a fixed transit station as possible.

Example of mid-block paseo in a commercial development that connects pedestrians to a building lobby and uses a public art installation as a neighborhood feature.

A more active paseo.

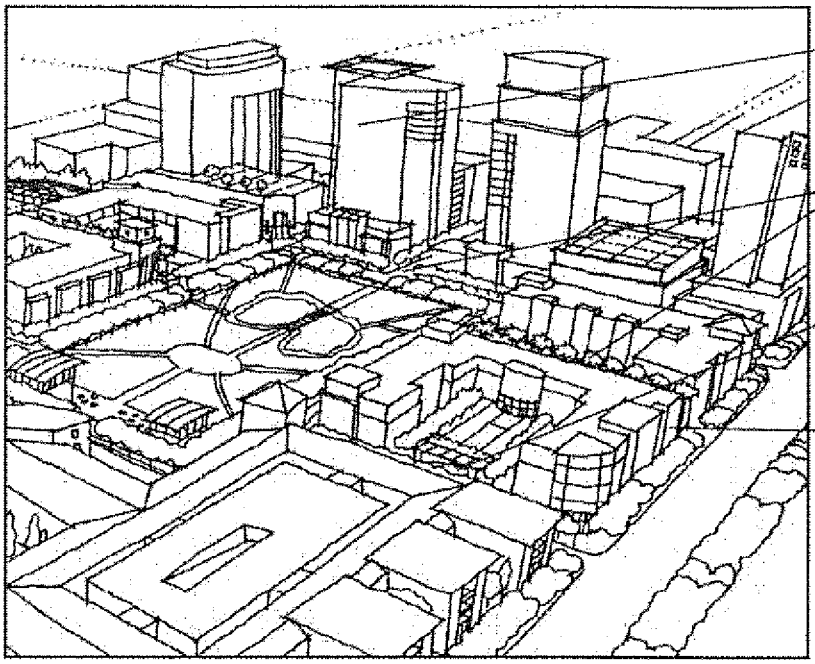
7. Locate parking garages that serve the development or district underground, in a podium wrapped by habitable uses, or in above-ground structures with active ground floor uses along street frontages, consistent with the provisions in Section 5.

8. Locate the entrances to parking on private streets at least 200 feet from the corner to avoid conflicts with retail activity and pedestrian crossings.

9. Private streets should be the minimum width for cars and fire trucks and include a parkway, sidewalk and landscape buffer so walking beside the access lane is comfortable (see the Street Standards in Section 3).

10. Line required new, small streets with active uses, wherever possible, so they contribute to a pedestrian-oriented street.

11. Neighborhood retail is encouraged and should be visibly concentrated at primary street corners, internal street corners, or facing onto public-private open spaces or pathways.



Example - Perspective Sketch

Taller structures are clustered near a fixed transit station and major corridor providing a visual landmarks within the district

Internal streets and paseos help break down the block at a finer grain and have a more defined street wall

Driveway access points are located to avoid conflicts with pedestrian crossings

Buildings with no more than 200' of frontage before an opening between buildings, or a transparent lobby that allows pedestrian access through the block

STREETS 03

A. STREET STANDARDS

1. Improve the street to the street center line adjacent to a project as shown in the Warner Center 2035 Plan Street Standards in Figures 1-12 of the adopted Plan including:

• Required right-of-way, sidewalk easement, and setback widths.

• Maximum allowable roadway width.

• Recommended lane configuration, including landscaped medians and bicycle or "Small Slow Vehicle Lanes" and shared lanes. Small slow vehicle lanes are like bicycle lanes, except that other human-powered or electric vehicles that travel at a comparable speed as bicycles, that is, less than 20 mph, may use the lanes.

• Minimum required sidewalk width, which is typically a combination of public right-of-way (which may require a dedication) and easement for sidewalk purposes.

• Required sidewalk configuration, which typically includes an 8-foot wide continuous landscaped parkway and 8-foot wide paved walkway.

• Required setback width, which is a function of the adjacent ground floor use. Where the ground floor is designed as Active Ground Floor Space, the required setback is less than in other conditions. Active Ground Floor Space is defined as habitable space that meets the criteria in the adopted Plan.

• Illustrative setback treatment, which is also a function of the adjacent ground floor use. The cross sections illustrate several typical setback treatments adjacent to Active Ground Floor retail, Active Ground Floor residential, and conditions which do not create an Active Ground Floor. Streets may not deviate from the standards. No portion of the roadway, including intersections and bus stops, may exceed the maximum roadway width specified.

2. Roadway designed should conform to the following criteria.

• Provide adequate pedestrian crossing time at all intersections, that is at least 1 second /3.5 feet (per FHWA/USDOT Pedsafe Guide , 2004).

• Provide traffic signals with automatic pedestrian walk cycles (that is, no push button) at new small streets and at existing signal locations, which will make signal spacing throughout Warner Center approximately 600 feet.

• Design left-turn lanes to accommodate a visually significant length of median, that is, the landscaped median between intersections should be at least 1/3 the length of the block, e.g., 200' if the block is 600' long.

• Evaluate each intersection of a new small street with an existing street to determine whether a right-turn only configuration is acceptable, that is, does not reduce the segment level of service to F and intersection level of service on the street to worse than F. If a right turn only configuration meets this criterion, provide a signalized bicycle and pedestrian crossing only.

• Evaluate each intersection within Warner Center to determine whether a round-about, similar, or other at-grade configuration would provide superior access for all modes, than a conventional intersection. The at-grade intersection configuration that optimizes access for all modes should be implemented.

• Generally provide 10-foot wide traffic lanes, except adjacent to the curb, to discourage speeding, accommodate bicycle lanes and medians and reduce the roadway width.

3. Where the Street Standards show a roadway widening, but the widening is not required at the time of Project construction, that portion of the sidewalk located in the potential future widening is the Temporary Sidewalk Zone. The Temporary Sidewalk Zone may not be included in the required sidewalk width. The Temporary Sidewalk Zone should be developed as a landscaped parkway, small slow vehicle lane or other function approved by staff. Design the irrigation so that the portion in the Temporary Sidewalk Zone can be removed without damaging the irrigation in the remaining parkway.

4. All public streets and private streets in Warner Center should be located within a few feet of existing grade and on soil (not structure) to maintain walkability, support tree growth, and allow for stormwater infiltration into parkways and medians

5. Underground all utility lines within the public rights-of-way adjacent to the Project and on the Project site. (Los Angeles County RIO points: 1 for every 100 feet of undergrounded lines in the public right-of-way).

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

7. New street trees on streets should be of the species indicated in Figures 1-12 in the adopted Plan or, for collector, local, and new small streets for which species are not shown, a species/cultivar that will achieve a mature height and spread of 35 feet within 10 years.

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

9. As the districts and neighborhoods in Warner Center evolve and develop distinct identifies, a system of wayfinding signage should be designed and installed to: 1) reinforce district identity, 2) direct people to key destinations, and 3) tell the story of Warner Center's history and its art and other cultural amenities.

B. SIDEWALKS

The Warner Center 2035 Plan Street Standards establish sidewalk widths and treatment. In Warner Center, the sidewalk is divided into two parts: the parkway, which is adjacent to the curb, landscaped and designed to collect storm water, and the walkway, as illustrated below. On most existing streets, the sidewalk width is a combination of public right-of-way (dedication) and easement for sidewalk purposes only.

Provide adequate width for improvements based on adjacent ground floor use.

1. Provide parkways and walkways per the adopted Street Standards. The required walkway may be located directly adjacent to the parkway or it may be located partially within the first 8 feet of the setback. That is, the sidewalk may undulate within the easement and setback.

2. Structures may not project over or under the easement or public right-of-way to allow for stormwater infiltration, tree canopies, and soil volume for tree roots.

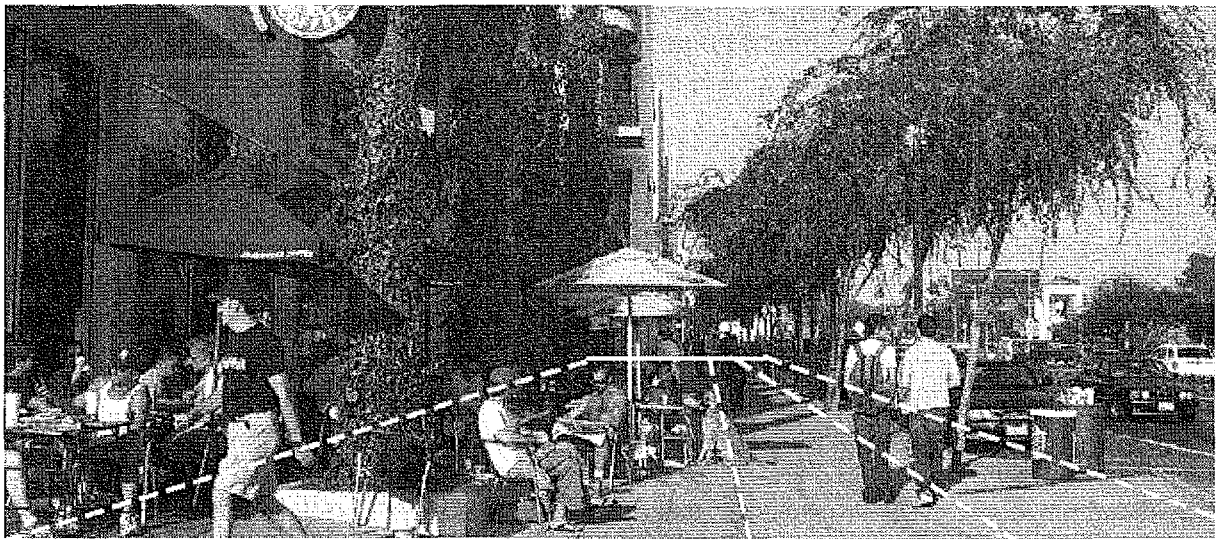
3. Projections, which are permitted in the public right-of-way (ROW) by the Municipal Code, such as signs, canopies and awnings, are permitted and encouraged over the easement, subject to the same approvals.

4. Provide a 2-foot wide paved access zone next to the curb where there is curbside parking.

5. Outdoor dining may occur on any portion of the paved sidewalk provided a minimum 6' wide continuous path of travel is maintained.

6. Provide parkways, tree wells, street trees and other streetscape improvements as shown in the adopted Street Standards and described in Section 10 of these Guidelines.

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



C. SETBACKS

The Warner Center 2035 Plan and its Street Standards establish both: 1) the setback and 2) treatment of the setbacks. The graphic illustration above demonstrates the setback requirements.

Provide setbacks appropriate to the adjacent land use and district.

1. Provide setbacks standards per the adopted Plan and provide setback treatments per the Plan's Street Standards (Figures 1-12).

2. Adjacent to ground floor retail, the ground floor street wall may set back farther to accommodate dining or similar activities, provided that structural columns at the ground floor level and building walls above the ground floor extend to the setback line.

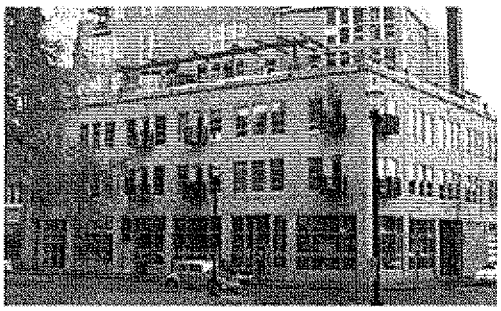
Treat setbacks appropriately given the adjacent land use and district.

3. Adjacent to retail, the setback should be primarily hardscape and may be used for outdoor dining and other commercial activities.

4. Adjacent to live-work space or professional office space, at least 50% of the setback should consist of landscaping.

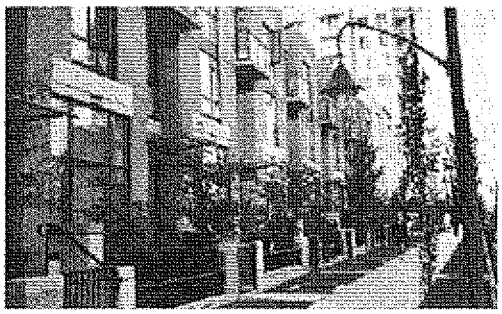
5. Adjacent to ground-floor residential units with individual entries or residential common areas (lobbies, recreation rooms, libraries, or other active uses), the setback should be primarily

landscaped and may include: walkways, porches, raised planters and other solid walls up to 3 feet above sidewalk elevation, and transparent fences (e.g., wrought iron, tubular steel, glass) up to a height of 4 feet above sidewalk elevation.



Zero setback with ground-floor retail.

A small setback with a little landscaping next to professional office or live-work space.



Housing with front yards (setbacks) and secondary entrances along the sidewalk.

6. Adjacent to all other ground floor treatments, the setback should be landscaped. Paving should be limited to pedestrian and small, slow vehicle access routes, except where the setback is part of a larger usable open space.

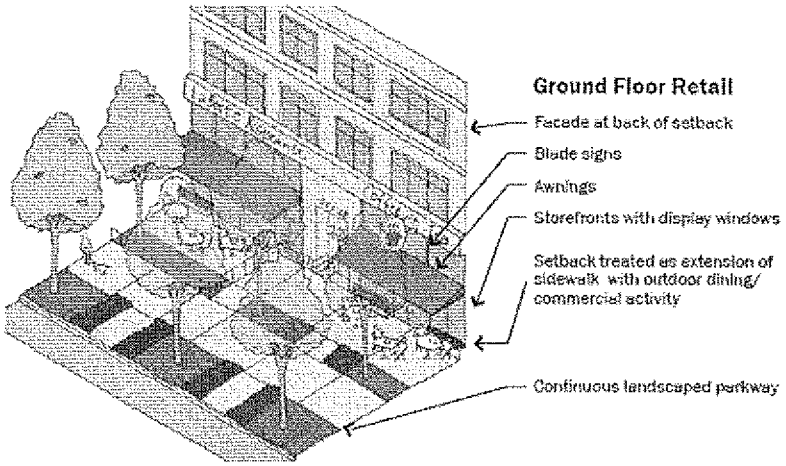
7. Surface parking should not be located in the setback.

8. In the limited circumstances described in Section 5 where surface parking may be located between the setback and buildings, provide plant materials or a combination of berms and plant materials in the setback to create a more-or-less continuous screen 3 feet high. A 3-foot high solid wall may be provided directly adjacent to the parking spaces, provided that the footing does not extend into the landscaped setback beyond the wall.

9. Portions of setback areas that are landscaped should be designed to treat and infiltrate storm water (see Section 8 of these Guidelines).

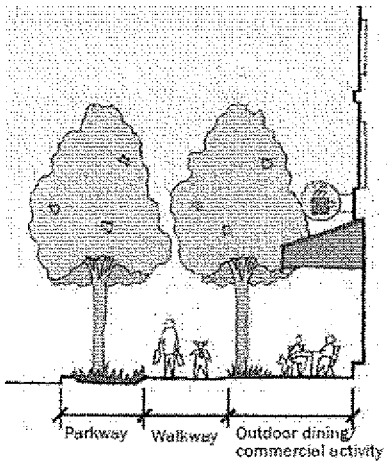
10. A building may project up to 4 feet into the setback either: 1) above the first floor, provided that it does not interfere with tree spacing or canopies (see Section 9 of these Standards) or 2) below grade. However, if an unobstructed volume of soil at least 5 feet deep and contiguous with the soil volume in easement and public right-of-way is provided above a below-grade structure that structure may extend under the entire setback.

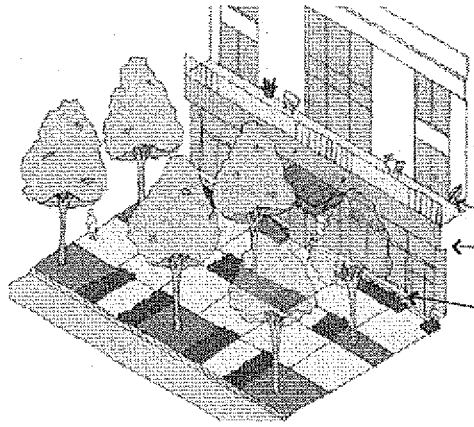
Sidewalk and setback treatment on public streets varies with ground floor treatment.



Ground Floor Retail

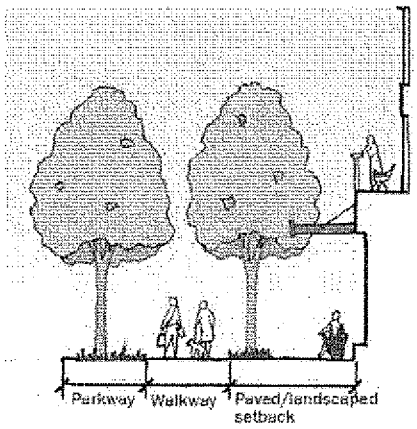
- Facade at back of setback
- Blade signs
- Awnings
- Storefronts with display windows
- Setback treated as extension of sidewalk with outdoor dining/ commercial activity
- Continuous landscaped parkway

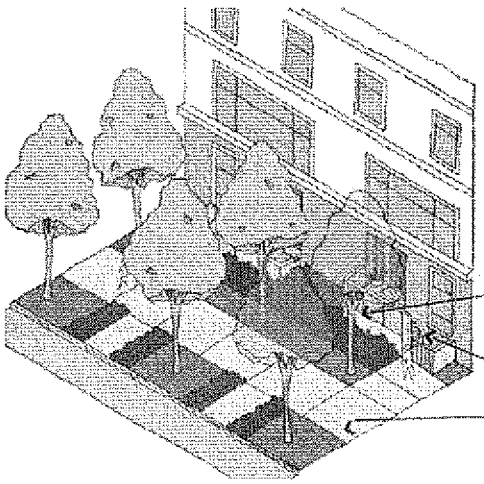




Ground Floor Live Work

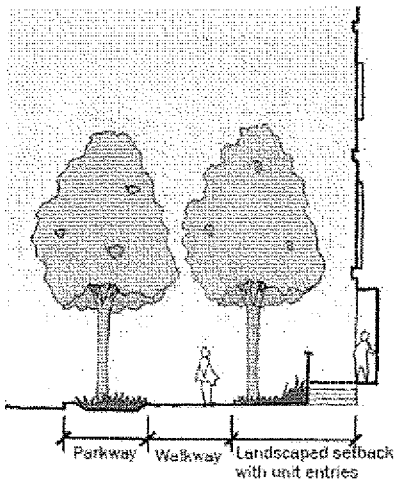
- Some transparency
- Doors at sidewalk
- Continuous landscaped parkway



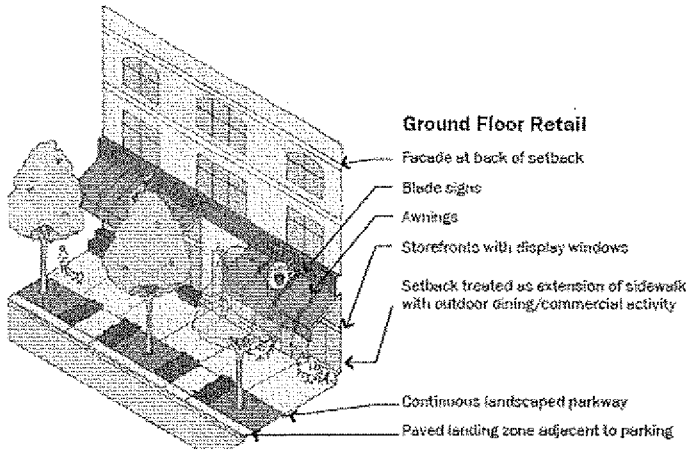


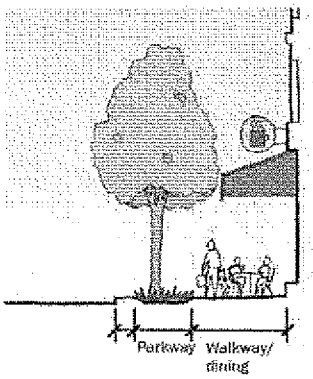
Ground Floor Residential with Individual Entries

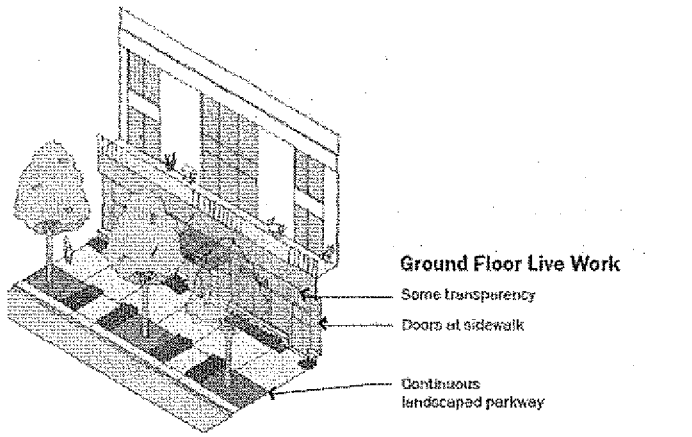
- Planting in front, including storm water treatment/infiltration (at-grade or raised)
- Fence or low wall to screen entry terrace
- Continuous landscaped parkway

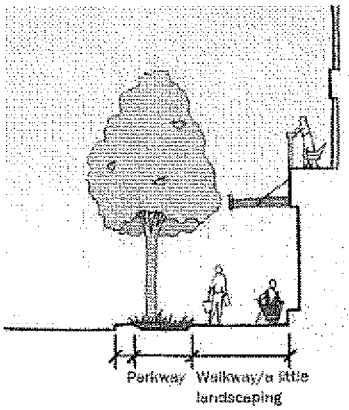


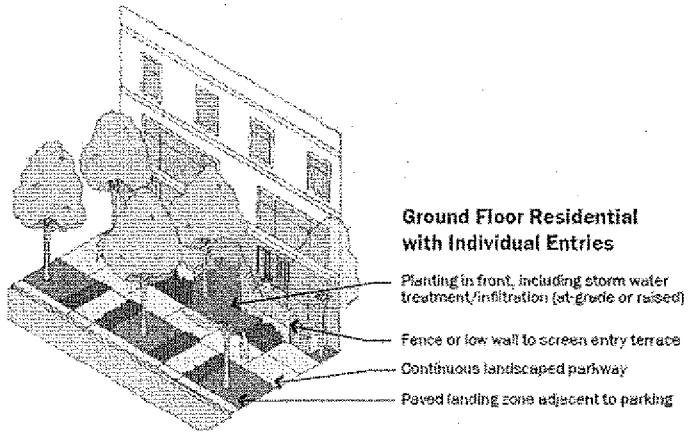
Sidewalk and setback treatment on new public or private small streets also varies with ground floor treatment.

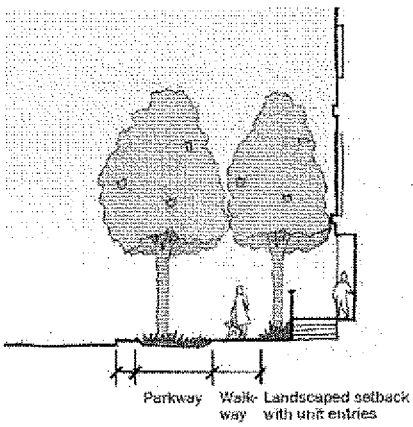








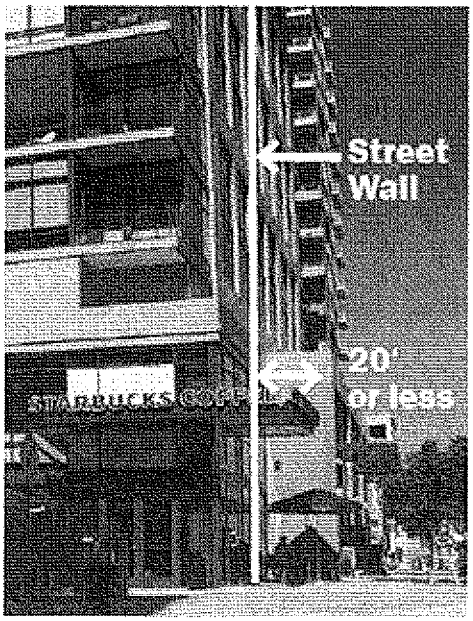




Street Wall. Examples showing various street wall heights.

3-story street wall

6- and 7-story street wall



Walls above the ground floor that step back less than 20' from the ground floor street wall are part of the street wall, as illustrated above.

STREET WALL & GROUND FLOOR 04

A. STREET WALL

Design building walls along the sidewalk (street walls) to define the street and to provide a comfortable scale for pedestrians.

1. Locate street walls In relationship to the back of the setback. Project frontage adjacent to open space is excluded, provided that the open space is lined on at least 2 sides with building walls.

2. Along 90% of a building's street walls, provide the minimum number of stories. Walls above the ground floor that step back less than 20 feet from the ground floor street wall are part of the street wall.

3. Buildings may step back above the minimum height along the street. Step backs should be judiciously applied to minimize disruption of the overall street wall.

4. Breaks in the street wall should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.

5. Provide a break between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration, or similar means.

B. ACTIVE STREET FRONTAGES

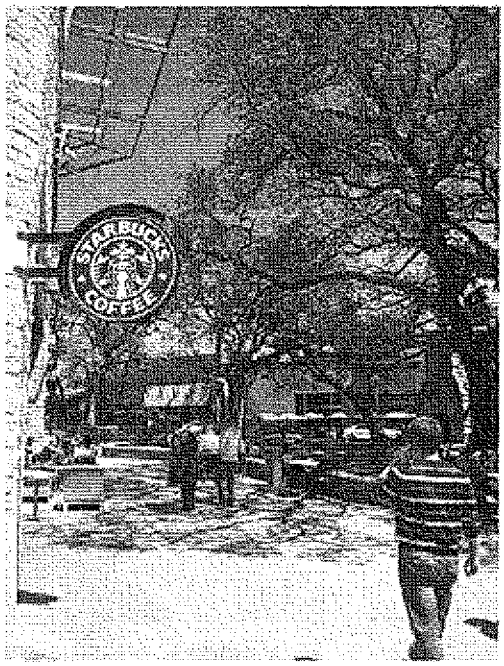
Line streets with Active Ground Floor Space.

1. Design ground floor space that fronts on public streets and on private streets to be habitable and active, as described in C. and D. below, except in and within 70 feet east of the flood control easement on the east side of Topanga Canyon Boulevard between Oxnard Street and Erwin Street, or where City Planning staff determines that is it not feasible or appropriate to provide active ground floor space. Where active ground floor space is not required, provide the additional setback. Screen parking and blank walls from view.

2. Design ground floor space to accommodate retail uses, as described in C below along street frontages.

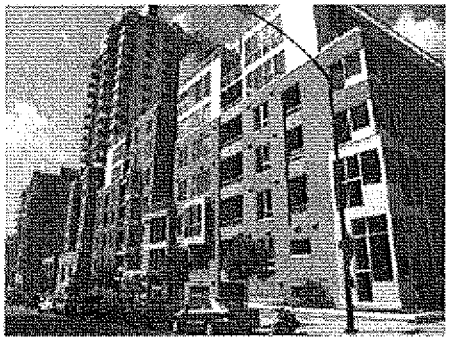
3. Ground floor retail space that meets the criteria in the adopted Plan and is encouraged in other locations.

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

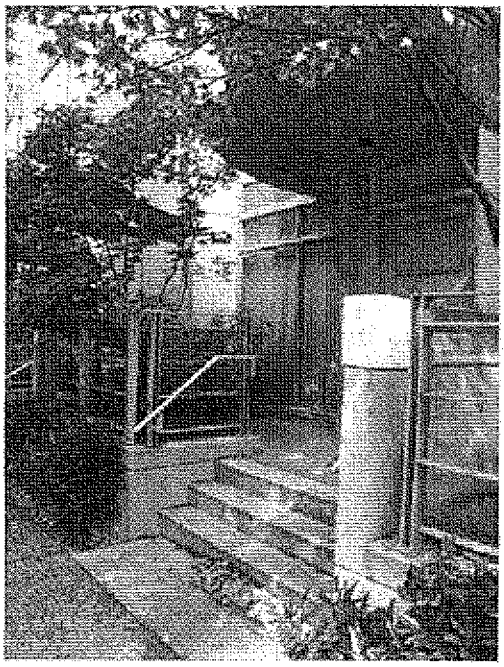


Street Wall. Examples showing various street wall heights.

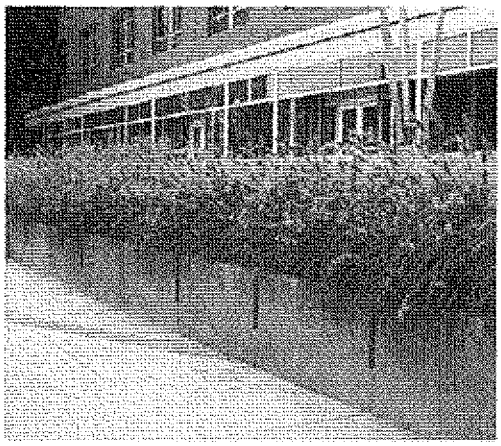
3-story street wall



6- and 7-story street wall



Good example of individual unit's secondary entry several feet above the sidewalk with porch and windows that look onto the street.



Other habitable ground floor uses that do not have entries on the street should include transparent windows with more landscaping in the setback.

C. ACTIVE GROUND FLOOR RETAIL

Where ground floor retail is required or provided, orient tenant spaces to the street and maximize transparency and entries along the sidewalks to sustain street level interest and promote pedestrian traffic.

1. Locate ground floor retail space along the street wall or along a courtyard or plaza, provided the retail frontage is not more than 60 feet from the back of sidewalk and is visible from the sidewalk.

2. Provide ground floor retail space to a depth of at least 25 feet from the front façade and at an average 15'-0" floor-to-floor height. Note that the ground floor retail space may be occupied by other uses initially, but will be available for retail uses in the future when there is demand for such uses.

3. Locate the primary entrance to each street-level tenant space that has its frontage along a public street from that street.

4. Locate the primary entrance to each street-level tenant that does not have its frontage along a public street from a pedestrian pathways, courtyard or plaza, which is connected to the public street.

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

D. ALL GROUND FLOOR USES

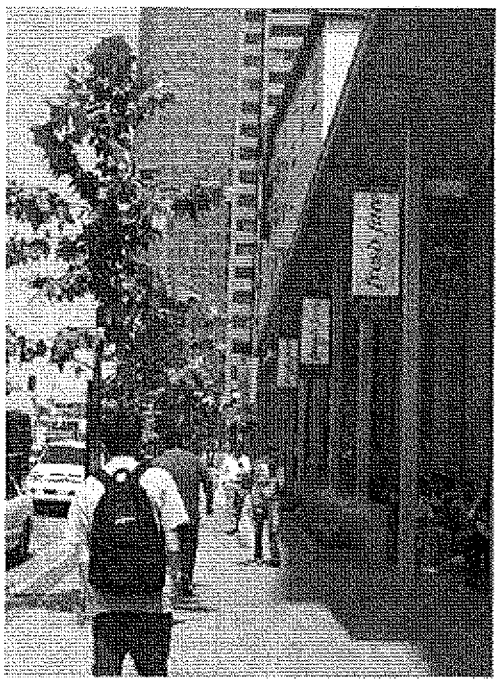
Orient buildings to the street to promote the sidewalk activity.

1. A building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, should be located on a public street or on a courtyard, plaza or pathway that is connected to and visible from a public street.

2. At least one building entrance, which provides access to a building's main lobby and which is kept unlocked during business hours, should be located on a public street, private street or Los Angeles River Greenway.

3. At least one building entrance, which may be either a building or tenant/resident entrance, should be provided along each street frontage.

4. More public entrances than the minimum specified, including building and/or tenant/resident entrances, are encouraged.



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

Incorporate a pedestrian-oriented scale at the street level.

5. Street wall massing, articulation and detail, street level building entrances and storefront windows and doors, as well as the use of quality materials and decorative details, should be used to promote pedestrian-scaled architecture along the street.

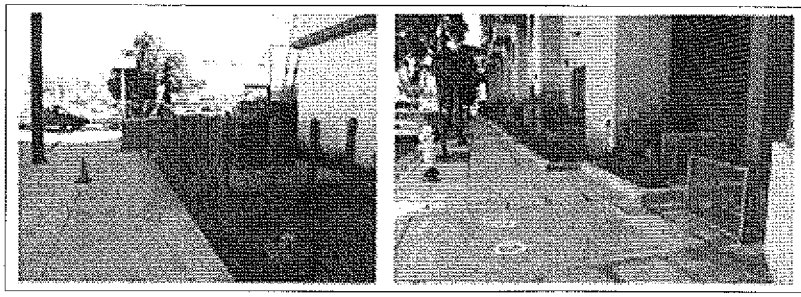
6. Architectural features that reinforce the pedestrian character of the ground street wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.

7. Awnings and canopies should be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are not permitted.

Do not waste valuable street frontage on "back of house" uses.

8. Locate loading docks, electrical transformers, mechanical and other equipment so that they are not in the setback or visible from a public or private street or the Los Angeles River Greenway.

9. Locate enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented more than 100 feet from the corner of any public or private street and, to the extent feasible, so they are not visible from the street.



Left: examples of poor equipment location choices. A primary opening to a courtyard garden is walled off with electric meters (left) and irrigation equipment is in plain view near a building entrance (right).

PARKING & ACCESS 05

A. ALL PARKING AND ACCESS

Locate parking, loading and vehicular circulation to minimize its visibility.

1. Except in and within 70 feet east of the flood control easement on the east side of Topanga Canyon Boulevard between Oxnard Street and Erwin Street, surface parking may not be located between buildings and a public right-of-way.

2. Screen surface parking that is visible from a public right-of-way or the Los Angeles River Greenway with landscaping or a combination of berm and landscaping to a height of 4 feet.

3. Except for the ground-level frontage required for access to parking, no parking or loading should be visible on the ground floor of any building façade that faces a public right-of-way or the Los Angeles River Greenway.

4. Parking, loading and circulation located above the ground floor should be: 1) lined by habitable floor area along all public rights-of-way or, 2) if City Planning determines that it is not feasible to line the parking with habitable space above the ground floor along a public right-of-way, integrated into the design of the building façade, provided that there are no more than three visible parking levels with at least one habitable level below and above fronting on a public right-of-way. (See adjacent Graphic.)

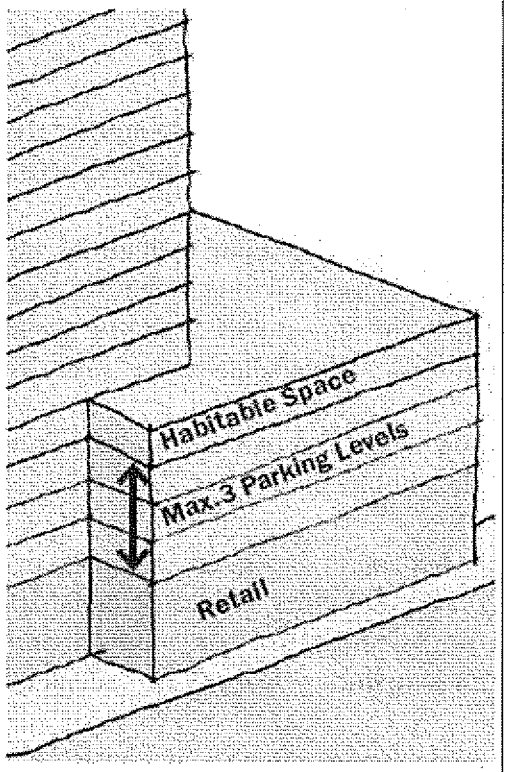
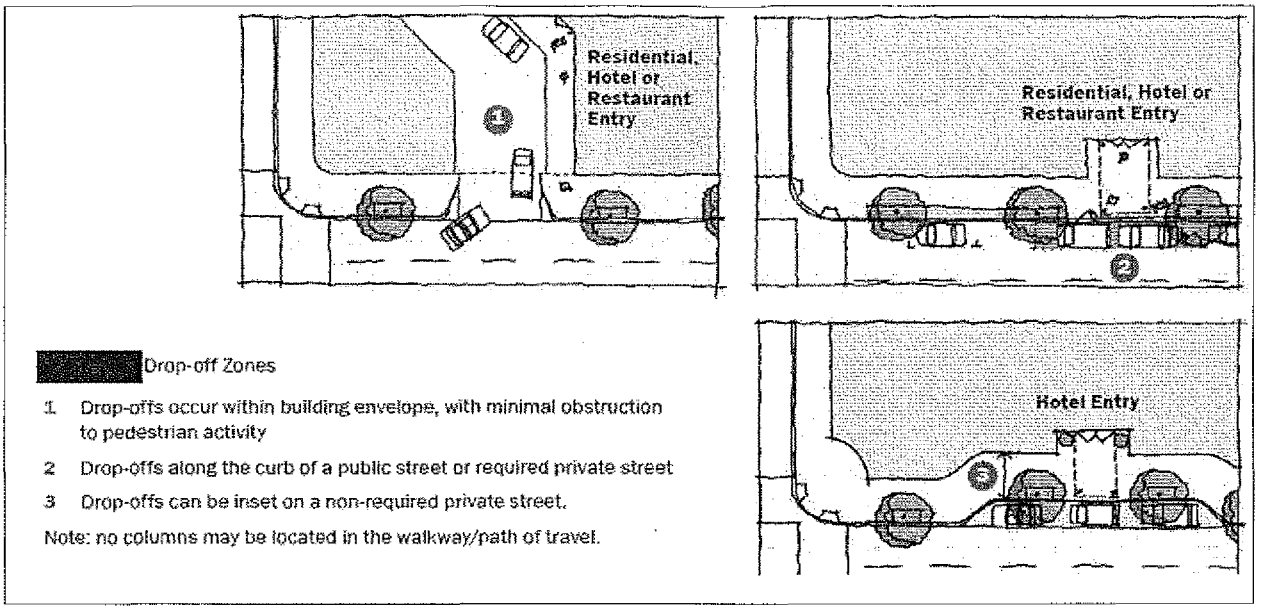


Diagram showing a street wall along a public right-of-way with ground floor retail and the maximum three parking levels with habitable space above.

5. Along private streets, parking above the ground floor that is not lined with habitable space is allowed, provided it is well designed as described in Section 5.B of these Guidelines.

6. Drive-through aisles for fast food or similar use are not permitted.



Locate drop-off zones along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

7. Drop-off, including residential, hotel and restaurant drop-off, should be provided: 1) within the off-street parking facilities using the parking access; 2) on a private street; or 3) along the curb line of a public street or private street where there is a full-time curbside parking lane, with no sidewalk narrowing. (See Graphic above.)

Encourage the use of alternate modes of transportation by providing incentives for reduced automobile use.

8. Parking in excess of one space per residential unit should be sold or rented separately from residential units and commercial spaces ("unbundled") in perpetuity. Parking that is required for residential use but is unused and all commercial parking should be made available as public parking during daytime and evenings through a shared parking program.

9. Secure bicycle parking consistent with the Citywide standards established in the LAMC for a bicycle parking requirements. Also, a number of bicycle parking spaces provide by a mixed use or non-residential Project should be within 500 feet of a building's entrance for the convenience of employees and visitors.

10. Projects have more than 200,000 square feet of Floor Area should provide:

• Designated stalls for scooters, mopeds and motorcycles for at least 5% of regular building occupants assuming 1 employee per 350 square feet of Floor Area for non-residential and 1.5 persons per dwelling unit.

• 5% of parking spaces as designated electrical charging outlets for electric-run autos, bicycles, scooters and/or motorcycles.

• On-site changing/shower facilities for employees.

Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians.

11. Vehicular access to parking should be, whenever feasible, from a new small street, rather than an existing public street.

12. Curb cuts and parking/loading entries into buildings should be limited to the minimum number required and the minimum width permitted.

13. Parking and loading access should be shared, where feasible.

14. Required loading for residential buildings may be provided along the curbside parking lane on a private or public street, which has curbside parking, rather than in the building.

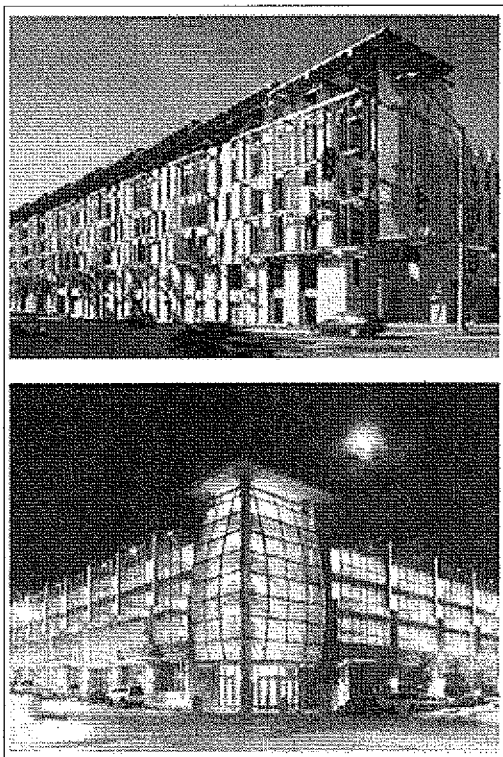
15. Parking and loading access should be located a minimum of 25 feet from a primary building entrance, pedestrian pathway, or public outdoor gathering area. This guideline is not applicable to a hotel or residential porte cochere.

B. STAND-ALONE PARKING STRUCTURES

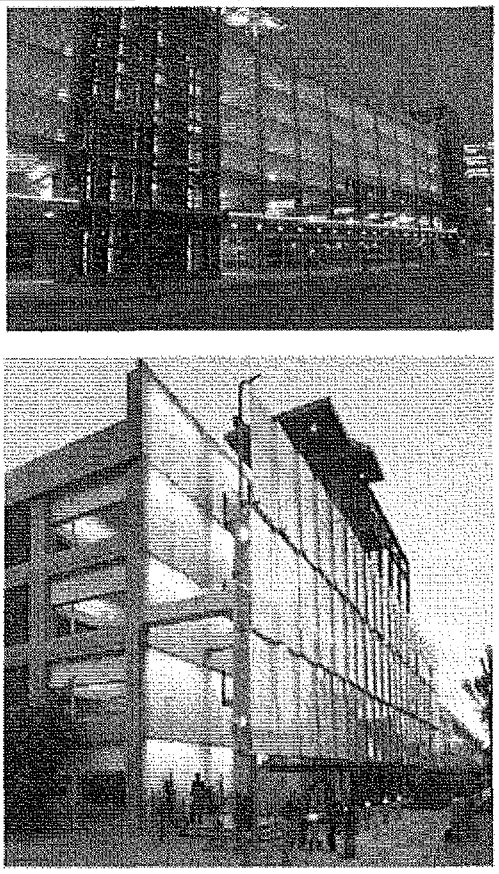
Architectural Treatment

Parking structures should exhibit the same principles of good building design as other buildings. Providing an exterior screen comprised of high quality materials that screen the underlying concrete structure can elevate the building's stature and contribute to the overall quality of Warner Center's built environment.

1. Parking structures should have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels, or other material consistent with or complementary to the overall project.



Precast panel and glass louver screening, plus photovoltaic panels on top deck (upper), and metal screen with tower element marking the entry corner and vertical circulation (lower).



Example of a parking garage with a glass facade and backlighting that transcends function to provide an interesting architectural facade.

2. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and storm water treatment wherever possible.

3. Vertical circulation cores (elevator and stairs) should be located on the primary pedestrian corners and be highlighted architecturally so visitors can easily find and access these entry points.

4. Ground floor area along public streets should be treated to provide visual interest and encourage walking: on private streets, provide active ground floor uses at corners where feasible or provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.

5. Signage and wayfinding should be integrated with the architecture of the parking structure.

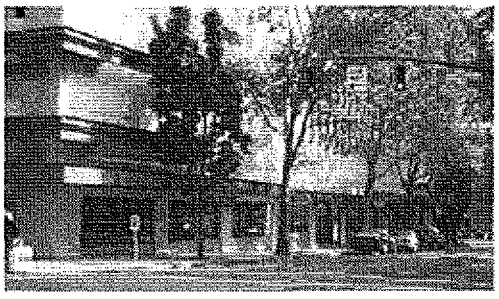
6. Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity. This is especially important for public parking structures to aid in visitors finding them upon arrival and getting oriented to Warner Center.

7. Interior garage lighting should not produce glaring sources while providing safe and adequate lighting levels.

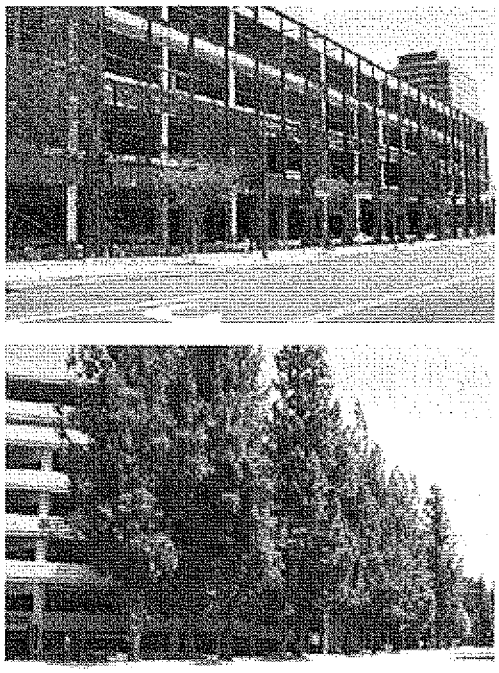
8. In addition to required Active Ground Floor Uses along public streets, Active Ground Floor Uses are encouraged along private streets.

9. Automated and/or subterranean parking structure are encouraged to reduce the land and Floor Area devoted to parking.

10. In parking structures where the majority of spaces are not reserved for residents or tenants, visitors should be directed to available spaces.



Streetscape can complement a well-designed parking structure, particularly in conjunction with an active ground floor.



In limited circumstances, a green screen (above) or dense tree planting (below) can screen an unimproved concrete structure.

Landscape Treatment

11. In most circumstances, streetscape and landscaping should complement the building design. If a parking structure is well-designed, it does not need to be screened by dense landscaping in an urban setting. However, where the Director of Planning determines that conformance with the Guidelines is not feasible, a parking structure may be screened with landscaping.

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

13. Alternatively, an additional row of evergreen columnar trees may be provided in a minimum 8-foot wide setback and staggered with the street trees. In combination, the setback and street trees should screen the parking structure from view.

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

ARCHITECTURE 06

A. INTRODUCTION

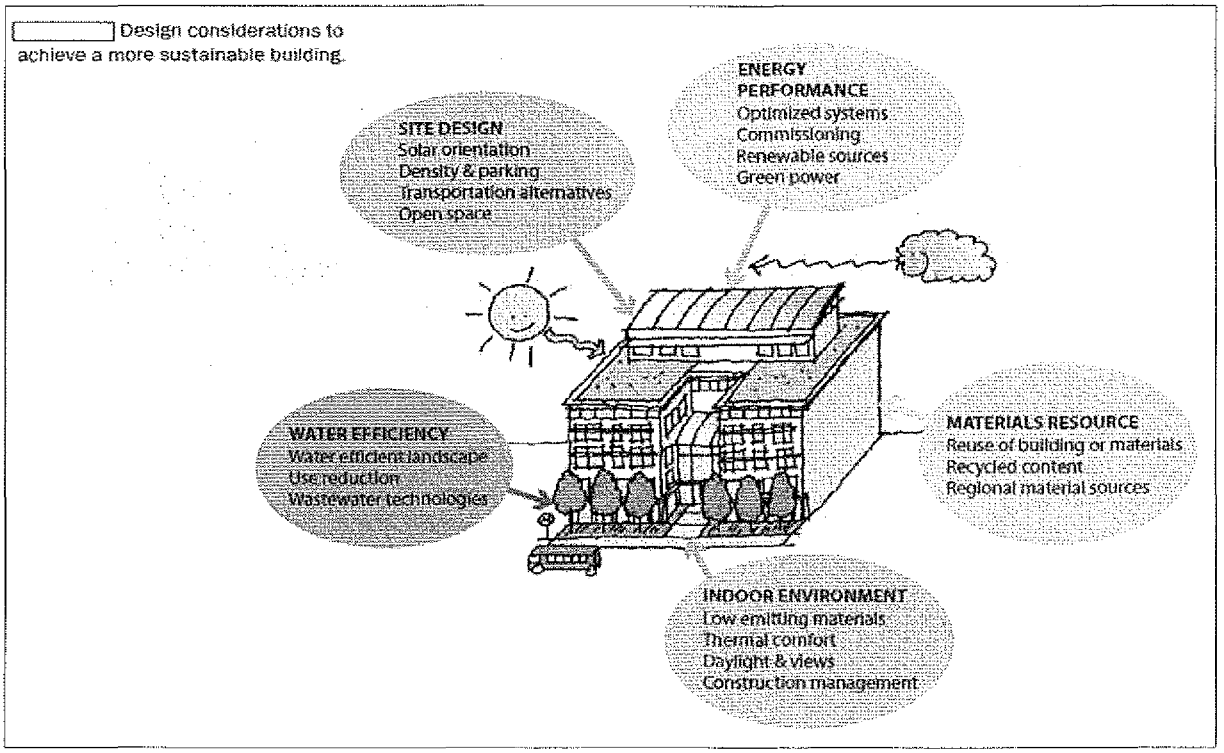
Well designed and crafted buildings are highly valued in Warner Center. New projects are expected to contribute to making a great development, successful block and livable neighborhood.

• Recognize that individual projects are the "building blocks" of great streets and neighborhoods. This requires particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale and elements that activate the street.

• Encourage innovative architectural design that expresses the forward looking identity of Warner Center. At the same time, respect significant existing buildings massing and scale, and neighborhood context.

• Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.

• Express an underlying design philosophy (a "big idea") that is articulated and supported by all aspects of building design and initially conveyed through design sketches, drawings and specifications.



Encouraging Architectural Creativity and Innovation.

The Guidelines provides both broad and specific suggestions regarding building design, which are based on the fundamentals of good architecture, independent of style, and should result in well-designed buildings. However, exceptions to the precise requirements of the Guidelines regarding building design may be entertained by decision makers, provided that a Project achieves the overall objectives of the Design Guide.

For example, a proposed site may be genuinely unique and requires special consideration, or an innovative architectural design may bring more value to a site and to Warner Center than a purely contextual solution. In some places, buildings are seen as good contextual solutions when they appear similar to other buildings in the neighborhood. But contextual solutions can also reinterpret the existing character and features within a city block, and recompose them in a cleverly modern interpretation. This can result in new projects that are aesthetically unique and represent good building since they too contribute to the overall neighborhood identity.

Most architecture that is considered memorable is ground-breaking in its design approach and sometimes contrasts sharply with its surrounding environment. Such projects usually bring the cache of a well-known or internationally recognized architect whose work is based on a strong theoretical design practice. These projects are often elevated above normal considerations, and exceptions to the Guidelines can be entertained because the design meets or exceeds the objectives of the Guidelines.

Good buildings help sustain a neighborhood and maintain a healthy economic environment. Making good buildings can be achieved using the skills of experienced and talented architects, whose designs routinely incorporate the sustainability and livability objectives of the Design Guide. Using their professional experience, they are often practiced at determining how to integrate these objectives into a project in a manner that results in a contemporary solution that genuinely contributes to the richness of Warner Center's built landscape, and in turn, contributes to a great community of good buildings.

B. GENERAL DESIGN GUIDELINES

This Section describes Guidelines for all building types regardless of use or district. The Guidelines start by addressing architectural design (the building's contribution to its environment and variation in the facade) followed by materials and details.

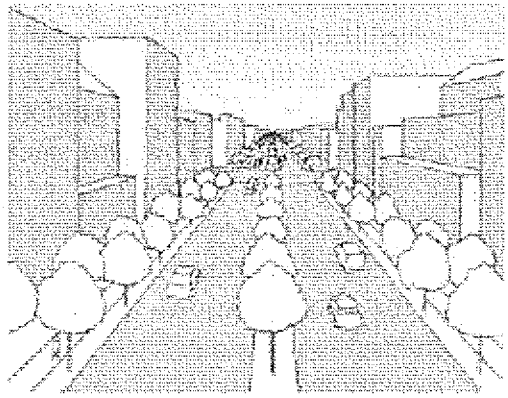
Massing

The street is often described by urban designers as "a large outdoor room". The ability to shape this room exists on every street, and its walls are defined by the primary façades of its buildings, which create a street wall. How building mass is distributed on a site usually has the greatest impact on a project's overall appearance and on the strength of the street wall.

Breaking down large floor plates and varying a building's height through the creation of smaller structures or façades is a valuable concept when designing large projects that consume half a block or more. Sculpting a building's massing can also help avoid big bulky structures, which provide more visual monotony than variety. It is the well-balanced variety of building massing and textures of shadow, light and materials that in total adds to the richness of Warner Center's built environment.

Buildings in Warner Center generally fall within three types of massing as shown in Figure 6-1. These categories are based on visual observation and may vary among projects or over time. Any portion of a building that is above 100 feet is subject to the tower Guidelines in this section.

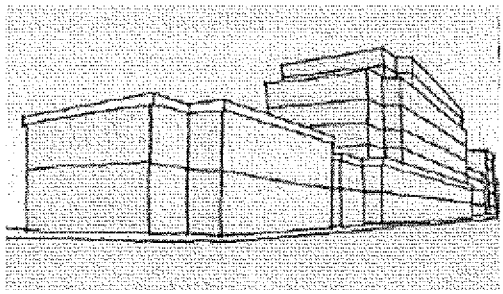
Design building massing to reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.



The street wall is largely defined by individual building massing.

1. High-rise and mid-rise buildings are generally preferred in Warner Center. Low-rise buildings are most appropriate where they are the first phase of or part of a larger project that includes mid-rise and/or high-rise buildings.

2. Break large projects into a series of appropriately scaled buildings so that no building should be more than 300 feet in length. Provide a passageway at least 20 feet wide between buildings. This passageway should provide variation in width, landscaping, materials and lighting to create a pleasant pedestrian experience during the daytime or evening.



Large half- to full-block projects should be massed to form a collection of appropriately scaled buildings that provide cohesion on a block.

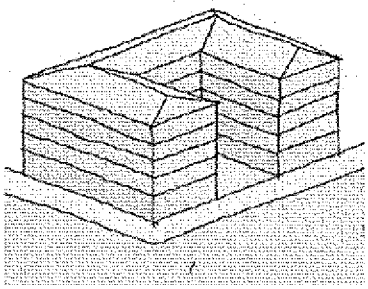
3. Generally, buildings should maintain a consistent street wall along their street frontages that includes both horizontal and vertical variations. While variety in massing can occur through step-backs as a building ascends upward, it is not required.

4. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood are discouraged.

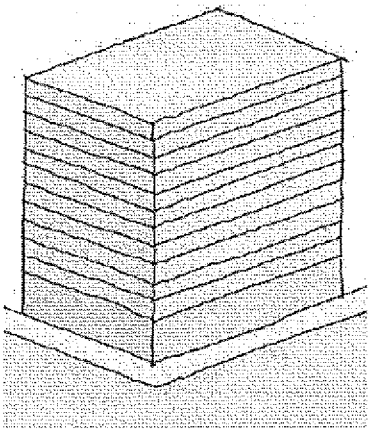
5. Equal attention to design and detail should be provided to all visible sides of a building.

6. To assist in understanding the proposed massing of a project, all projects should include new construction should provide a 3-D digital model in Google Earth SketchUp format.

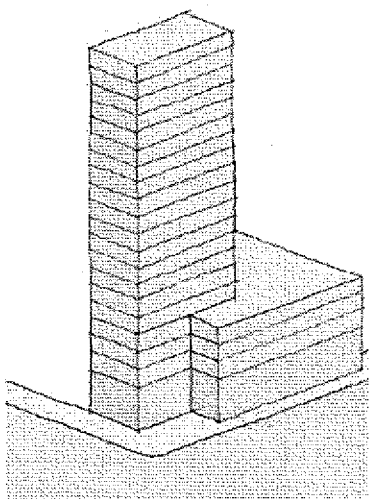
Examples of Three Massing Types for Warner Center.



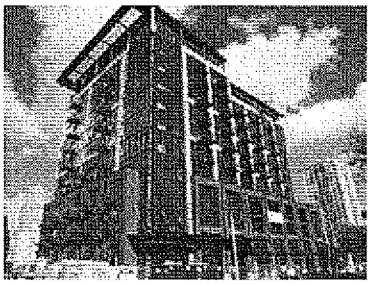
Low-rise buildings. Generally consists of wood-frame construction either at grade or on a concrete parking podium lined with habitable space and up to 6 stories tall.



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



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



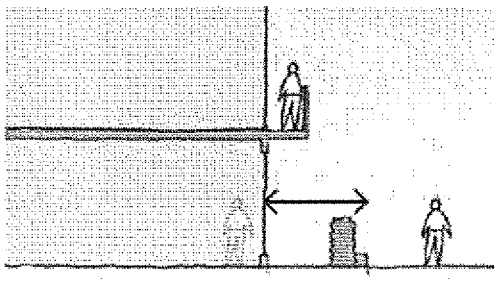
Residential Unit Spacing - Provide privacy and natural light and air for all residential units.

6. The shortest horizontal distance between the specified window of one residential unit and the specified window or wall of another residential unit in the same project should have, at a minimum, the "line-of-sight" distances from the middle of the windows specified in Graphic 4 below. The following table, Graphic 4, shows the minimum line-of-sight distances between windows and other elements:

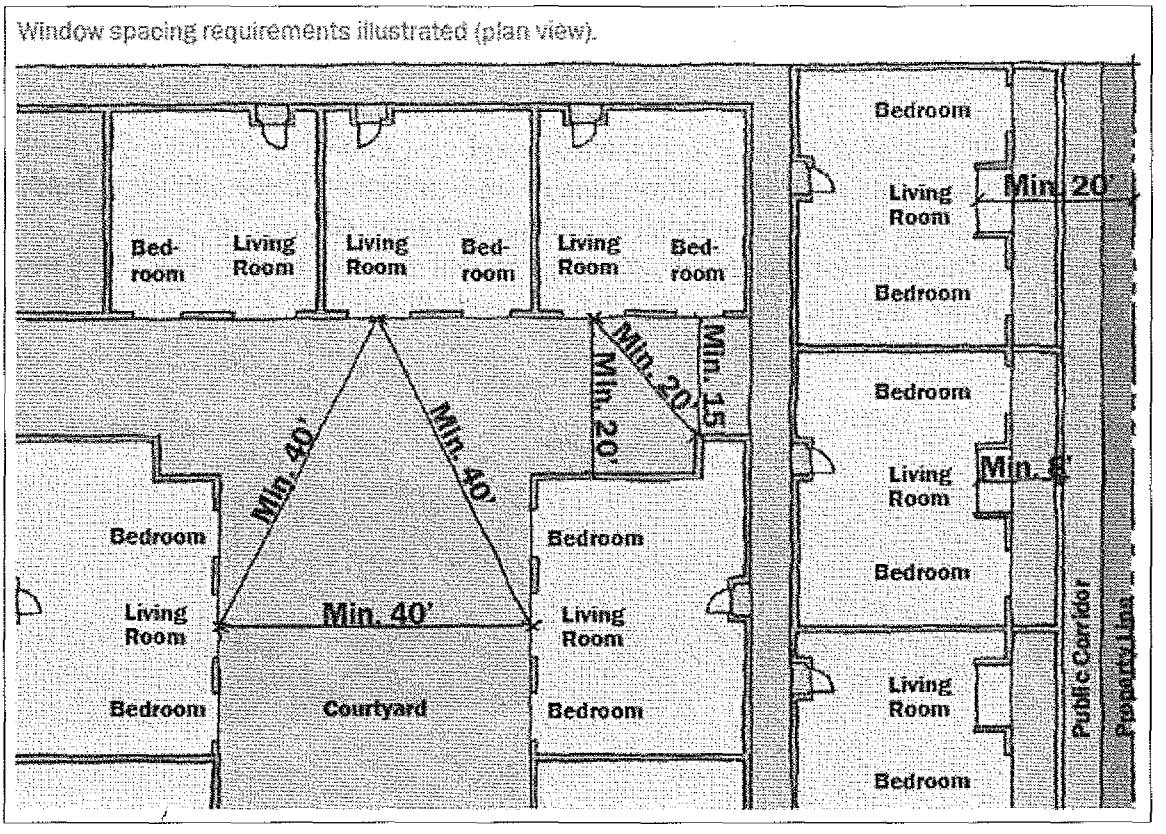
Graphic 4 Minimum Line-of-Sight Distances Between Windows and Other Elements

	PRIMARY ROOM - LARGEST WINDOW	SECONDARY ROOMS - LARGEST WINDOW	BLANK WALL
Primary room - Largest window	40'	-	-
Secondary rooms - Largest window	30'	15'	-
Blank wall	25'	15'	10'
Public corridor	8'	0'	0'
Side property lines	20'	setback	setback

Primary room is a living, dining, combined living/dining or family room. Secondary rooms are all rooms not defined as the primary room. If there is more than one large windows, any may be selected as the largest. Blank walls include garden walls 4' or more in height, frosted glass or other translucent but nontransparent material and windows with a lower sill not less than 5'-6" above finished floor. Public corridors are on-site outdoor walkways used for circulation.



Horizontal line of sight (in section).



Horizontal & Vertical Variation

Once a building's massing and street wall have been defined, architectural details, including façade variation, materials and details shape a building's visual identity. Buildings should be well-detailed with long-lived materials that can be appreciated when viewed as a part of the distant skyline, or at the most intimate level by the pedestrian.

Vary the horizontal plane of a building to provide visual interest and enrich the pedestrian experience, while contributing to the quality and definition of the street wall.

8. Avoid extensive blank walls that would detract from the experience and appearance of an active streetscape.

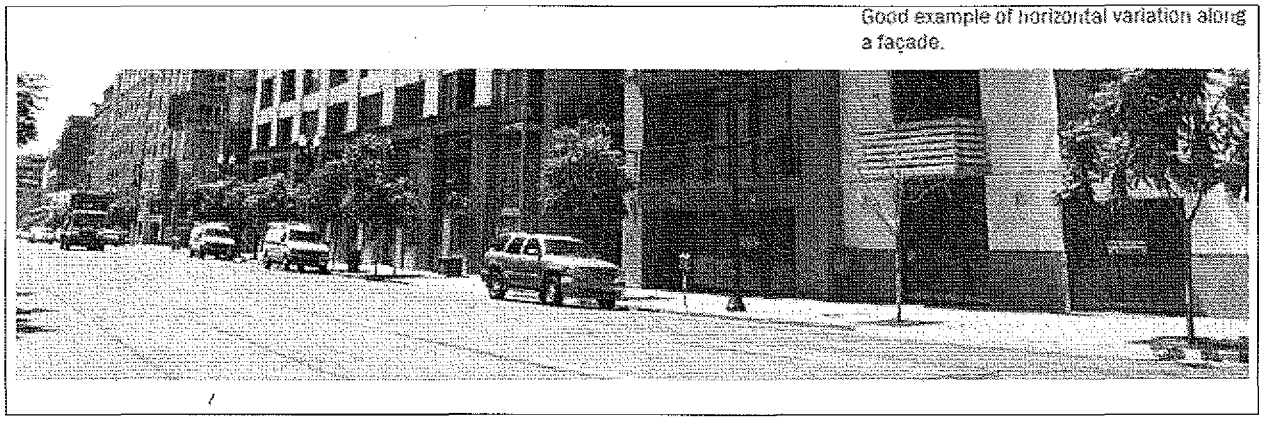
9. Horizontal variation should be of an appropriate scale and reflect changes in the building uses or structure.

10. Vary details and materials horizontally to provide scale and three-dimensional qualities to the building.

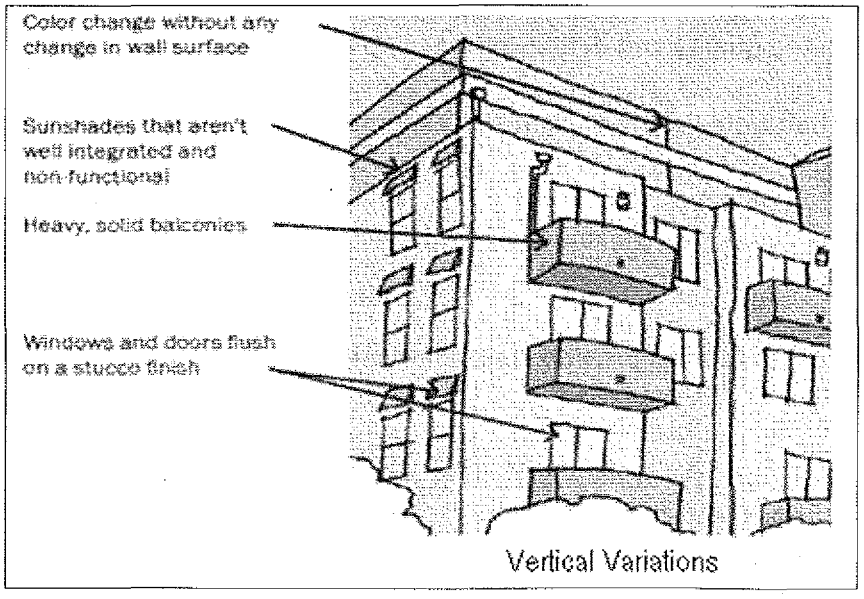
11. While blank street wall façades are generally prohibited, an exception may be made for integration of public art or a graphic-based façade if it adds scale and interest to an otherwise bland frontage. In these cases, the façade should be a maximum of four floors high, and should have horizontal variation in its surface plane (using cut outs, insets or pop-outs). It should

employ different scales of elements as viewed when seeing the entire building massing and as seen by pedestrians at a more intimate scale near the street.

12. Provide well-marked entrances to cue access and use. Enhance all public entrances to a building or use through compatible architectural or well-crafted graphic treatment. Examples of architectural treatments include a tower element, entrance canopy, or public art. Graphic treatments can include material patterns or permanent signage that is integrated with the architecture. Main building entrances should read differently from retail storefronts, restaurants, and commercial entrances.



Both classical and modern buildings can exhibit basic principles of visual order in the vertical plane -- often with a distinct base (street and pedestrian lower levels), a middle (core mid-section, and often consistent for multiple floors of a mid- to high-rise building), and a top (the upper level that distinguishes a building and defines how it "meets the sky"). Modern or contemporary building designs often layer this principle with more variation and syncopation to create interesting architectural compositions.

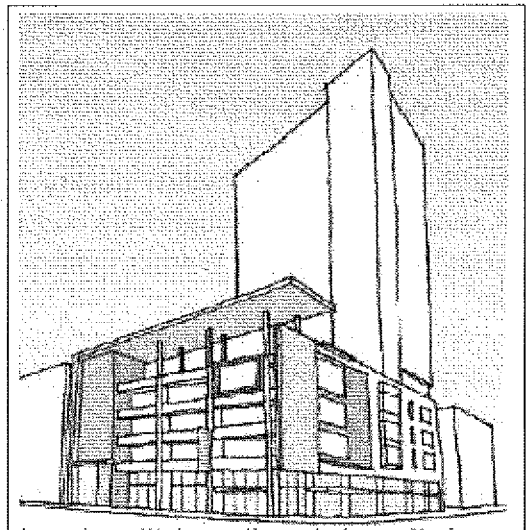


Variation in the vertical plane of a building should clarify the building's uses and visually differentiate ground floor uses, from core functions and how the building "meets the sky."

13. Ground floors of buildings should have a different architectural treatment than the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.

Consider focusing dark colors at ground floor, and using lighter colors on upper floors so visual emphasis is at the pedestrian level.

14. The street wall façade should be vertically articulated (establishing different treatment for the building's base, middle and top) by the careful manipulation and design of massing, stepbacks, balconies, fenestration, material changes, overhangs or other elements to create an interesting pattern of projections and recesses. Articulation cannot achieved through color application alone.



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

15. An identifiable break should be provided between the building's ground floors and upper floors designed for office or other use. This break may include a change in material, change in fenestration pattern or similar means.

16. Where appropriate, employ shade and shadow created by reveals, surface changes, overhangs and sunshades to provide sustainable benefits and visual interest on façades exposed to the sun. Architectural details should be treated to a similar degree on all sides of the building.

Materials Strive for a "timeless design" and employ sustainable materials and careful detailing that have proven longevity in Warner Center's environment.

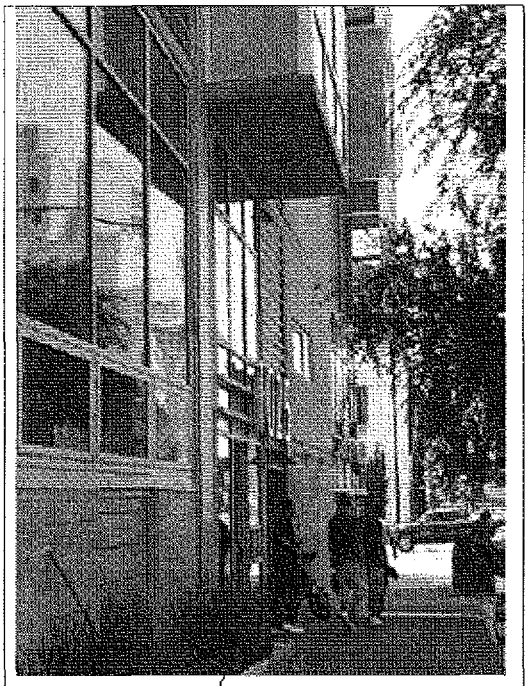
17. Use materials that are durable and of a high quality, especially on ground floor façades.

18. To provide visual variety and depth, layer the building skin and provide a variety of textures that bear a direct relationship to the building's massing and structural elements. The skin should reinforce the integrity of the design concept and the building's structural elements, and not appear as surface pastiche. Layering can also be achieved through the extension of two adjacent building planes that are extended from the primary façade to provide a modern sculptural composition.

Materials at the ground level include precision block, ceramic tile, metal spandrel and a glazed storefront systems. Operable windows at the ground level engage the building with the street level activity.

19. Use materials and color to reinforce the building's massing and not just be applied as unrelated surface treatment. They should suggest form changes and turn corners so there is a substantive reading of form and material together.

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



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

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

22. Integration of photovoltaic panels into the design of the building's facade, roof decks, or garages should be achieved, whenever possible.

23. Color can add a playful and stylish quality to projects, but it should be used thoughtfully and in consideration of its longevity within Warner Center.

24. The building skin, especially on towers, should either successfully integrate solid and transparent forms or be largely transparent.

25. Detail storefronts and curtain walls with the highest quality materials.

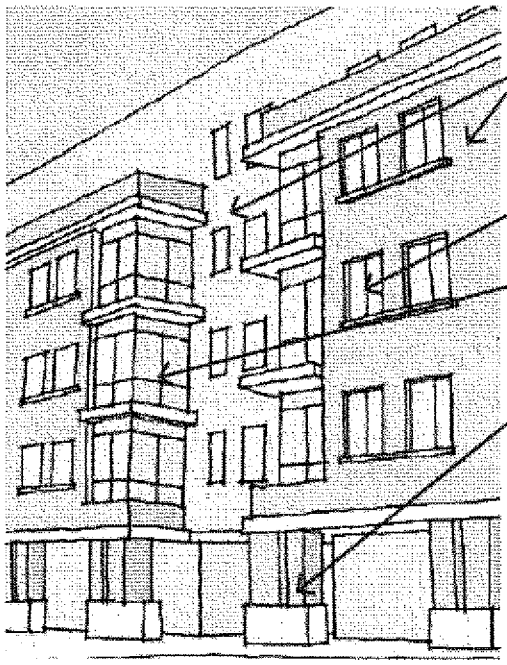
Windows and Doors

Provide high-performance, well-detailed windows and doors that add to the depth and scale of the building's façade.

26. Window placement, size, material and style should help define a building's architectural style and integrity.

27. Detail door and window frames to achieve a depth and shadow reading. This may be done through the use of passive solar louvers, extruded window boxes, recessed window frames and buttressing systems for curtain walls and storefronts. For example, in buildings other than curtain wall buildings, recess windows and doors a minimum of 3" from the finished exterior wall to achieve a depth and shadow reading. Flush finish installations, especially with stucco, are not permitted, except where appropriate to the building's architectural style. The recess should not be accomplished by the use of plant-ons around the window.

28. Windows and doors should be well-detailed where they meet the exterior wall to provide adequate weather protection and to create a shadow line.



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

Incorporate glazing that contributes to a warm, inviting environment.

29. Use transparent, non-reflective glazing in ground-floor windows and doors.

30. Above the ground floor, both curtain wall and window or door glazing should have the minimum reflectivity needed to achieve energy efficiency standards. Non-reflective coating or tints are preferred.

31. A limited amount of translucent glazing may be used to provide privacy.

32. In dwelling units, operable windows should be installed in all units to provide natural ventilation.

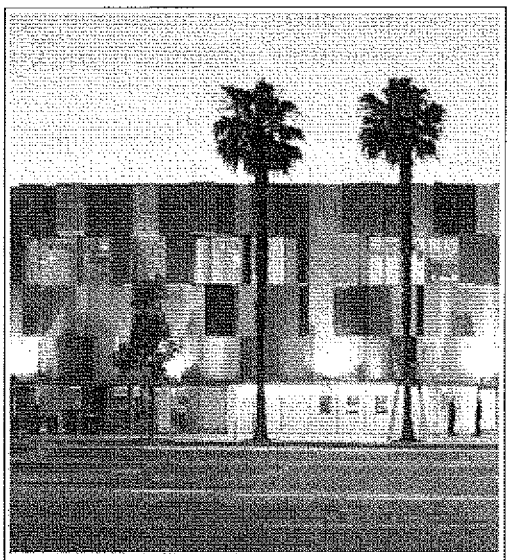
Lighting and Security

Provide well-designed lighting.

32. All exterior lighting (building and landscape) should be integrated with the building design and promote public safety to support Warner Center's vital nightlife.

33. Architectural lighting should relate to the pedestrian and accentuate major architectural features, the street wall and public space of the sidewalk.

34. Landscape lighting should be of a character and scale that relates to the pedestrian and highlights special landscape features.

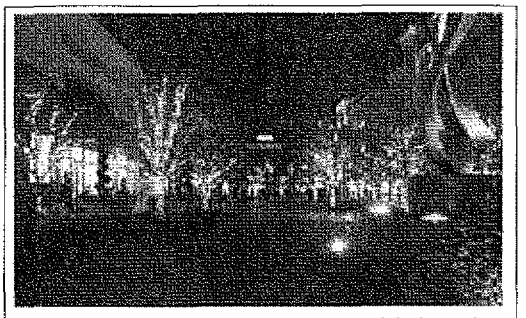


Exterior lighting enhances building presence - from its variation in skin to the showcasing of the public ground floor gallery and restaurant uses.

35. Exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky.

36. Security lighting should be integrated into the architectural and landscape lighting system and should not be distinguishable from it.

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



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

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

Minimizing Impacts on Neighbors

In Warner Center, many projects are viewed directly from adjacent properties where tenants and residents have clear sight lines to roofs and back-of-house functions. It is important that new projects respect neighboring properties, and that the major mechanical systems, penthouses and lighting are designed to limit adverse impacts.

Architecturally incorporate or arrange roof top elements to screen equipment such as mechanical units, antennas, or satellite dishes.

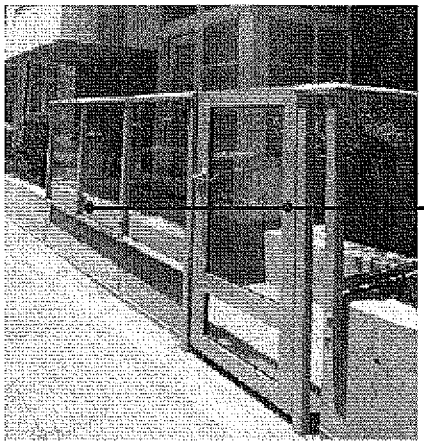
38. Mechanical equipment should be either screened from public view or the equipment itself should be integrated with the architectural design of the building.

40. Penthouses should be integrated with the buildings architecture and not appear as foreign structures unrelated to the building they serve.

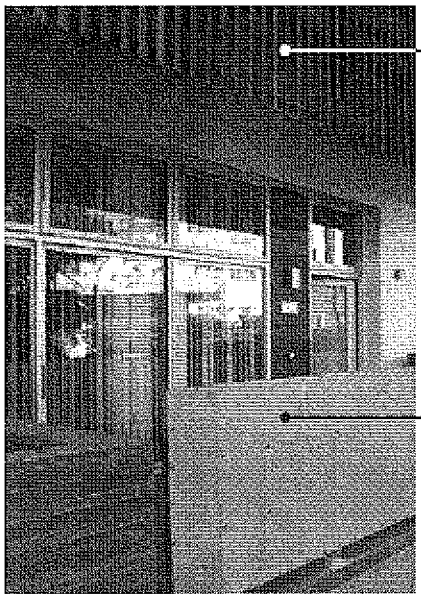
41. Ventilation intakes and exhausts should be located to minimize adverse effects on pedestrian comfort along the sidewalk. Locating vents more than 20' vertically and horizontally from a sidewalk and directing the air flow away from the public realm should accomplish this objective.

42. Construction details should consistently integrated with all building systems including mechanical vents, drainage systems, fire life-safety elements and security features.

43. Antennas and satellite dishes should be screened. Cable and satellite services should be provided through a single source that serves the entire complex that serves individual units through wired connections that are buried within building walls.

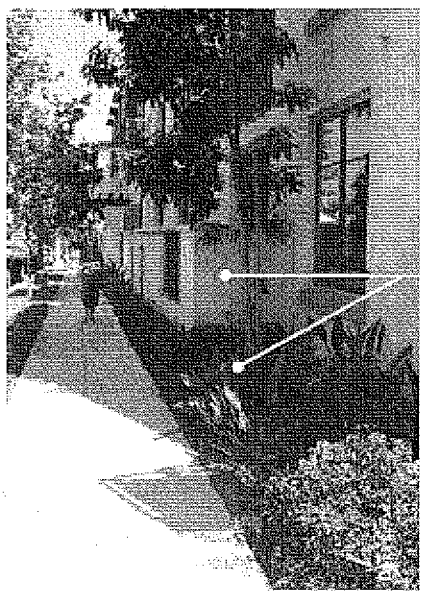


A transparent yet durable security feature is integrated with the landscape planter walls at the edge of property. The "stoop" is visually a part of the streetscape, while providing privacy and security for an entry that is set back.



Vertical wood slats camouflage the interior lighting and cars parked on the upper level parking structure.

Elegant security solution to residential units accessed by the sidewalk.



A good overall treatment of the ground level on a new small street in which a landscaped setback helps soften the sidewalk edge and patios provide architectural variation.

Minimize glare upon adjacent properties and roadways.

44. Lighting (exterior building and landscape) should be directed away from adjacent properties and roadways and shielded as necessary. In particular, no light should be directed at the window of a residential unit either within or adjacent to a project.

45. Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.

46. Consider illuminating buildings' street wall in order to define the street "room," highlight the building architecture, and provide indirect light onto the street.

C. LOW-RISE BUILDINGS

The community's vision for Warner Center envisions a mix of buildings types (low-, mid- and high-rise) with an emphasis on taller buildings to achieve development intensity appropriate to a transit-oriented urban center. It is anticipated that initially low-rise multi-family residential, mixed-use and commercial projects will be constructed. To promote their sustainability over time, non-residential buildings should be designed to be flexible so they can accommodate a wide range of non-residential uses.

Architectural Design

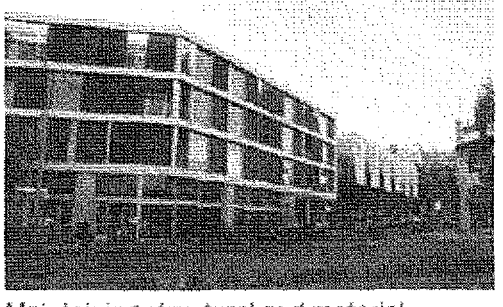
New low-rise buildings should contribute to defining the character of the street and improving Downtown's pedestrian environment.

1. Low-rise buildings should respect the existing style and architectural character of their district, neighborhood and block while enriching both with complementary ideas and design elements.

2. Low-rise massing and roof forms should be simple and straightforward, proportional and well studied if referencing existing styles.

3. Individual low-rise buildings generally should employ a single architectural style, rather than a mix of different styles. Where appropriate, different design architects can create unique buildings for larger developments, but artificial changes to style along a single low-rise facade are not encouraged. Variation should be achieved by varying the massing

A facade that balances solid and transparent surfaces, with a well-detailed window system.



Maintaining structural and material integrity as a building turns the corner.

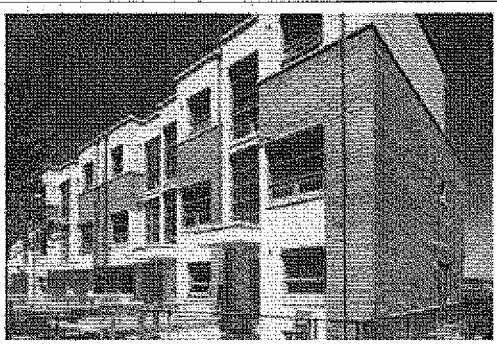
and design within the assumed stylistic approach to avoid a smorgasboard effect.

4. When located on a corner site, low-rise buildings should include design elements that differentiate them from their mid-block neighbors, and integrate special features that accentuate the buildings presence on the corner and help provide a visual landmark.

5. Detailed façade elements are essential to reinforce the overall design concept, to create texture, shade, and shadow, and to relate a building to human scale. Exaggeration of details or use of generic, applied details should not be used as they create a cartoon-like appearance that is not consistent with quality design.

6. Courtyards, often included in low-rise buildings, should be designed as a significant feature of the development and be integrated with the overall design idea.

7. Balconies should be a minimum of 50% transparent to avoid creating heavy forms on the facade. They should be well-designed to help hide some of the clutter that often accumulates here. Opaque glass can count towards the transparency requirement because it appears much lighter than solid materials like stucco, wood or concrete.



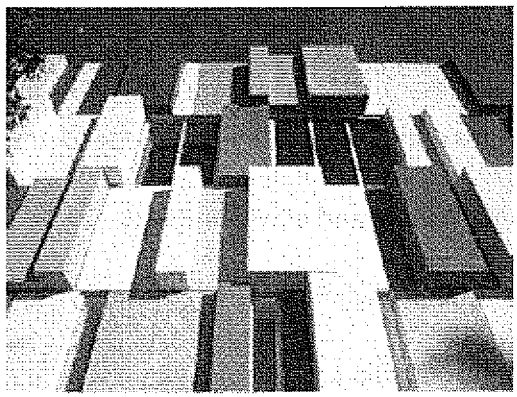
Example of reinforced cement panels on a low-rise residential project.

Residential Materials

8. The use of the following materials is encouraged. In general, materials should not mimic other materials but should express their own nature.

• Natural stone, precast concrete, and brick (red, gold, or multi-colored).

• Reinforced fiber cement panels installed with a vertical cavity system, including Trespa, Swisspearl and Hardie Reveal or Artisan Matrix Panels. Wood texture is not permitted.



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

• Concrete with a finished architectural appearance when used as part of a larger architectural design approach. Colored concrete is generally discouraged since it does not age well.

• Concrete masonry units that have a honed finish (burnished or glazed). Split face block may be used to create patterns, provided it is the secondary material.

• Factory finished metal panels (heavy gage only, in corrugated or flat sections) but not resembling natural materials artificially.

• Doors and windows fabricated of wood, wood with vinyl clad exterior, recycled-content aluminum vinyl clad, steel casement, high quality anodized aluminum (generally 6063 T-5 alloy at least 0.125" thick for structural frame and 0.062" thick for non-structural frame elements with a thermal barrier), and other durable materials approved by City Planning. Divisions in the window panel should consist of framed mullions – thin strip applied mullions applied onto the glass or between layers of glass are not permitted.

• Ceramic tile to highlight architectural features.

• Metal railings, entry canopies, downspouts or scuppers, shutters, garage openings that are well designed and high quality.

8. Use of the following materials is discouraged, but may be allowed under certain conditions if approved by City Planning:

• Horizontal wood siding and wood trim for structures 3 stories or less, and window and door frames, provided the wood is sustainable and carries a Forest Stewardship Council (FSC) label certifying it comes from a responsibly managed forest.

• Stucco on upper floors. Where it is allowed on upper floors, the texture should be fine-textured and smooth, for example, Santa Barbara, 20/30 Float. Rough, irregular or coarse-textured finishes like heavy lace, machine dash, or light lace are not allowed.

9. Use of the following materials is discouraged:

• Stucco at the ground floor.

• Stucco above the ground floor in the Uptown, Downtown and Commerce Districts.

• Wood shingles with wood trim at building corners.

• Horizontal wood siding with wood trim on structures taller than 2 stories.

• Vinyl siding and vinyl windows.

• Aluminum windows that do not meet the criteria in 7 above.

• Foam molding.

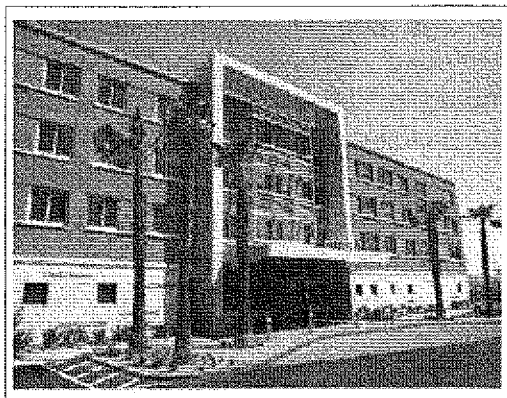
Commercial and Business Park Materials

10. Use of the following materials is encouraged:

• Granite, stone, precast concrete, glazed, burnished or honed block, and other similar materials.

• Metal panel, curtain wall, frameless glass, and high quality glass storefront wall systems.

• Reinforced fiber cement panels using a vertical cavity installation system as noted above.



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

11. Use of the following materials is discouraged:

• Glass fiber reinforced composite panels.

• Facade elements constructed of foam.

12. Design exterior details to avoid a monolithic elevation that appears flat.

13. Transparency is encouraged in curtain wall systems and fenestration. Highly reflective or very dark glass curtain wall systems or fenestration are not allowed.

14. Concrete tilt-up projects should integrate details that provide scale and texture to the structure and avoid large expanses of flat panel areas. Infilling the concrete panels with other materials, joint details and horizontal relief of the wall plane should make these buildings appear visually interesting while maintaining their structural integrity.

D. MID-RISE BUILDINGS

Based on their larger scale, mid-rise buildings are often considered district landmarks or neighborhood anchors. Mid-rise buildings tend to read more solid than transparent due to structural requirements. The massing and elevation design should strike a balance between solid and transparent treatment. This is an important factor when evaluating if the material and detailing choices support the overall style proposed.

Architectural Design

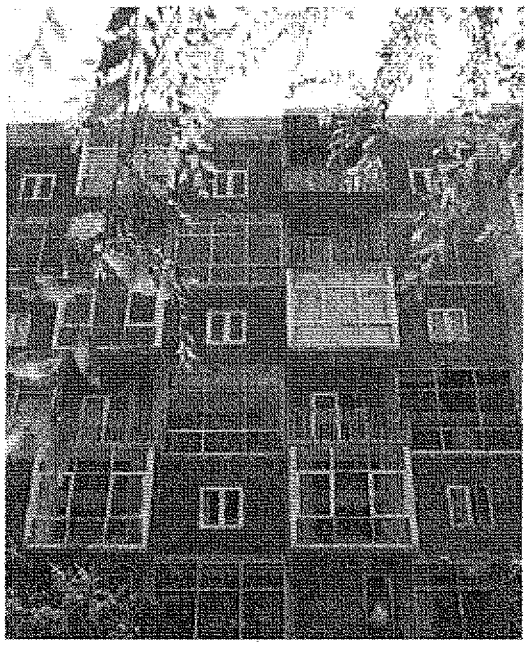
Mid-rise buildings can greatly affect the success of a block and street, and are expected to have a higher quality of design and construction than what is required for low-rise buildings. They are expected to be great examples of design and detailing based on the efficiencies of construction.

1. The massing and design of mid-rise buildings should be sensitive to adjacent buildings' scale, and carefully address the transition to lower height structures that may exist or be anticipated on the same block.

2. Concrete deck construction, often visible at extended balconies, floor levels, and roof decks, should be considered in the overall composition of the building and it's exterior wall design.

3. Balconies should be a minimum of 50% transparent and can integrate metal railing or glass guardrail systems. Opaque glass can count towards the transparency requirement.

4. New mid-rise buildings should integrate sustainable features, especially opportunities for green roofs that can provide usable open space and be viewed by tenants from the upper floors.



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

5. Sunshades should support the overall design idea and be made of high quality materials detailed in proportion to the building massing.

6. Unit vents and balcony downspouts should not be visible on the exterior wall, unless proposed as an appropriate architectural feature consistent with the proposed style (like terra cotta scuppers on a Mediterranean style building).

7. Transparency in the exterior wall design is encouraged to "visually lighten" the appearance of what is usually a shorter blocky building massing.

8. If using a flat roof forms or roof decks, integrate a top of parapet detail (like a thin eyebrow, transparent or framed overhang) to accentuate where the building meets the sky.

9. Integrate glass window bay systems to add variation in the facade where appropriate.

10. Large scale window systems for individual units or offices (common in loft or industrial buildings) are appropriate for mid-rise buildings and can add transparency without using a complete curtain wall system.

11. Brick can add a sense of higher quality to mid-rise buildings even when applied to just the lower levels and where it is most appreciated by pedestrians.

12. Concrete wall systems should capitalize on joint systems to add simple detailing (joint location, width and depth) to utilitarian parts of the building exterior and should be limited on the more public elevations.

Materials

13. Use of the following materials is encouraged:

- Architectural concrete or precast concrete panels, stone, curtain wall and heavy gage metal panels, and brick.

- Doors and windows in metal or a curtain wall system.

- Concrete masonry units – ground face, burnished, and honed.

- Reinforced fiber cement panels installed using a vertical cavity system.

- Transparency is encouraged in curtain wall systems and fenestration.

- Photovoltaic panels, especially if integrated into the building design.

14. Use of the following materials is discouraged:

- Stucco.

- Highly reflective or very dark glass curtain wall systems or fenestration.

E. TOWERS

Towers are encouraged in Warner Center. This building type should read more transparent than solid as primary functions are usually programmed into the building's central core leaving the exterior wall available for expansive views made available from the increased building height. Well-designed towers can exist as icons within a skyline and should embody a sophisticated design approach.

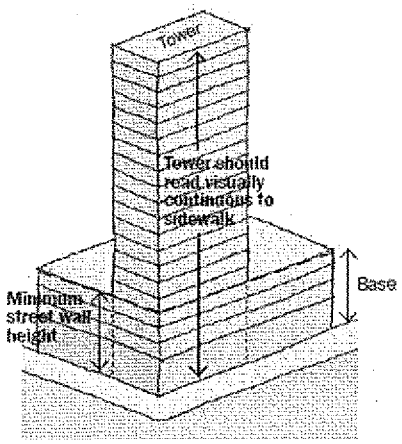
Tower Massing

Towers in Warner Center greatly affect the appearance of the overall skyline. Evaluations in other cities suggest that towers are most attractive when they have a ratio of height to width of about 3.5:1, for example, 100 feet wide and 350 feet tall. Reducing the bulk of the top of a tower ("sculpting" the tower) can make it more attractive.

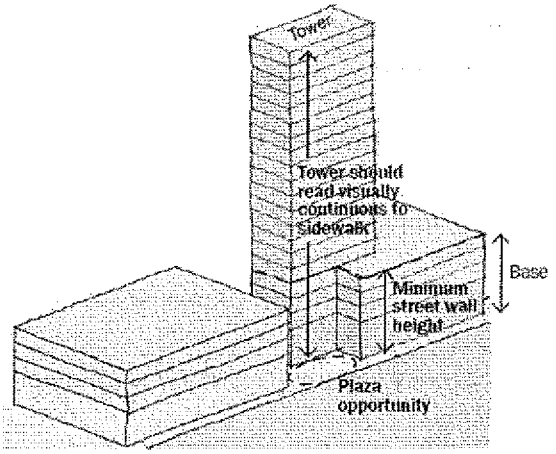
Tower Street Walls

These diagrams illustrate several common tower/base configurations and how the street wall minimum is measured for each. The base/tower consists of ground floor retail and parking or habitable space above.

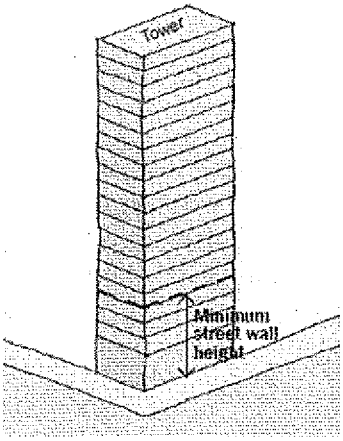
Common Tower Forms



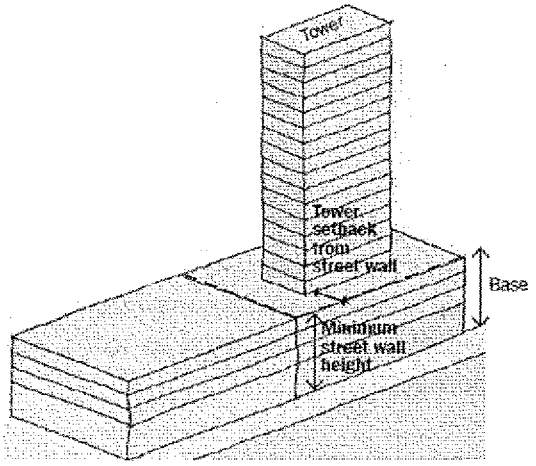
Tower at Street Corner. Base (or podium) with the tower set flush to a street corner. The tower massing and detail reads visually continuous to the sidewalk. The minimum street wall height and frontage are met by the base and the tower.



Tower Engaged with Base. Base and tower forms are engaged. The tower massing and detail shall read visually continuous to the sidewalk. The minimum street wall height and frontage are met by the base and the tower.



Tower Only. Tower form without a base on a small site. The minimum street wall height and frontage are met by the tower.



Tower Set Back on a Base. Usually the tower rises above the base and steps back from the street wall 20' or more. The minimum street wall height and frontage are met by the base.

Towers should have slender massing and sound proportions.

1. Towers should have their massing designed to reduce overall bulk and to appear slender.

2. Towers may extend directly up from the property line at the street and are not required to be set back.

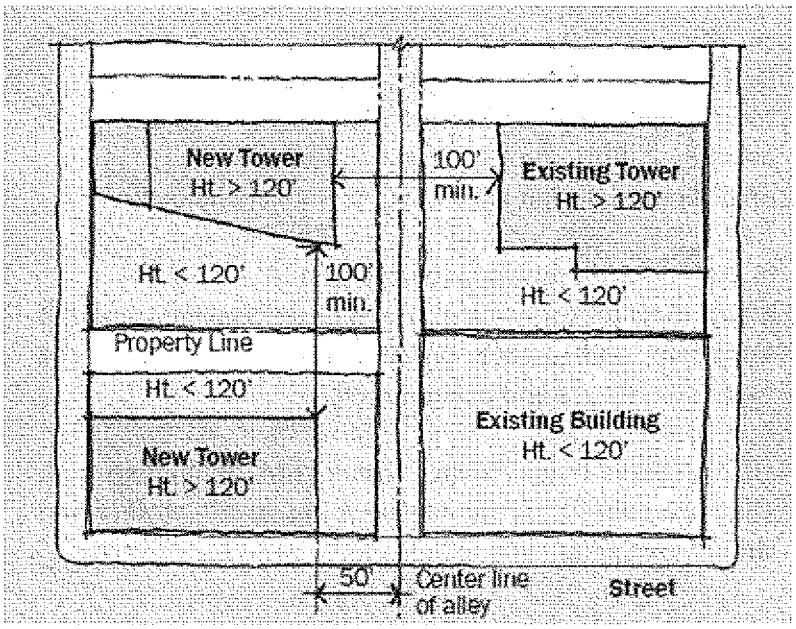
3. Tower siting and massing should maintain key views to important natural and man-made features.

Tower Spacing

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

4. The portion of a tower above 120 feet should be spaced at least 80 feet from all existing or possible future, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall, the diagonal distance between towers is encouraged to meet the minimum per code. Where there is an existing adjacent tower, the distance should be measured from the wall of the existing adjacent tower to the proposed tower. Where there is no existing adjacent tower, but one could be constructed in the future, the proposed tower is encouraged to be 40 feet from an interior property line and 40 feet from the alley center line shared with the potential new tower as shown in Figure 6-2.

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



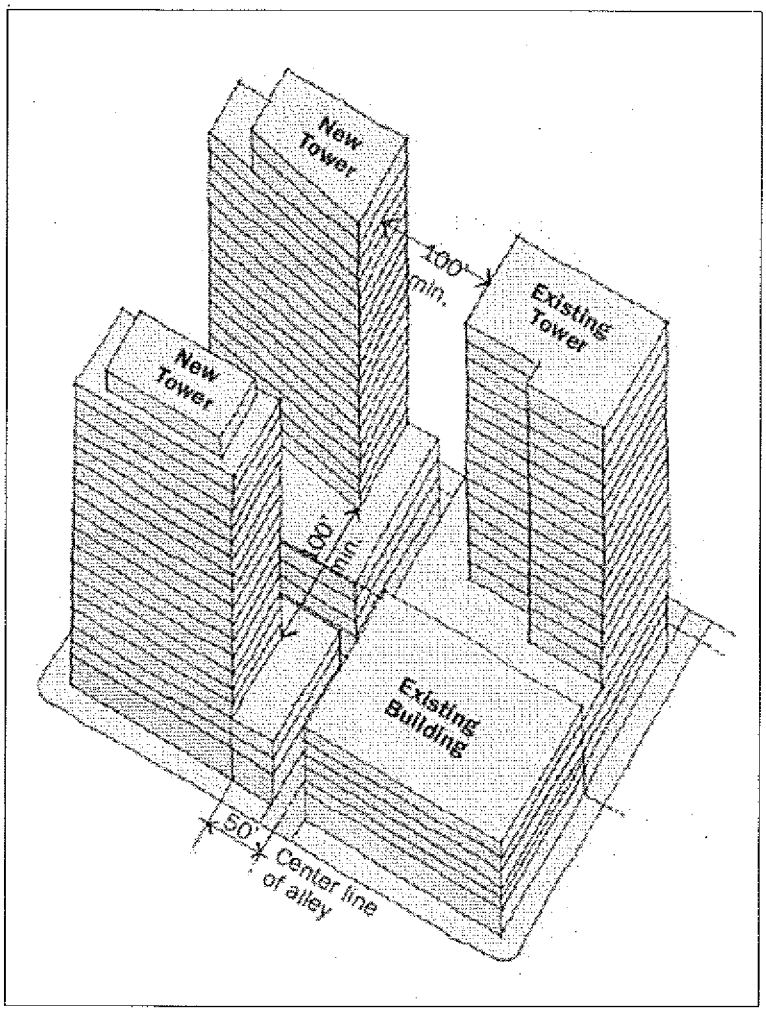
Architectural Design

Tower forms should appear simple yet elegant, and add an endearing sculptural form to the skyline.

6. Towers should be designed to achieve a simple faceted geometry (employing varied floor plans), and exhibit big, simple moves. They should not appear overwrought or to have over manipulated elements.

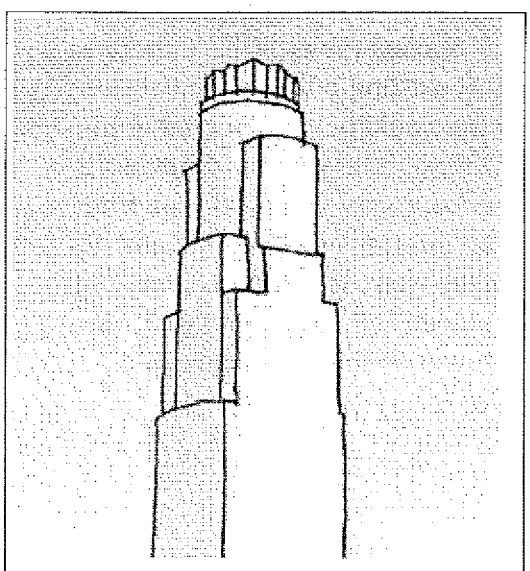
7. Towers that emulate a more streamline modern style should provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level.

8. If a project has more than one tower, they should complement one another and employ the same architectural design approach.

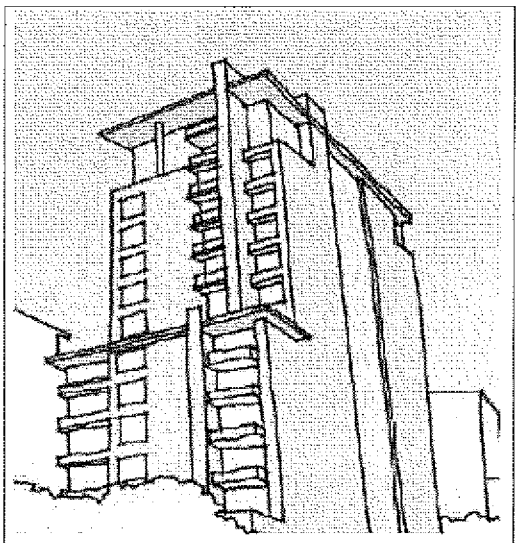


9. Projects with multiple towers should offset their footprints and sculpt their massing to create attractive and usable open spaces in between the towers at the ground or podium level.

10. Buildings over 75' tall should not be historicized. They are contemporary interventions in the skyline and should appear as such.



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



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

11. A tower's primary building entrances should be designed at a scale appropriate to the overall size and design of the tower and be clearly marked.

12. Towers should taper as they ascend to meet the sky and/or have a clear design attitude in the appearance of the top floors or penthouse.

13. Helipads should be integrated to support the larger design idea and meeting necessary Municipal Code requirements. They should be well integrated with penthouses, elevator shafts, and the overall design approach for terminating the tower top.

14. Details should be designed to reinforce the tall, slender massing for towers in Warner Center.

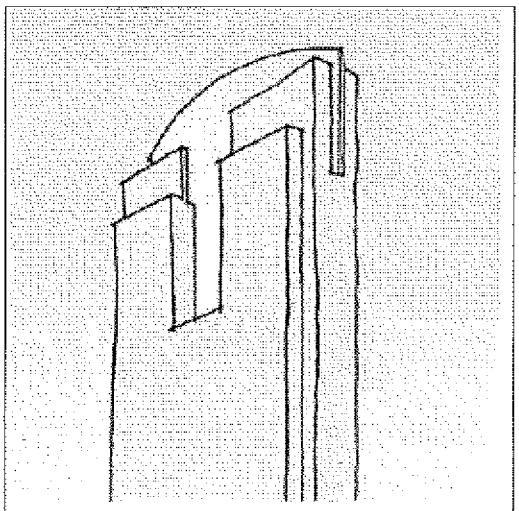
15. Details should execute the overall design idea at the most refined scale.

16. The interplay of solid and transparent forms, how materials meet and are read at the scale of the pedestrian or distant viewer should be carefully studied.

17. Develop a design approach that includes texture, shadows and details that are true to the proposed material palette.

18. When curtain wall systems are used, exploit the efficiencies of curtain wall systems to convey lightness, transparency and texture and to compose beautiful elevations. Consider the near-views of adjacent building neighbors, and the long distance reading in tandem.

19. Towers that reinterpret traditional skyscraper forms should be constructed with the highest quality stone, metal panel or terra cotta and be meticulously detailed to be considered appropriate for Warner Center.



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

Materials

20. High-rise buildings should have an overall design rationale that translates from its overall massing down to the details of the exterior skin.

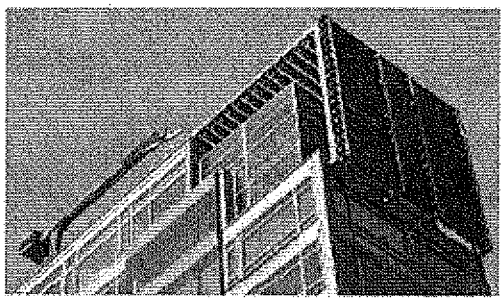
21. Acceptable materials include curtain wall systems, architectural concrete or precast concrete panels, stone, stainless steel, curtain wall, heavy gage metal panels with factory finish. Being the most prominent building type seen for miles, the highest quality design, material, and detailing is necessary.

22. Highly reflective or very dark glass curtain wall systems or fenestration are not permitted.

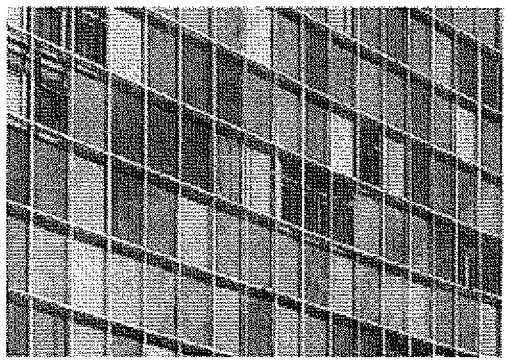
23. Stucco is not permitted anywhere on high-rise buildings 100 feet or higher. Brick is permitted on the lower levels if consistent with the architectural style.

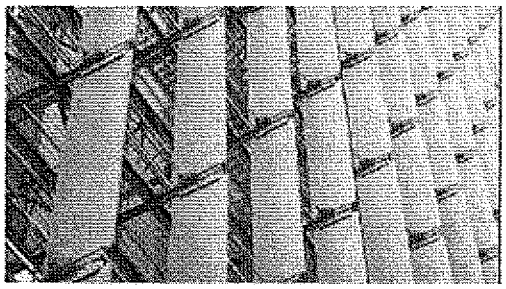
24. Balconies should be a minimum of 50% transparent and can integrate metal railing or glass guardrail systems. Opaque glass can count towards the transparency requirement.

25. Materials used to define the street wall may be carried up into the upper floors when integral to the overall design approach.



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





Innovative use of color and active solar building controls.

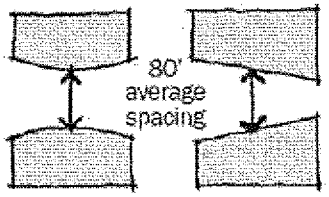
Exceptions. Towers over 120' in height may waver from the minimums shown in the plan diagram above in the following conditions:

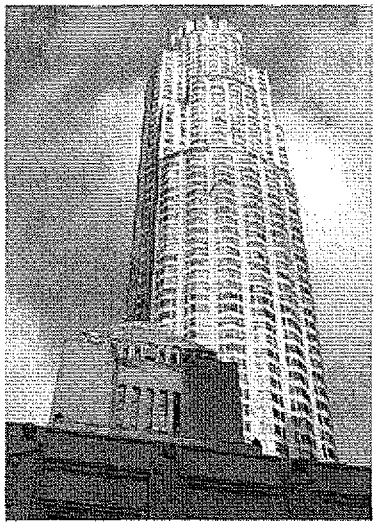
Offset Towers

Adjacent Towers

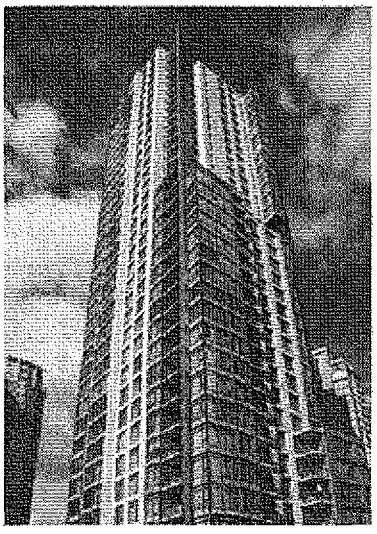
ff no primary room
(as defined in Table 6-2)

Curved or Angled Towers

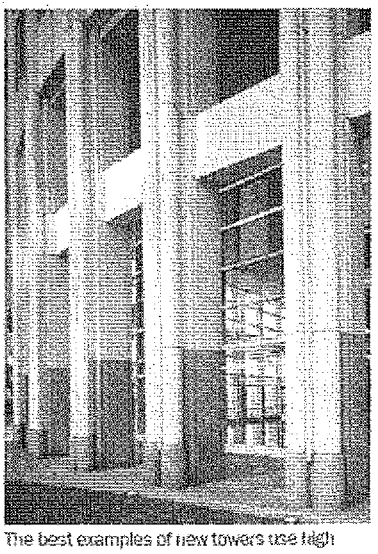




A tower that is primarily solid.



A tower that balances solid and transparent surfaces.

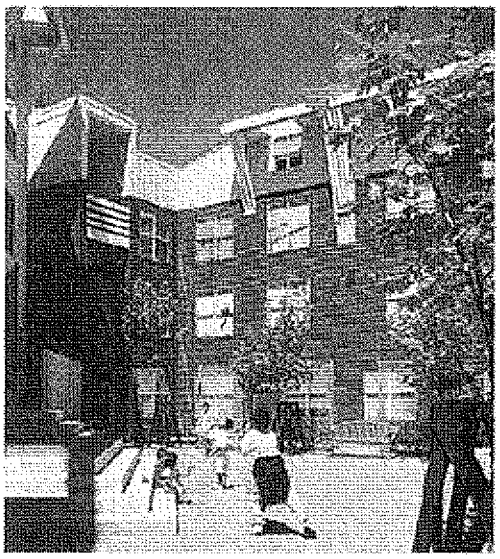


The best examples of new towers use high quality materials and reinterpret any traditional forms for relevance in today's world.

ON-SITE OPEN SPACE 07

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

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



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

1. For Projects that front along the Los Angeles River, design publicly accessible, usable open space so that: it creates a linear open space along the River frontage that is an average of 50 feet wide and a minimum of 30 feet wide: is an extension of the River Greenway or provides access to it at frequent intervals (at least every 100 feet): and is accessible from a public street via a pedestrian paseo along the edge of or through the Project.

2. Design for publicly accessible open space so that:

- It should be located within a few feet of the elevation of and directly accessible from the adjacent sidewalk.
- It should be on natural soil; not over structure
- It should be at least 90% open to the sky, excluding shade structures or other elements approved by City Planning.
- It should be at least 50% landscaped, unless City Planning approves a lesser percentage to accommodate paved recreational or other elements.
- Paved areas should be permeable or drain into a landscaped area where storm water is collected and infiltrated.
- It should include a mix of passive and active recreational facilities designed to serve residents, employees and visitors to Warner Center.
- It should include at least one gathering place with a fountain or other focal element.

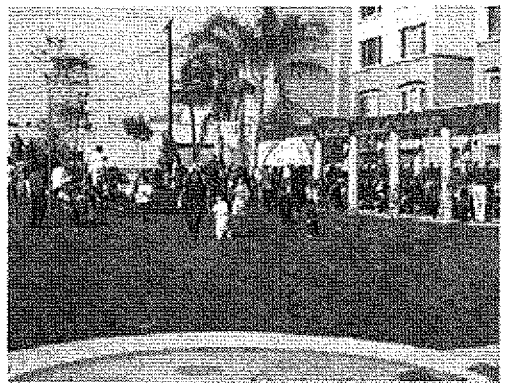
3. Design for pedestrian pathways should:

- Be at least 15' wide at a minimum and 20' wide average.

• Have a clear line of sight from a public street or private street to the back of the paseo, gathering place, or focal element.

• Be at least 50% open to the sky.

• Include at least one gathering place with a fountain or other focal element;

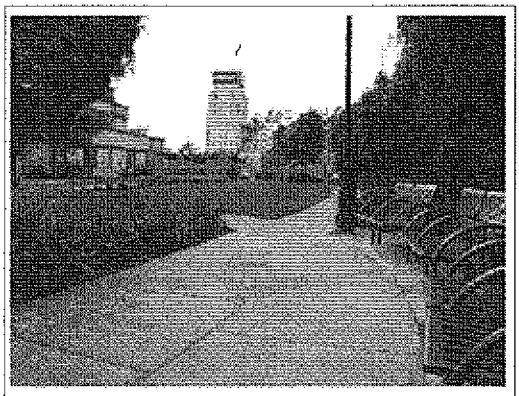


Projects that provide publicly accessible open space at-grade may receive a reduction in the on-site open space requirement.

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

Provide adequate on-site open space to serve residents.

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



A park-like paseo along office and residential developments.

6. Variances from the number of trees should not permitted; however, required trees may be planted off-site if the Director of Planning determines that they cannot be accommodated on-site. Off-site trees may be planted, in the following locations in order of preference: nearby streets, public open space, and private projects. All off-site trees should be planted within the boundaries of the Plan, if feasible.

Establish a clear hierarchy of common open spaces distinguished by design and function to create a connected pedestrian realm conducive to both active and passive uses.

Warner Center's common open spaces are comprised of the following:

• Streets. Streets are the most public of all open spaces. Streets communicate the quality of the public environment and the care a city has for its residents.
• Parks and Squares. Publicly accessible open space will take the form of parks and public squares that are largely usable green space with active and passive recreational facilities. They will provide an open space network that is linked by streets, small slow vehicle paths, and pathways.
• Residential Setbacks. Building setbacks established by the Warner Center Street Standards provide a transition between the public and private realm, that benefits both building occupants and pedestrians.

• Pathways. Pathways are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.
• Entry forecourts. Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space.
• Courtyards. Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.
• Plazas. Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.
• Corner Plazas. Corner plazas should be an appropriate in scale (intimate for residential, larger for commercial) and be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Unprogrammed or over-scaled corner plazas are discouraged.
• Roof Terraces. Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.

Containment of Open Space

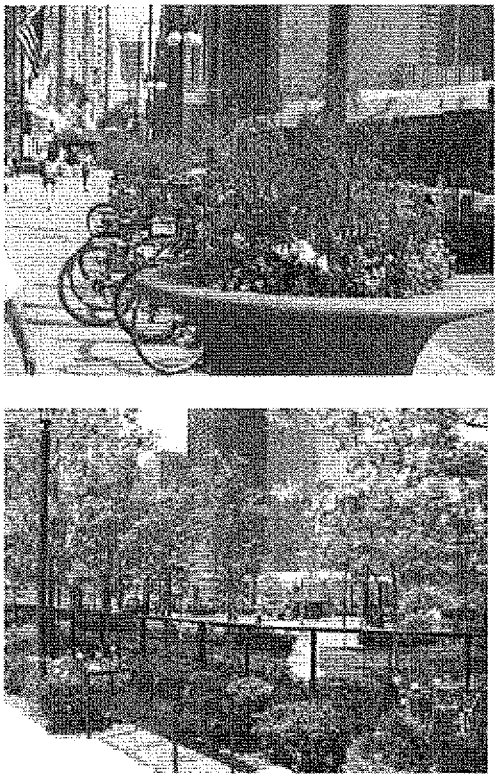
OPEN SPACE TYPE	MINIMUM CONTAINMENT
Parks & Squares	2 sides*
Setbacks	1 side
Paseos	2 sides
Entry Forecourts	2 sides
Courtyards	3 sides
Plazas & Corner Plazas	1 side
Roof Terraces	1 side

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

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

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

OPEN SPACE TYPE	LOCATION	CONNECTION TO STREET	PUBLIC ACCESS
Parks & Squares	enter at street level	direct connection required	required
Setbacks	street level*	visual access; may include public walkways	per Figure 3-1
Paseos	enter at street level	direct connection required	required
Entry Forecourts	street level	direct connection required	required
Courtyards	street level or above grade	direct connection not required	not required
Plazas & Corner Plazas	enter at street level *	direct connection required	required
Roof Terraces	above grade or rooftop	direct connection not required	not required



Open space and landscaping can take a variety of forms.

10. Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.

Use landscape elements to provide shade and other functional and aesthetic objectives.

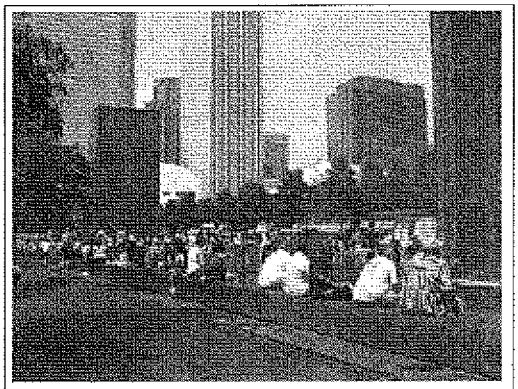
11. Roof terraces should incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. These spaces should also include permanent and temporary seating that is placed with consideration to sun and shade, and other factors contributing to human comfort.

12. Landscape elements should support an easy transition between indoors and outdoors through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.

13. Landscape elements should establish scale and reinforce continuity between indoors and outdoors space. Canopy trees planted in minimum 36 inch boxes that will achieve a height of at least 35 feet in 10 years should be provided within open spaces, especially along streets and setbacks.

14. Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the Development Site's identity is encouraged.

15. Landscaping should be used to screen or break up the mass of blank walls. Trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.



Seating is an essential element in most open spaces.

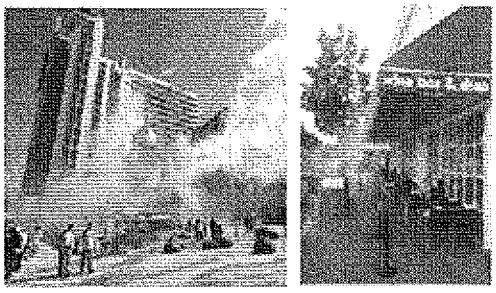
GENERAL PARAMETERS FOR LANDSCAPING AND SEATING

OPEN SPACE TYPE	MINIMUM PLANTED AREA	MINIMUM SEATING*
Parks & Squares	75%	1 seat per 500 SF
Setbacks	See Section 4	1 seat per 100 LF
Paseos**	30%	1 seat per 2,000 SF
Entry Forecourts	25%	1 seat per 500 SF
Courtyards	50%	1 seat per 500 SF
Plazas & Corner Plazas	25%	1 seat per 500 SF
Roof Terraces	25%	None required

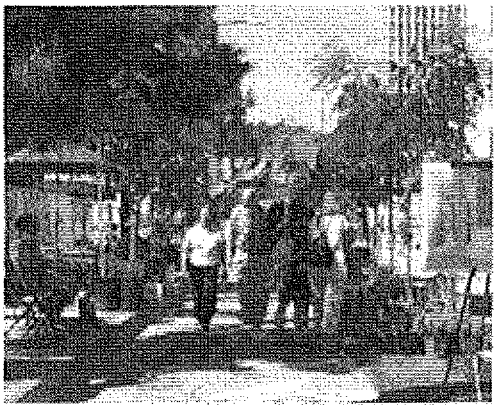
* Seats may be permanent or movable, accessible during normal business hours. Two linear feet of bench or seat wall equals one seat. A minimum of 2 seats should be provided in each location to allow for interaction.

** Except where the paseo serves as a fire lane, in which case the paving should be turf block or similar permeability.

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



Misters and other cooling elements can be incorporated at a variety of scales from building plazas like the new San Jose City Hall's to sidewalk dining areas.



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

LANDSCAPE & STORM-WATER TREATMENT 08

A. STORM WATER MANAGEMENT

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

1. Treat 100% of the 85th percentile storm and provide detention capacity to retain a rainfall intensity of 0.5 inches/hour or other Code requirement if the later is more restrictive. On-site infiltration is the preferred method of treatment.

Compliance with this standard should be evaluated by the Bureau of Sanitation. To determine the best management practices to achieve this standard for a particular site, meet with the Bureau of Sanitation for guidance as early as possible.

B. LANDSCAPE

Increase the quantity of native and drought-tolerant plant species to reduce water use and increase wildlife habitat, especially near the Los Angeles River and for migratory species.

Parkways can be designed to collect and infiltrate stormwater.

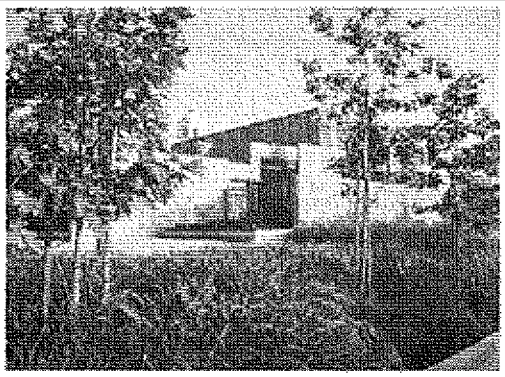
1. Remove all existing exotic weedy plants as identified by the California Invasive Plant Council (www.cal-ipc.org).

2. All Projects are encouraged to select and install plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program (www.bewaterwise.com) for at least 50% of the plant materials used.

3. Projects located north of Victory Boulevard are encouraged to select and install indigenous Plants per the County's Los Angeles River Master Plan (LARMP) Landscaping Guidelines and Plant Palettes' short list for at least 25% of the plant materials used.

4. Projects located south of Victory Boulevard are encouraged to select and install indigenous plant species per the LARMP Landscape Guidelines and Plant Palettes Appendix B or cultivars of those species.

5. Install a high-efficiency "smart" irrigation system, which includes a weather-based controller and, where feasible, in-line drip and bubblers, rather than overhead spray. Where overhead spray is used, heads should have low-precipitation nozzles to reduce run-off.



A mix of native and other drought tolerant plants.

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

6. All Projects are encouraged to use permeable paving for at least 75% of all hardscape areas.

7. Prepare and implement a maintenance manual/program that follows the guidelines in the LARMP Landscape Guidelines and Plant Palettes (page 48). For irrigation maintenance, most of Warner Center is classified as a "high use" or "highly paved area" that "may require additional supplemental irrigation for an extended number of years."

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

9. Prepare and implement a maintenance manual/program for parking lots and parking structures that establishes on-going procedures to maintain those surfaces free of chemical residues and debris

STREETSCAPE IMPROVEMENTS 09

A. RESPONSIBILITIES OF THE CITY AND OTHER PUBLIC AGENCIES

1. Recognize the shared use of streets not just for moving all modes of access (cars, buses, small slow vehicles and pedestrians), but equally as 1) the front door to businesses that are the economic and fiscal foundation of the City and 2) outdoor open space for residents and workers in a City that is severely lacking in pubic open space.

2. Implement the Guidelines in this document that pertain to improvements within street rights-of-way, including sidewalk configuration and streetscape improvements.

3. For improvement projects undertaken by public agencies, comply with the Warner Center Street Standards and all guidelines in this document, including sidewalk width, sidewalk configuration and streetscape improvements. In the case of sidewalk width, acquisition of rights-of-way or easements from adjacent property may be required.

4. Do not unreasonably burden property owners, developers and business owners with complicated regulations and protracted processes.

B. RESPONSIBILITIES OF THE DEVELOPER OR LEAD PUBLIC AGENCY

1. Provide sidewalks, parkways and walkways as specified in Section 3 and Figures 1-12 in the Plan.

2. Install and maintain the improvements specified in this section.

3. Execute a Maintenance Agreement with the City by which the Applicant (either a public or private entity) agrees to maintain the streetscape improvements and accepts liability for them. Agree to an on-going assessment by the City to maintain and operate the ornamental street lights.

C. POTENTIAL AREAWIDE ASSESSMENT DISTRICT

1. An assessment district or some other implementing entity will be established to maintain streetscape and other shared improvements.

D. CURB EXTENSIONS AND CROSSWALKS

1. Provide midblock crosswalks on all blocks 550' or longer. LADOT approval should be granted upon technical review.

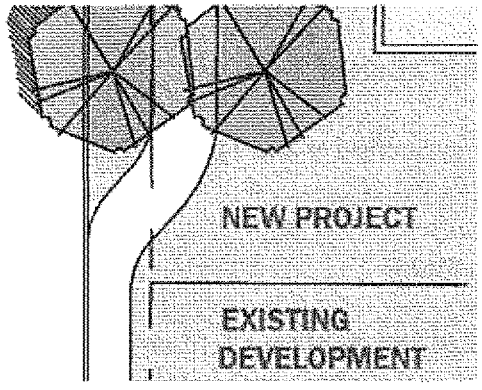
2. Provide curb extensions at all corners and midblock crossings, except at the intersection of two Major Highways and on streets where the curb lane is used as a peak-hour traffic lane.

3. Install ladder or zebra striping at all crosswalks. Other enhanced paving may be approved provided it is as visible as ladder striping and is regularly maintained by the Applicant or Lead Agency.

E. PARKWAYS AND TREE WELLS

Design the parkways to accommodate and support large street trees and to collect storm water.

1. As shown in Figures 1-12 (Street Standards) of the adopted Plan Ordinance, provide continuous landscaped parkways that are minimum of 8 feet wide, except adjacent to bus stops, or in other locations determined by staff to be inappropriate for parkways. The continuous landscaped parkways should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by the Bureau of Engineering, adjacent on-site, ground level open space.



Transition from existing narrow sidewalk to new parkway/walkway.

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

3. Where there is curbside parking, provide one walkway for every one or two parking spaces or other means of access through the parkway to curbside parking.

4. The elevation of the parkways within 2 feet of the sidewalk pavement should be within a few inches of the sidewalk elevation. The center 2' or 3' of the parkway should be depressed 3-4 feet to form a shallow swale to collect sidewalk storm water or alternative means of storing runoff, such as gravel trenches within the parkway, may be provided.

5. The roots of trees planted in the parkway should not be restricted by concrete curbs, root barriers or other means, so that roots may extend throughout the parkway and support a large, healthy tree canopy.

6. If parkways are designed to collect storm water from the street as well as from the sidewalk, they should be designed according to the Bureau of Engineering (BOE) Green Streets guidelines or standards. However, if trees are not permitted to be planted in the parkways but in separate tree wells, they should be planted as described in the provisions for tree wells below.

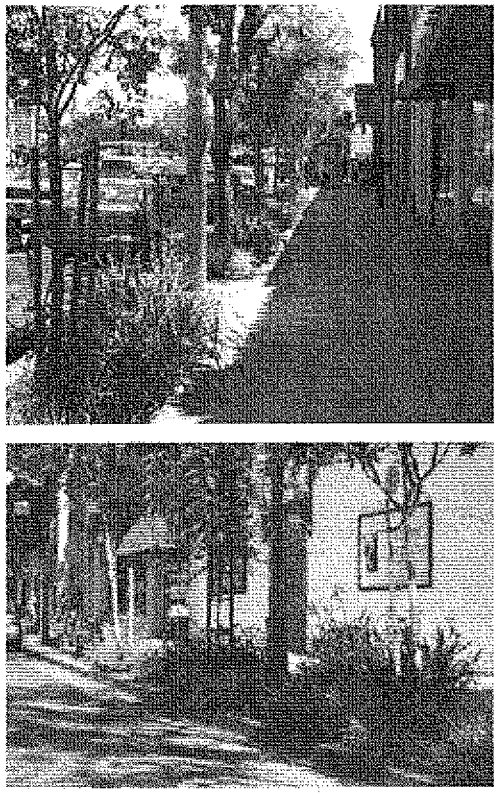
7. Where a double row of trees is shown in Figures 1-12 of the adopted Plan, align the second row with those in the parkway zone. The second row of trees may be planted in large tree wells or planting areas, depending on the adjacent ground floor use.

Where continuous landscaped parkways are not feasible, provide large street wells with gap-graded soil beneath the sidewalk.

8. If trees are not planted in the center of continuous landscaped parkways with the opportunity for unrestricted root growth, plant them in large trees wells, which are at least 8 feet wide by 12 feet long.

9. If tree wells have less than 120 square feet of surface area, install gap graded soil under the entire sidewalk.

10. Where tree wells and parkways would conflict with existing features that cannot be easily relocated, modify the tree well and parkway design to eliminate such conflicts. Parking meters and signs are examples of existing features that can be easily relocated.



All continuous landscaped parkways collect storm water runoff from the sidewalk.

F. STREET TREES AND OTHER PARKWAY/TREE WELL PLANTING

Plant street trees and other plant materials to optimize tree health.

1. Plant street trees of the species/cultivars listed in Figures 1-12 of the adopted Plan in conjunction with each project. In-lieu fees are not allowed.

2. Space trees from one another:

• Along the length of the street, not more than an average of 30 feet on center in the parkway and, where Figure 3-1 shows trees in the setback, 30 feet on center in the setback to provide a more-or-less continuous canopy along the sidewalk.

• At least 20 feet between trees in the parkway and trees in the setback. The spacing may be achieved by staggering the trees.

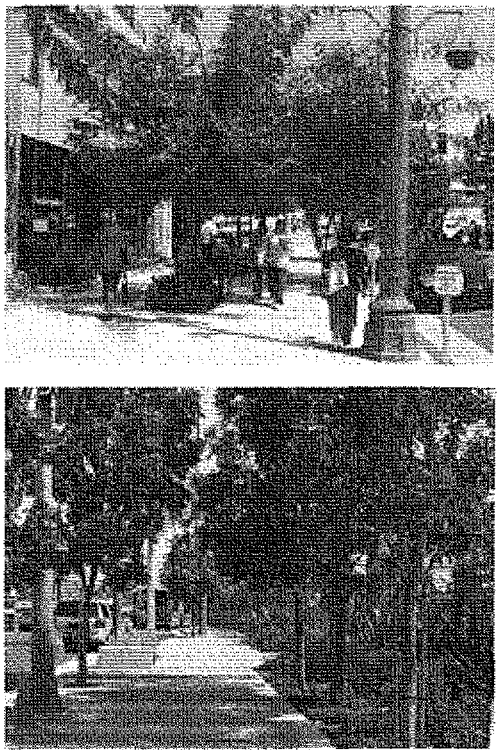
• At least 8 feet from building walls.

3. Space trees from other elements as specified by the Urban Forestry Division/Bureau of Street Services/Department of Public Works, except trees may be 6 feet from pedestrian lights. The Applicant should agree to maintain the trees so that the pedestrian lights are accessible for maintenance purposes.

4. Plant the species/cultivars shown in Figures 1-12 of the adopted Plan. If properly planted and maintained, they will achieve a mature height of at least 40 feet on Modified Major and Secondary Highways and 30 feet on other streets with a mature canopy that can be pruned up to a height of 14 feet.

5. Plant minimum 36" box trees.

6. Plant parkways with drought-tolerant groundcover or perennials at least 18 inches but not more than 3 feet tall, except within 3 feet of tree trunks, where the surface should be mulched.



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

7. Tree wells may be planted as described above; mulched; or covered by a tree grate, provided the tree grate is enlarged over time to accommodate the tree trunk.

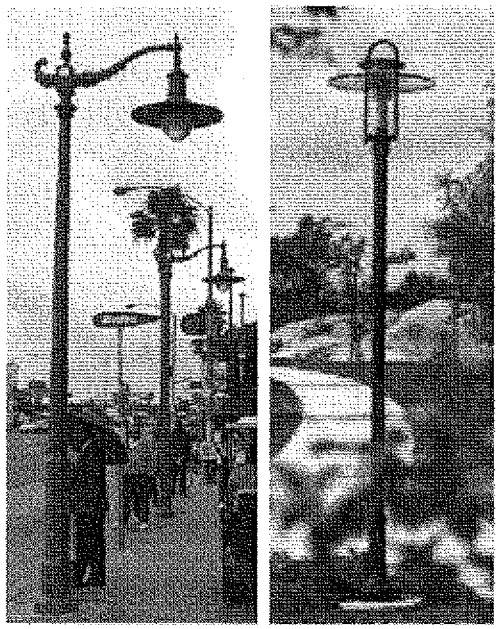
8. Where gap-graded (structural) soil is required by E. 8. above, it should be installed to a depth of at least 30 inches below the required miscellaneous base material under the concrete sidewalk for the entire length and width of the sidewalk adjacent to the Project, except: 1) gap-graded soil is not required under driveways and 2) adjacent to existing buildings, the existing soil should be excavated at a 2:1 slope away from the building wall or as required by the Department of Building and Safety to avoid shoring of the building footing.

9. Irrigate the trees and landscaped parkways and tree wells with an automatic irrigation system. In-line drip irrigation is preferred. Spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.

G. STREET LIGHTS AND ELECTRICAL SERVICE

Implement a street lighting plan and program that reinforces the identity of Warner Center and its districts and contributes to its sustainability.

On public streets in Warner Center, there are two types of street lights: roadway lights ("street lights") and pedestrian-scale lights ("pedestrian lights"). Street lights provide illumination of both the roadways and sidewalks to the levels required by the Bureau of Street Lighting (BSL) for safety and security. Pedestrian lights are ornamental and supplement the illumination provided by the street lights. Pedestrian lights contribute to the pedestrian scale of the street and add a warm glow of yellow light on the sidewalk.



Pedestrian lights.

On private streets, which are narrower than public streets, a single "hybrid" fixture can illuminate both the roadway and sidewalk.

Warner Center needs a comprehensive street lighting plan and program to achieve the goals of increased sustainability and enhanced identity. Because street lighting design is in transition at the time of plan adoption, it is recommended that the plan and program be developed after the Specific Plan is adopted, perhaps as one of the LDC's first projects. The plan should first establish performance criteria (including light levels, pole locations, and spacing) by street type and district. Once the performance criterion has been established, a family of street lights (roadway, pedestrian and hybrid) which incorporations both unifying elements and the potential for variations by district. Until the lighting plan and program are adopted, BSL should establish an in-lieu fee based on the following preliminary criteria:

1. On private streets, install hybrid street lights adjacent to the curb 60 feet on center.

2. On public streets, install roadway lights adjacent to the curb 100-120 feet on center and pedestrian street lights in the parkway or setback, as shown in Figures 1-12 of the adopted Plan, 50 to 60 feet apart and offset by 25 to 30 feet from the roadway lights.

3. All light sources should provide a warm (yellow, not blue) light and should be LED or a future more energy-efficient technology.

4. All optic systems should be cut-off with no light trespass into the windows of residential units.

5. Provide adequate electrical service in the setback to energize seasonal lighting and other special event needs. At a minimum provide one outlet adjacent to each tree in the setback.

H. STREET FURNITURE

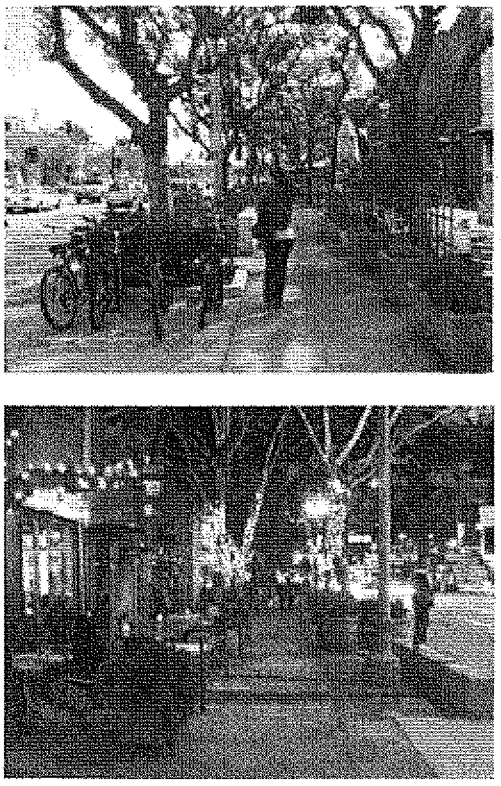
Develop a street furniture master plan to provide coordinated streetscape furnishings and bus stop gardens.

A master plan should be developed by the LDC and implemented either through the area-wide assessment district or by individual developers as projects are constructed.

I. STREETSCAPE PROJECT APPROVAL AND PERMITS

Streetscape project approval results in the issuance of a permit by the Department of Public Works. Three different types of permits are issued for streetscape projects, each with varying levels of review. Projects are reviewed for consistency with general City standards and specifications for projects in the public right-of-way. The following is a description of the types of permits required for Streetscape projects.

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



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

2. Revocable Permit. Revocable Permits are the second or mid-level of street improvement permits. Revocable permit applications require the submittal of professionally prepared drawings on standard City (Bureau of Engineering) drawing sheets and are reviewed by the various Bureaus within the Department of Public Works for safety and liability issues. Improvements approved through the Revocable Permit process are maintained by the permittee. Failure by the permittee to keep the improvement in a safe and maintained condition allows the City to revoke the permitting rights at which point a permittee is requested to restore the street to its original condition. Projects requiring approval through the Revocable Permit process include improvements within the public rightof-way that do not change the configuration of the

street. A moderate fee is assessed for plan check, administrative filing, and inspection and the applicant is typically required to provide proof of liability insurance.

3. B-Permit. The B-Permit is reserved for streetscape projects requiring the highest level of review. Approval through the B-Permit process is required for projects that are permanent in nature and developed to a level that allows the City to maintain the improvement permanently. A B-Permit is usually issued for improvements that change the configuration of the street, traffic patterns, or other substantial permanent changes to the streetscape. Projects subject to the B-Permit review process require professionally prepared drawings submitted on standard City (Bureau of Engineering) drawing sheets and are reviewed by all public agencies affected by the improvements. A fee commensurate with development is assessed for plan check, administration, and inspection. Construction bonding is required to ensure that the improvements are installed, and various levels of insurance are required.

SIGNAGE 10

The provisions in this section supplement the Warner Center 2035 Plan Sign (SN) District provisions.

A. MASTER SIGN PLAN

1. All projects over 50,000 square feet, or that have more than 50 residential units, should submit a master sign plan for the entire project during the Plan review process. The master sign plan should identify all sign types that can be viewed from the street, sidewalk or public right-of-way. The plan should be designed and prepared by a single graphic design firm or signage design company to assure a cohesive, integrated approach to the variety of signs required for building identification, wayfinding and regulatory needs.

The master signage plan should include:

• A site plan and building elevations showing the approximate location and sign of anticipated signs.

• Ground floor street wall elevations at 1/8" = 1' 0" showing ground floor sign locations and characteristics in greater detail, including sign type (see Appendix A for a discussion of tenant sign types), materials, size and location.

Prior to issuance of each sign permit, the following should be submitted for Specific Plan final sign review:

• A site plan identifying location of all sign types and identifies each proposed sign by number, showing its location in relation to structures, walkways and landscaped areas.

• A matrix describing general characteristics of each sign type (type, sign name or number, illumination, dimensions, quantity).

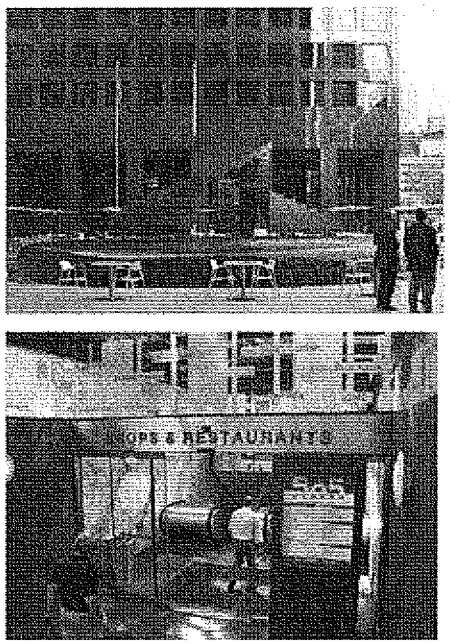
• A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination.

B. SIGNAGE GUIDELINES BY TYPE

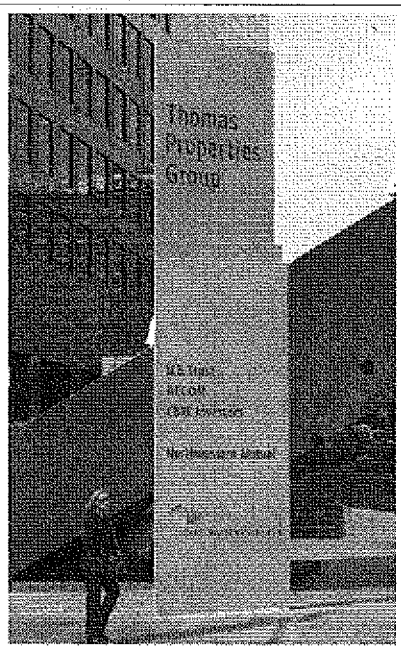
The following Guidelines are intended to provide design guidance to achieve visually effective and attractive signage throughout Warner Center. These design recommendations and visual examples are meant to help Applicants understand what is generally considered good signage design for a corporate campus, residential or retail project.

Corporate Campus

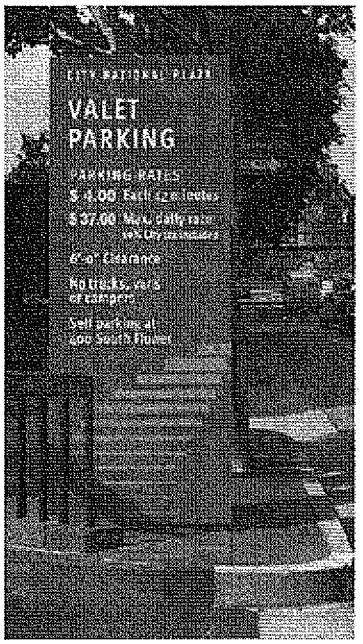
A corporate campus refers to a commercial property that may include multiple buildings with commercial or institutional tenants, often with ground floor commercial and retail spaces, open space, parking garage and loading dock.



Corporate Identity and Retail Signs. Campus identity can be derived from prominent public art, as shown here (top). Signs for retail or public amenities should be related to the overall campus identity (below).



Campus Identity Sign. The corporate campus name and graphic identity should be established at the most prominent public corners.



Campus Parking Sign. Secondary information for valet parking or a loading dock should be related in its design to the campus identity sign.

1. Signage should reinforce the corporate or campus identity.

2. All signs integrate with the architecture, landscaping and lighting, relate to one another in their design approach, and convey a clear hierarchy of information.

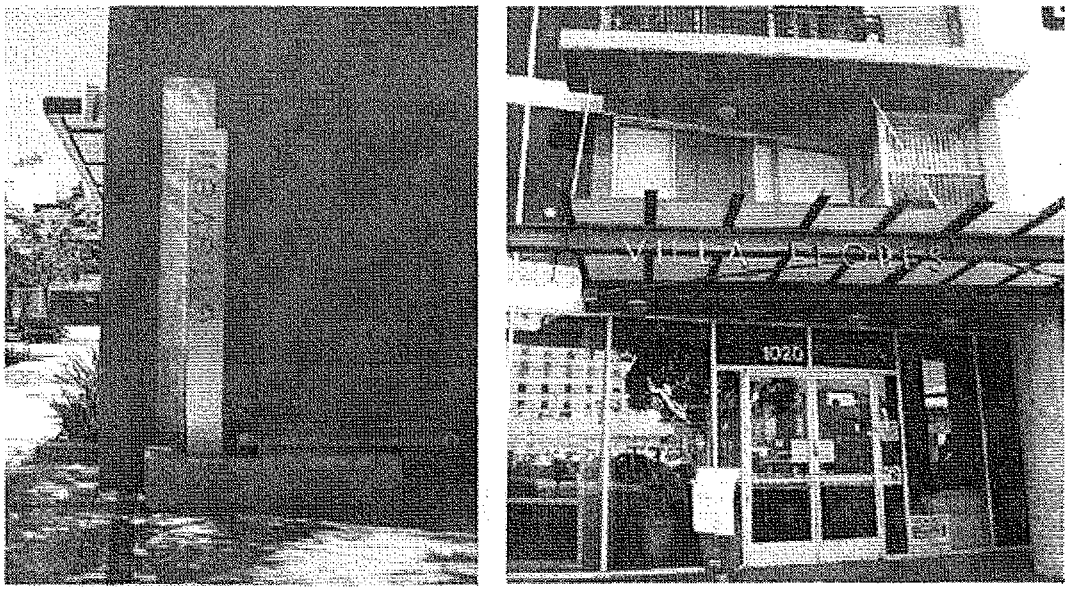
3. Signs that hold multiple tenant information should be designed so individual tenant information is organized and clear within the visual identity of the larger campus or building.

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

Residential Projects

4. Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.

5. All signs should be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.



Integrated Design. Examples of residential identity signage integrated into a sculptural seating and lighting element at the main entry (left) and into an entrance canopy (right).

6. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.

7. Residents soon learn the project entries and facilities so signs should not be too large or duplicative.

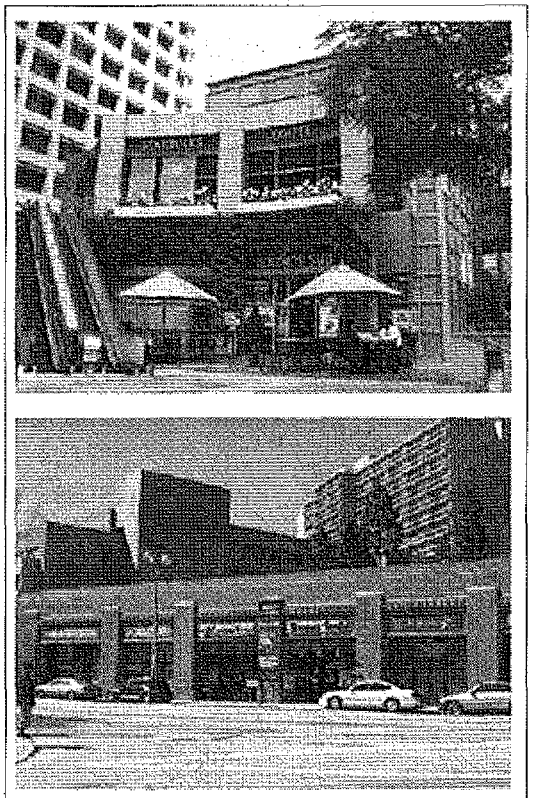
8. Signs for community facilities should be prominent and easily read by first time visitors.

9. No flat letter signs on stucco walls should be allowed.

10. Mixed-use projects with commercial or retail tenants should comply with the retail section below.

Retail

12. For projects that have multiple storefront tenants of similar size, all signage should be of the same type (i.e., cut out, blade sign, painted panel) and the same relative size and source of illumination. Retail tenants will appear



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

to be different by their store name, font, color and type of retail displays.

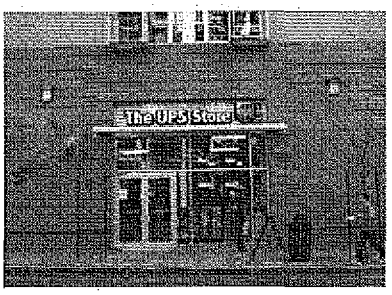
13. Retail signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts requires smaller signage than fast moving automobile-oriented districts).

14. No duplicate signs should be allowed on storefronts and building façades. For example along a street frontage, they should all be awning signs, or panel signs, but not both.

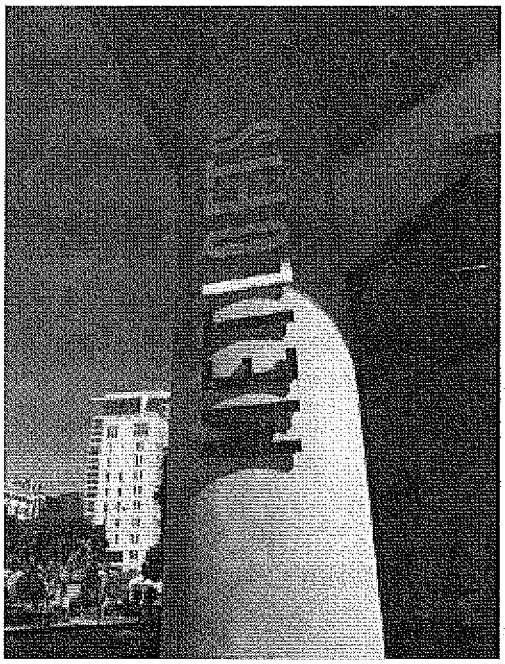
15. Historic buildings with ground floor retail should have signs that do not obscure the architecture, but are integrated into the original or restored storefront elements.

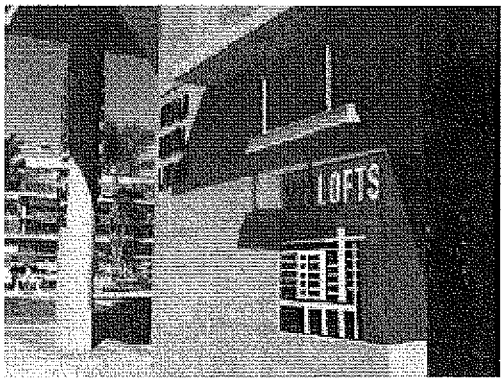
Ground Floor Retail Signs at Historic Structures. Examples of new retail signage that is integrated with the architecture of the historic structure (above).

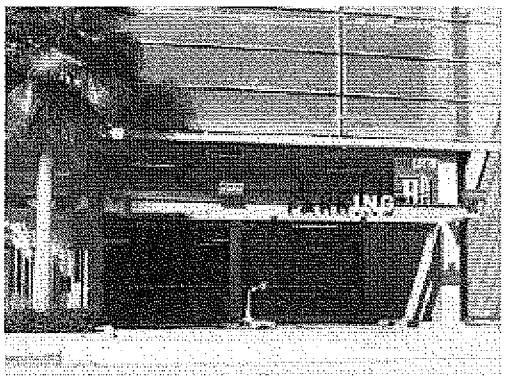
No Duplicative Signs. Example of retail signage that is not allowed because it duplicates information on panels and on the awning (above).



Appropriately Scaled Signs. Example of retail sign appropriately scaled to the storefront in a pedestrian-oriented environment.



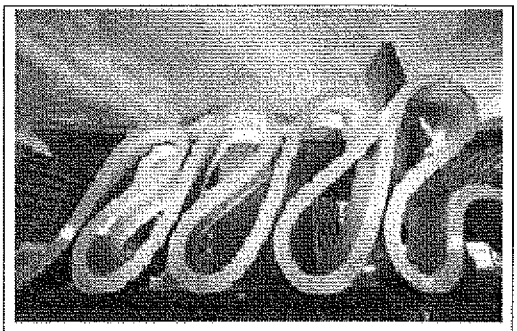




Hierarchy of Signs. Examples of residential identity signage present at the most prominent corner. A related family of signs ranging from overall project identity to the parking garage are shown here (above).

CULTURAL AMENITIES 11

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. The arts play a significant role in cultivating livable neighborhoods. Therefore, one goal of the Warner Center 2035 Plan is to encourage public art, art galleries, museums, and theater and to celebrate cultural traditions. For these reasons, public art in Warner Center should aspire to meet the following goals:

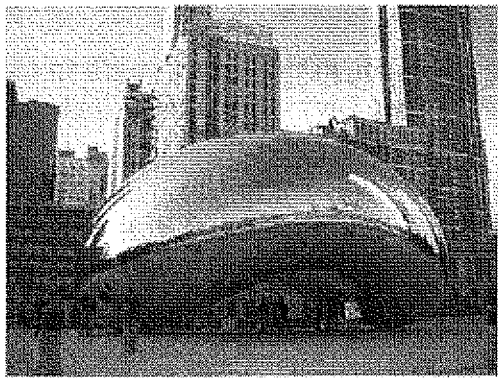


Civic Buildings. Public facilities require public art that can embody the agency's mission while providing a more human and welcoming face to visitors.

A. GOALS

Integrate public art in the overall vision of the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process. The goals are as follows:

• Artistic excellence. Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.



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

• Image. Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Warner Center's image locally, regionally, nationally and internationally.

• Authentic sense of place. Enliven and enhance the unique quality of Warner Center's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens to identify with each other through arts and culture in common areas.

• Cultural literacy. Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork.

• Style. Artworks are encouraged to demonstrate curatorial rigor in terms of building the city's collection of public art and should illustrate themes and levels of sophistication that are appropriate for their location.

• Responsiveness. Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.

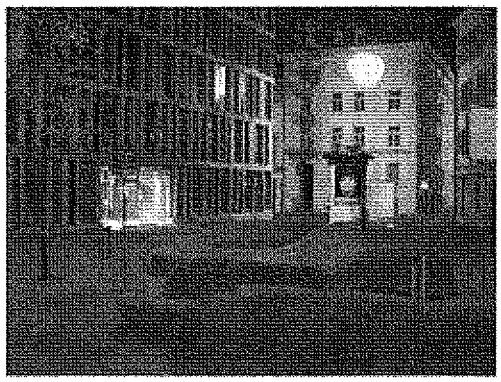
Plazas. Plazas should be activated with more prominent, enigmatic artwork such as large sculptures, arbors, lighting or water features which include adequate space for people to gather and amenities to make it inviting.

B. CONTRIBUTING TO NEIGHBORHOOD IDENTITY & AN URBAN TRAIL

Over time, each Warner Center District will develop a distinct aesthetic and cultural identity. The art elements of each Project, which will generally be located on site and visible from the street or within the public right-of-way, will contribute to that identity. The streets will evolve, over time, into an "Urban Trail" system that links both the districts and the art within them and the wayfinding system described in Section 3 will provide physical and visible connections.

C. GENERAL GUIDELINES

1. The preferred approach to compliance with the Arts Fee Ordinance (Municipal Code 91.107.4.6) is to provide art on or adjacent to the Project site or elsewhere in the Project's district. Generally, art should be located in or within view of the Project's public open space within view of a public or private street and in the street right-of-way.



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

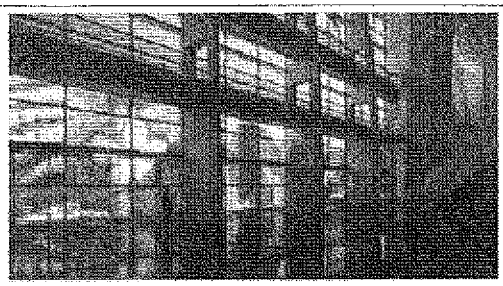
2. Artwork erected in or placed upon City property must be approved by the Department of Cultural Affairs, and in some cases may require a special maintenance agreement with the appropriate BID or similar community organization.

3. Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. Enclosed lobbies and roof top gardens are considered appropriate locations.

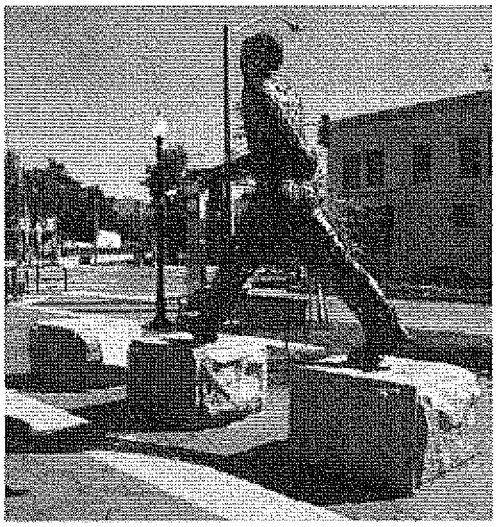
4. Integrate and coordinate artwork adjacent to retail development with existing signage and shop frontage.

5. All new artwork should be designed consistent with existing mature landscape.

6. Special care should be made to avoid locations where artworks may be damaged.



Façades. An artist's sculpted or surface treatment can become a visual showcase that complements the architecture.



Transit Hubs. Strategically located artworks can serve as beacons to attract people to transit, and to make a commuter's wait more interesting.

Exhibit C:
Zoning Ordinance

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

ORDINANCE NO. _____

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

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

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

INSERT ZONING MAP

Section 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, by a majority vote of all of its members, at its meeting of

_____.

JUNE LAGMAY, City Clerk

By_____

Deputy

Approved_____

_____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By_____

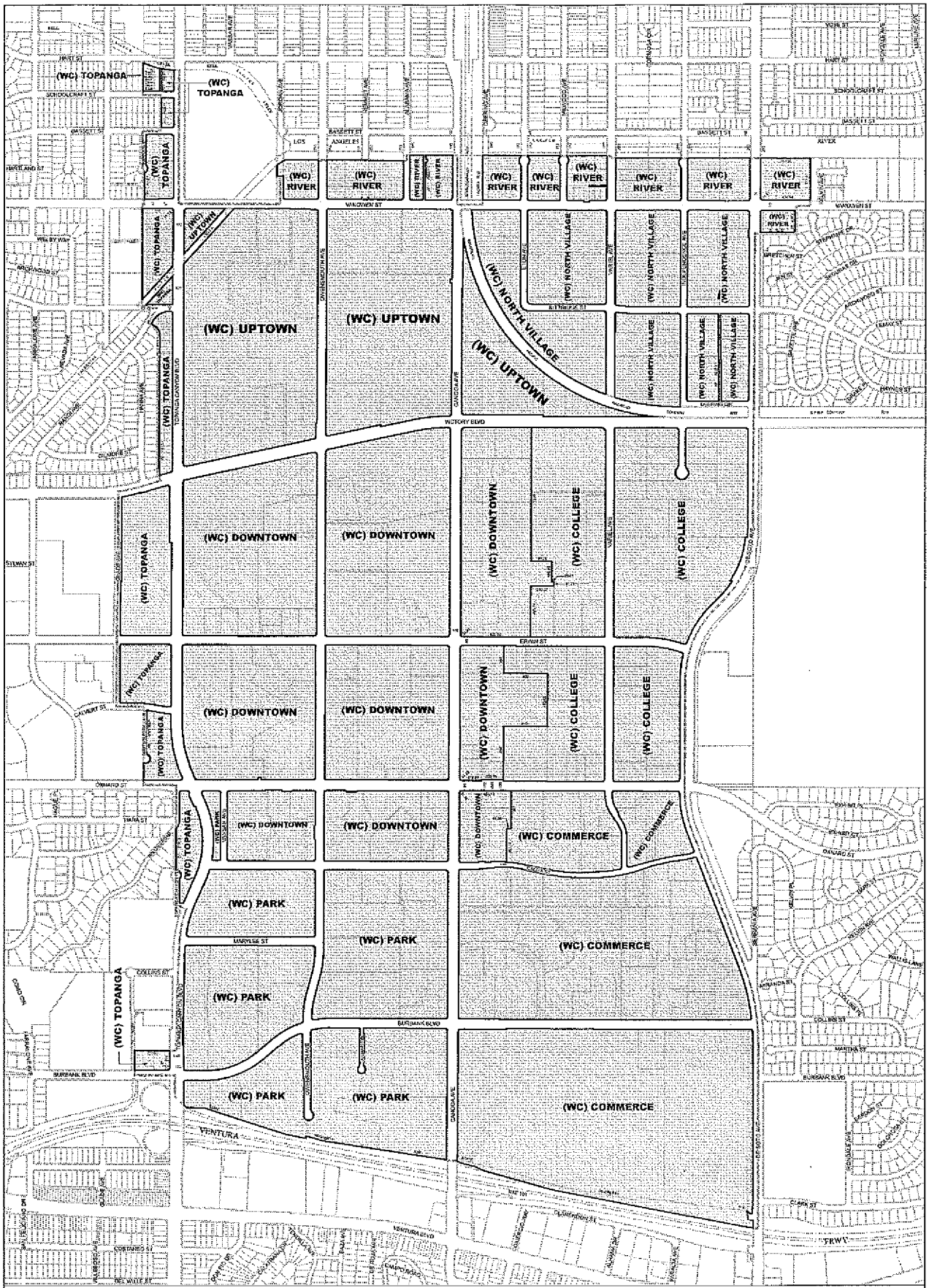
KENNETH T. FONG
Deputy City Attorney

Date_____

Exhibit D:
Zoning Map

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013



ZONE CHANGE

WARNER CENTER 2035 PLAN

Canoga Park - Winnetka - Woodland Hills - West Hills

Legend

WARNER CENTER 2035 PLAN BOUNDARY

(Determine where the Specific Plan Boundary is coincident with the Zone Boundary.)

G.M. 183 B 101, 183 B 105, 183 B 109, 180 B 101, 180 B 105, 180 B 109, 177 B 101, 177 B 105, 177 B 109, 174 B 101, 174 B 105, 174 B 109, 171 B 105, 171 B 109

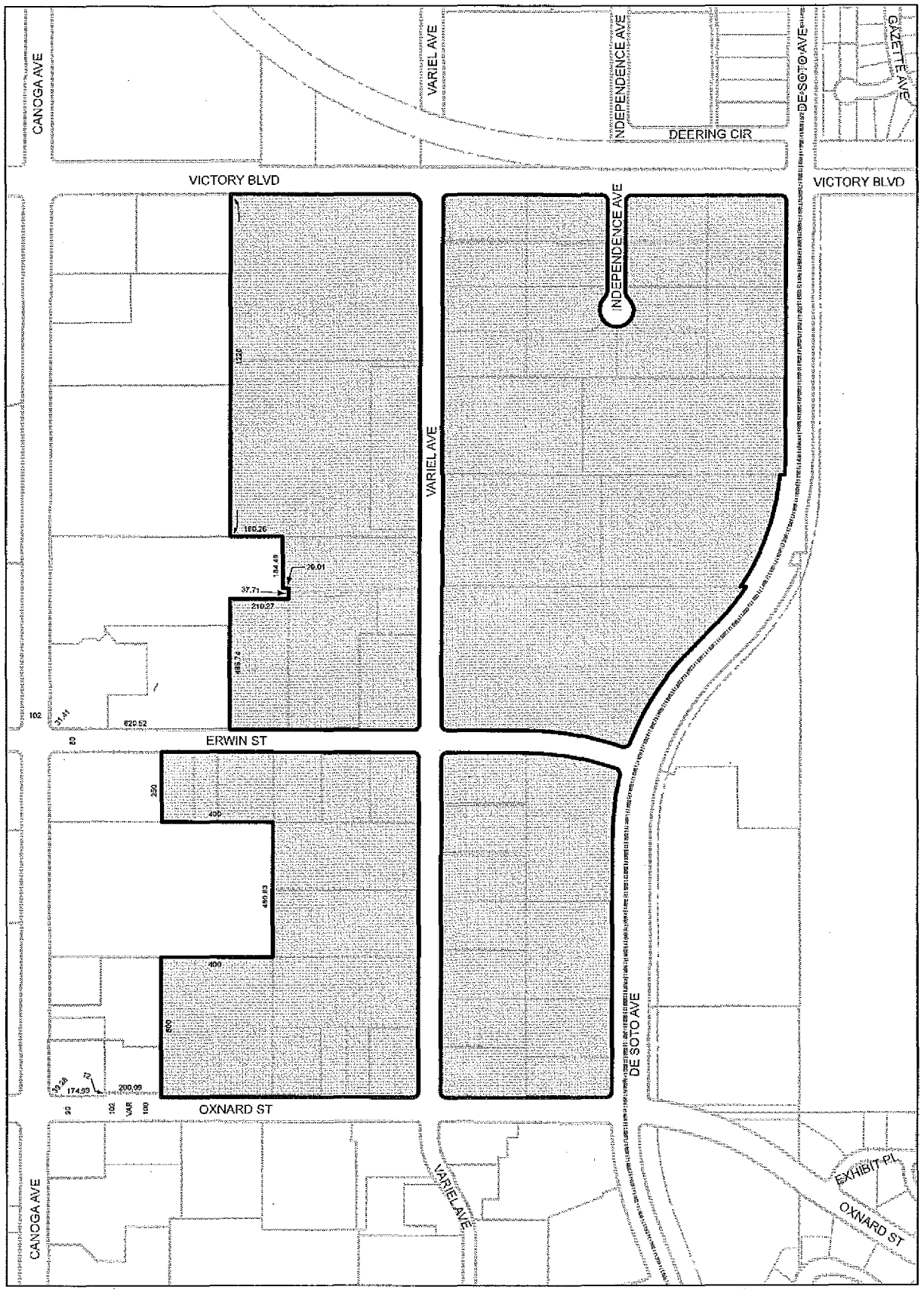
CPC 2008-3470-SP-GPA-SUD

083512

AAV

ALL BOUNDARIES FOLLOW EXISTING ZONE BOUNDARY LINES, EXCEPT WHERE NOTED.

Area Mapped



CL (WC) COLLEGE

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

0 150 300 Feet

ZONE CHANGE

WARNER CENTER 2035 PLAN

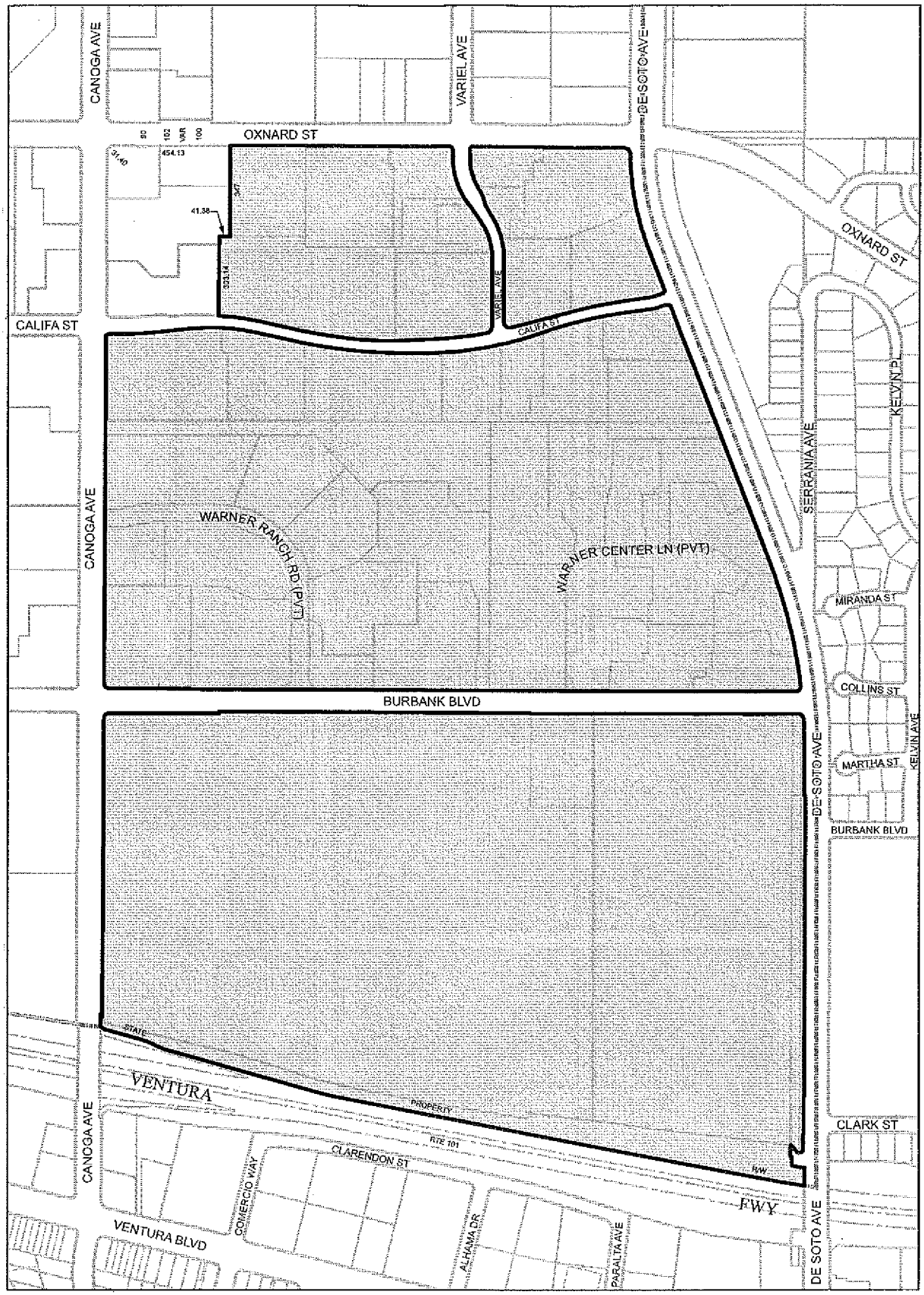
C.M. 180 B 105, 180 B 109 177 B 105, 177 B 109	CPC-2008-3470-SP-GPA-SUD

012213

AW

Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering



CO (WC) COMMERCE

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

0 150 300 Feet

ZONE CHANGE

WARNER CENTER 2035 PLAN

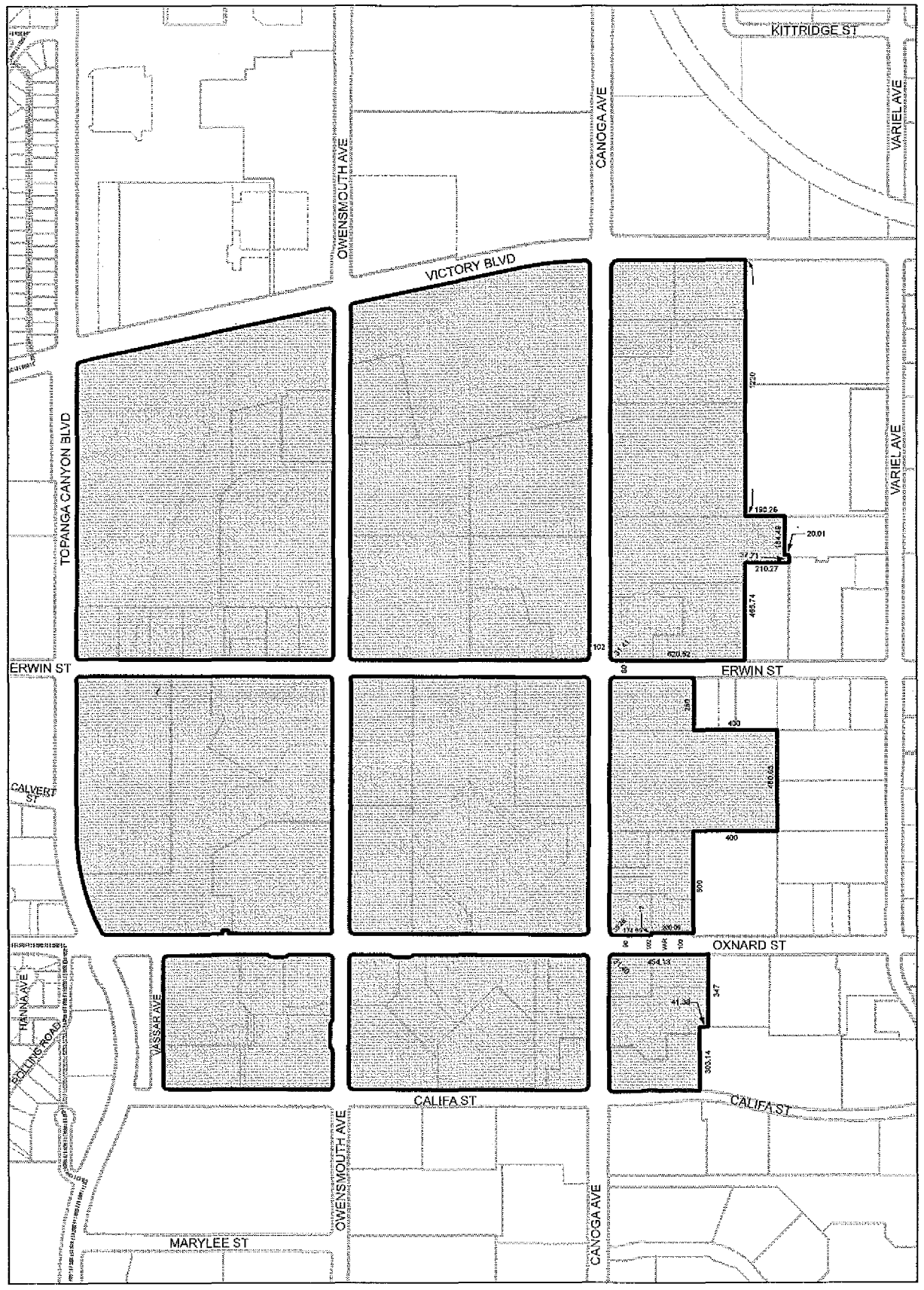
C.M. 177 B 105, 177 B 109, 174 B 105 174 B 109, 171 B 105, 171 B 109	CPC-2008-3470-SP-GPA-SUD

012213

AAV

Area Mapped

Data Sources, Department of City Planning, Bureau of Engineering



DT (WC) DOWNTOWN

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

0 150 300 Feet

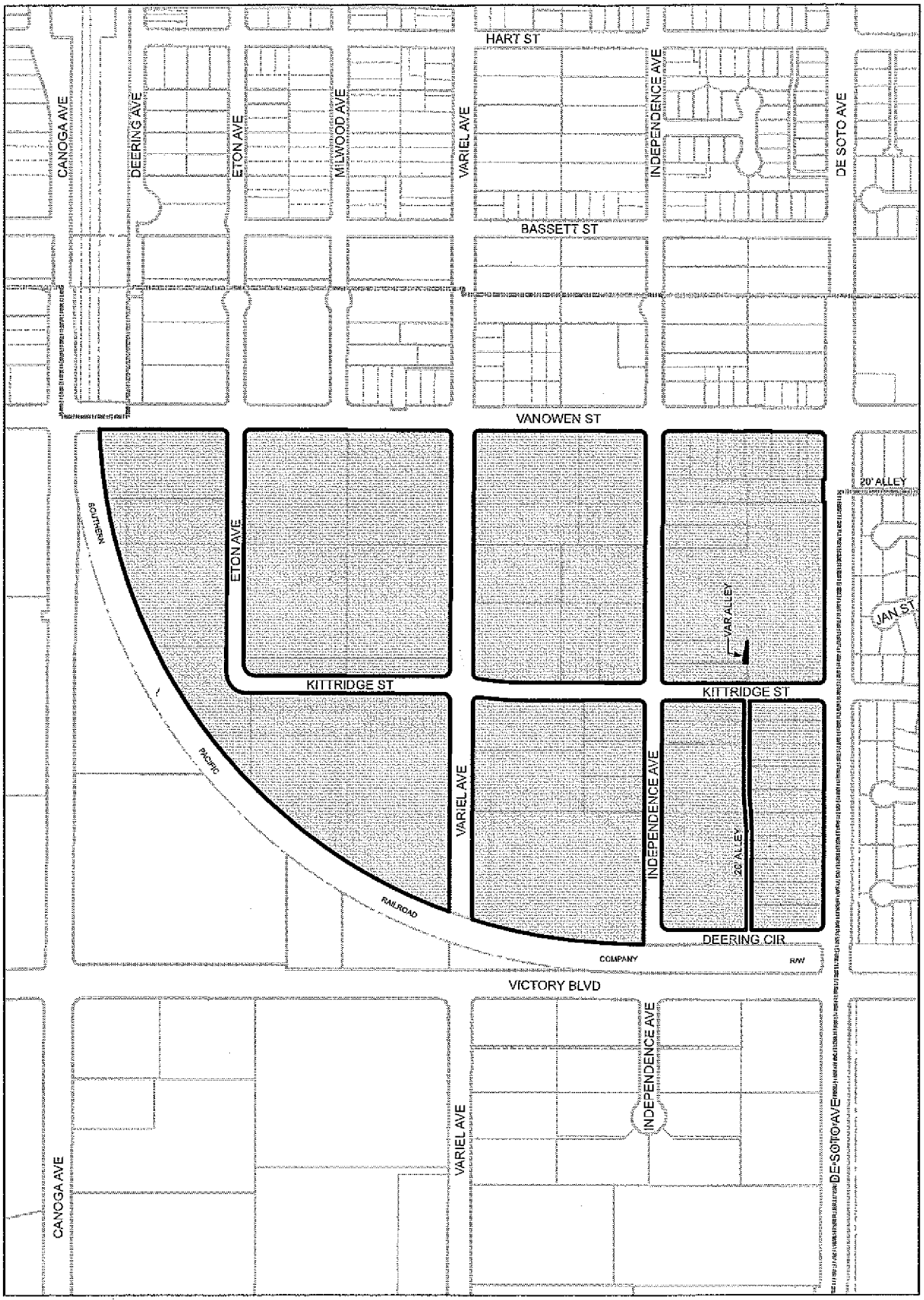
ZONE CHANGE

WARNER CENTER 2035 PLAN

C.M. 180 B 101, 180 B 105 177 B 101, 177 B 105	CPC-2008-3470-SP-GPA-SUD
AAV	012213

Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering



NV (WC) NORTH VILLAGE

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

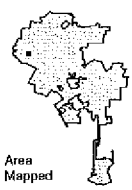
0 150 300
Feet

ZONE CHANGE

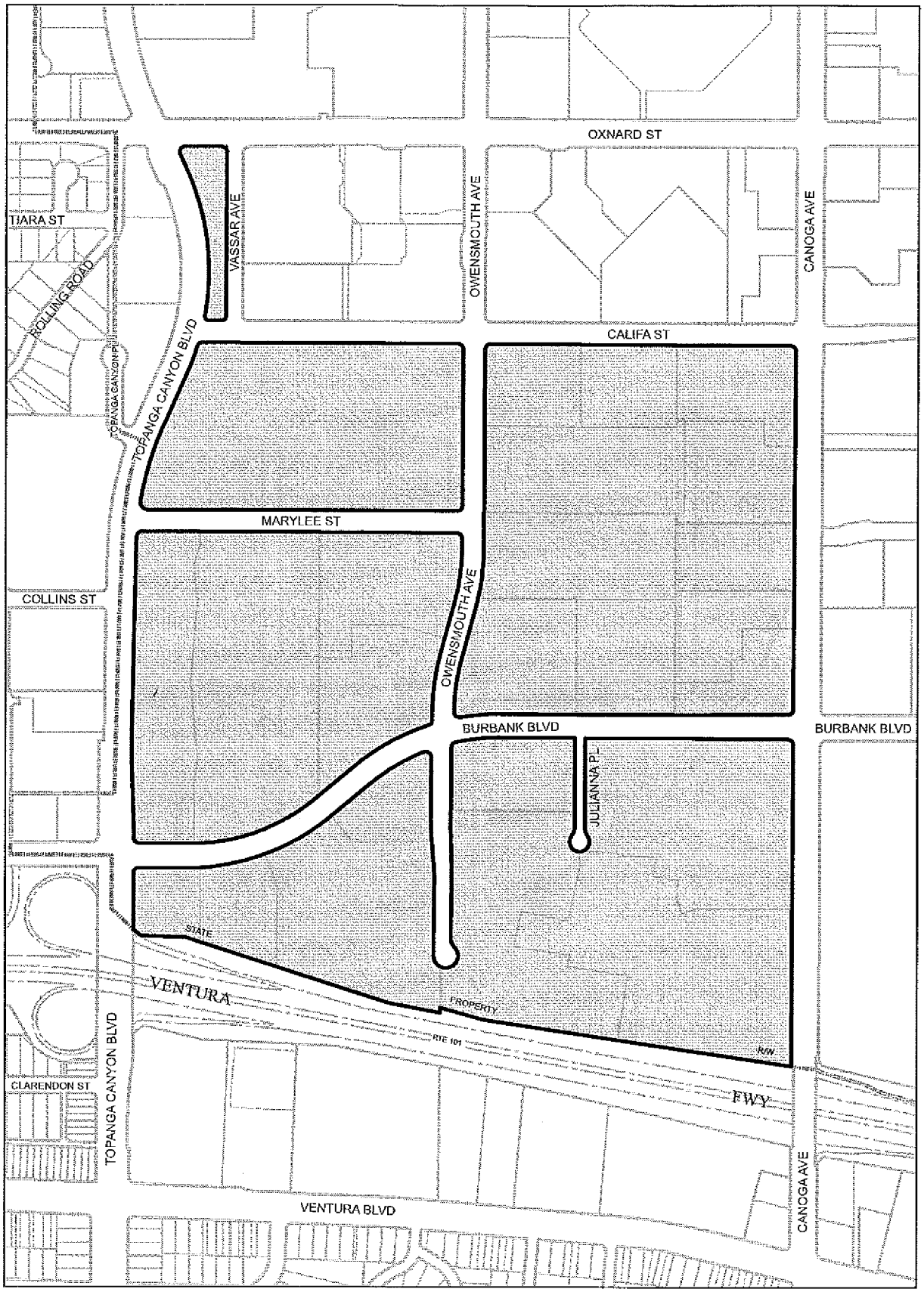
WARNER CENTER 2035 PLAN

C.M. 180 B 105, 180 B 109	CPC-2008-3470-SP-GPA-SUD

AA/ 012313



Data Sources: Department of City Planning, Bureau of Engineering



PK (WC) PARK

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

0 150 300
Feet

ZONE CHANGE

WARNER CENTER 2035 PLAN

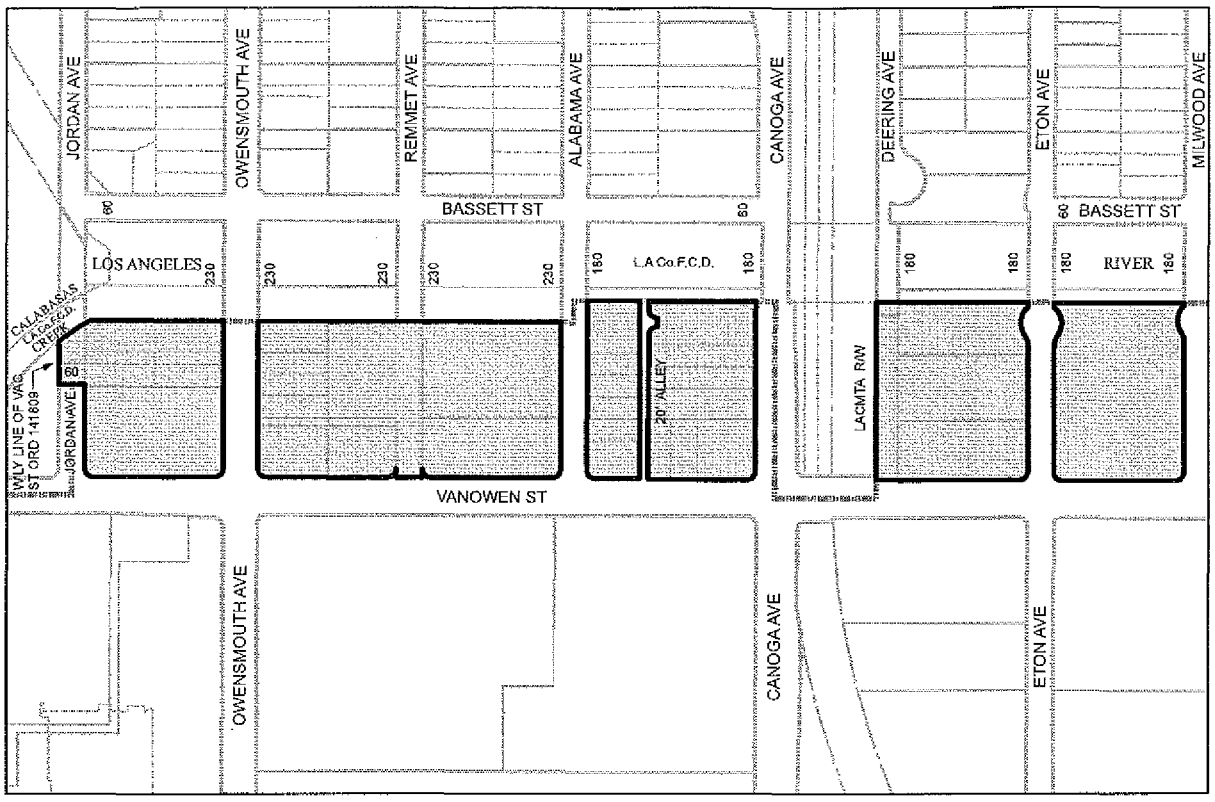
C.M. 177 B 101, 174 B 101 174 B 105	CPC-2008-3470-SP-GPA-SUD

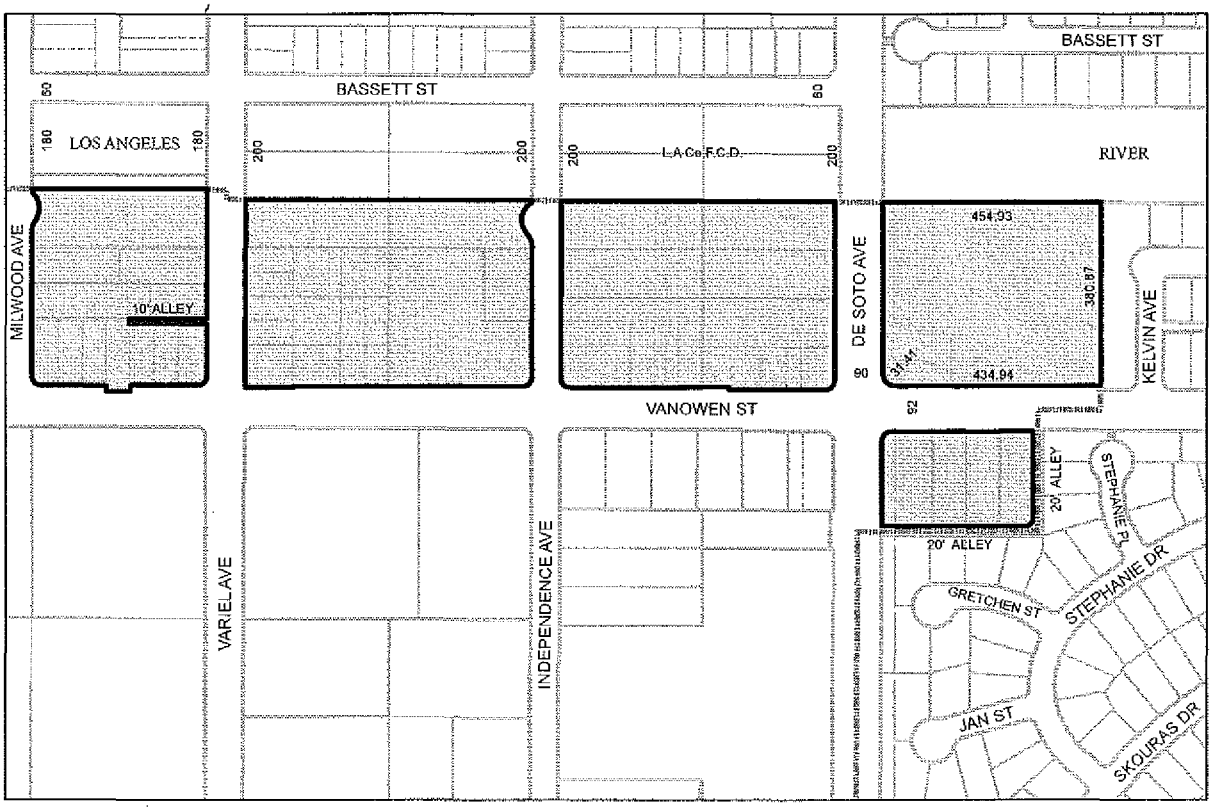
012313

AAI

Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering





RV (WC) RIVER

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

0 125 250 Feet

ZONE CHANGE

WARNER CENTER 2035 PLAN

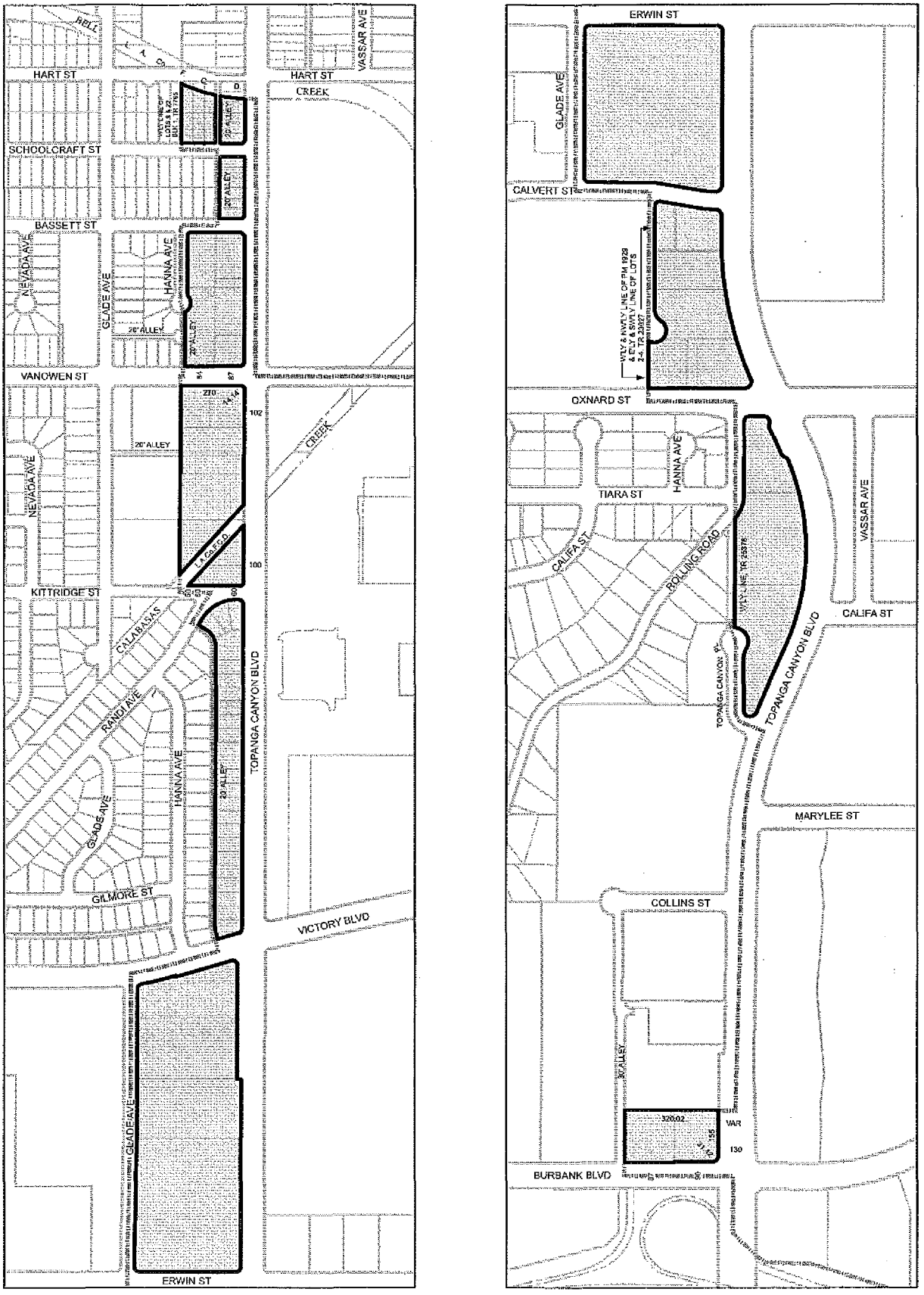
C.M. 183 B 105, 183 B 109, 180 B 109	CPC-2008-3470-SP-GPA-SUD

012413

AA

Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering



TP (WC) TOPANGA

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

Data Sources: Department of City Planning, Bureau of Engineering

0 150 300 Feet

ZONE CHANGE

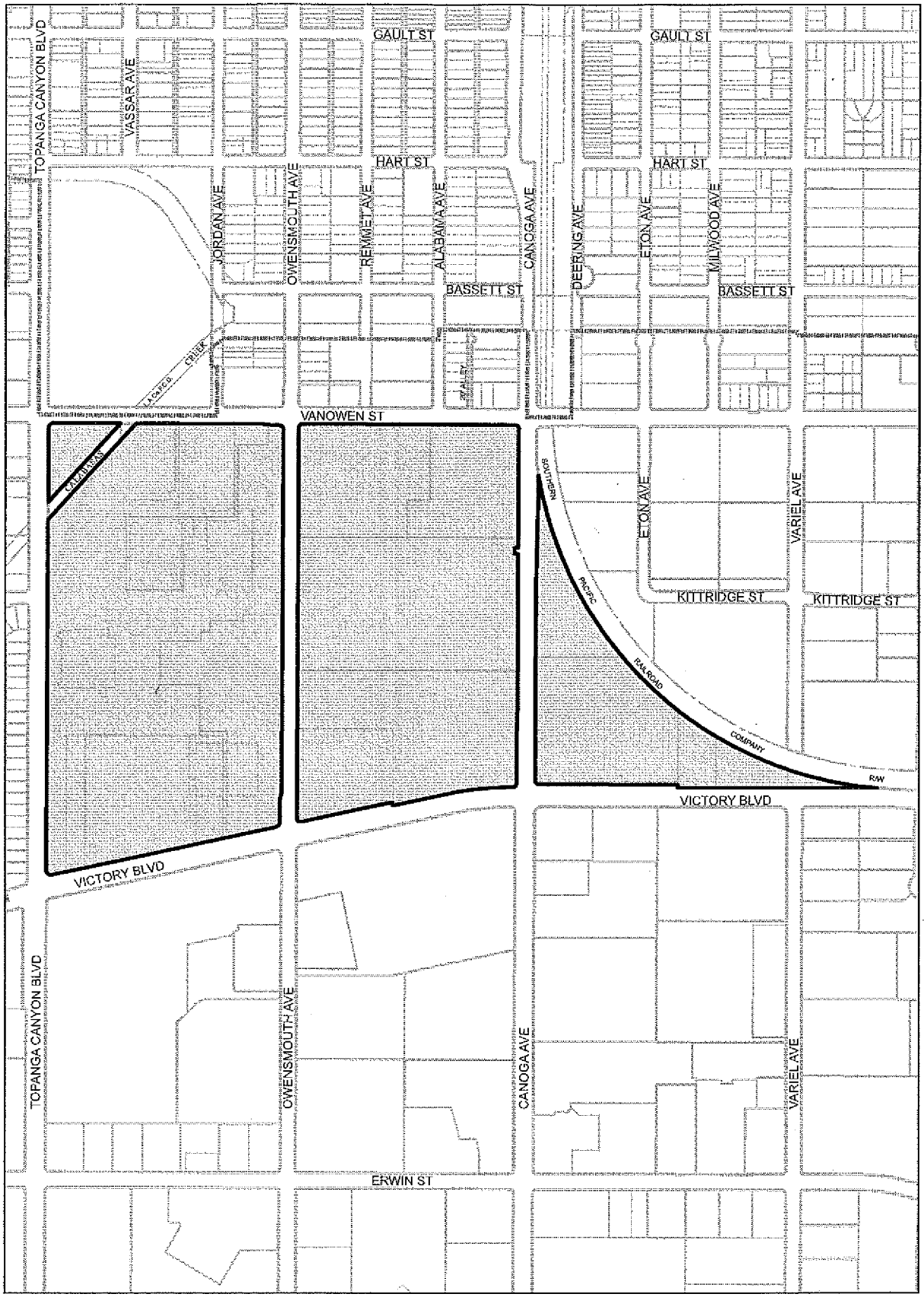
WARNER CENTER 2035 PLAN

C.M. 183 B 101, 180 B 101 177 B 101, 174 B 101	CPC-2008-3470-SP-GPA-SUD

013013

AA/

Area Mapped



UT (WC) UPTOWN

WARNER CENTER 2035 PLAN BOUNDARY (In some areas the Specific Plan Boundary is coincident with the zone boundaries.)

0 195 390 Feet

ZONE CHANGE

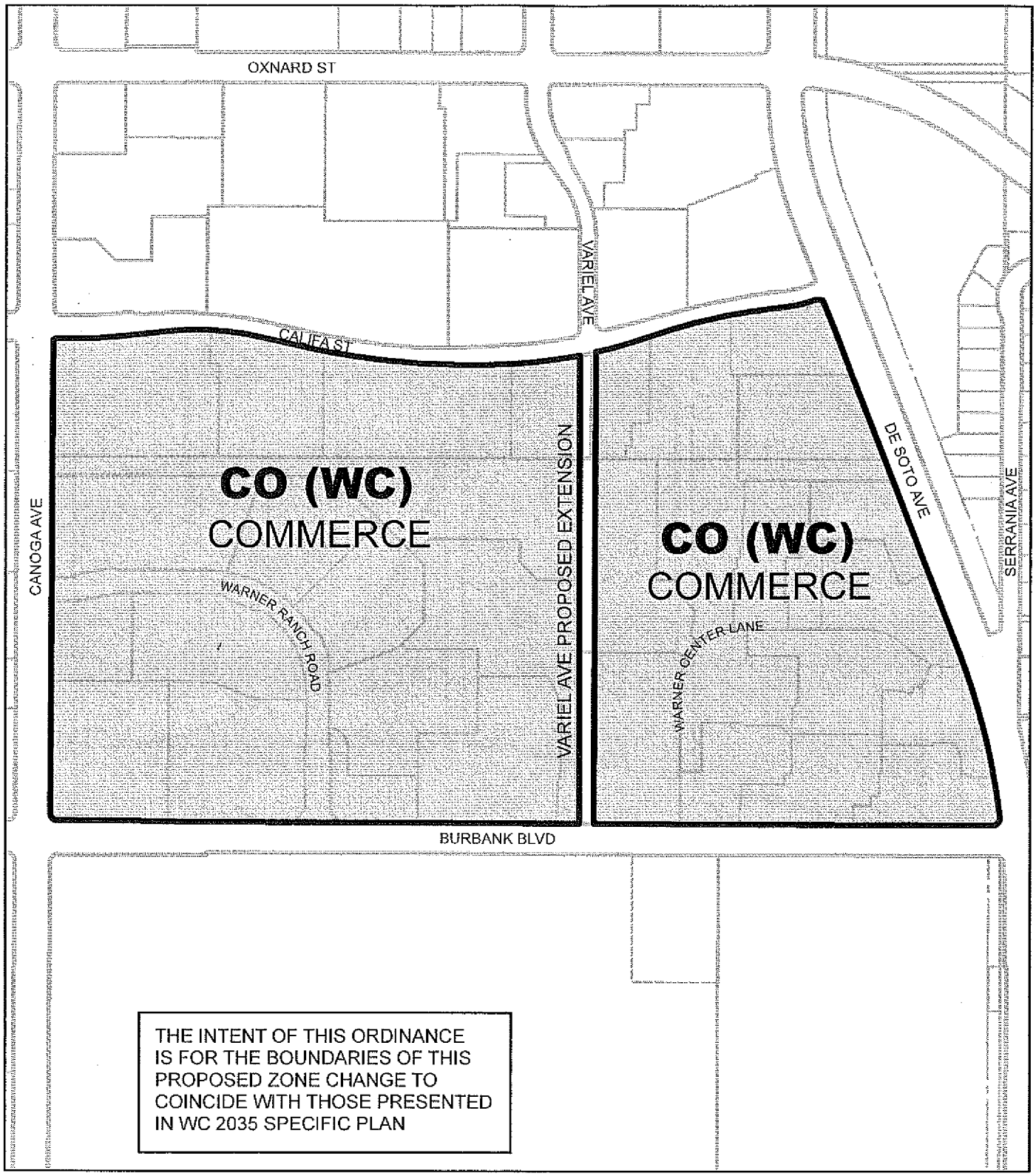
WARNER CENTER 2035 PLAN

C.M. 180 B 101, 180 B 105	CPC-2008-3470-SP-GPA-SUD

AAV 012413

Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering



0 150 300
Feet

WARNER CENTER 2035 PLAN

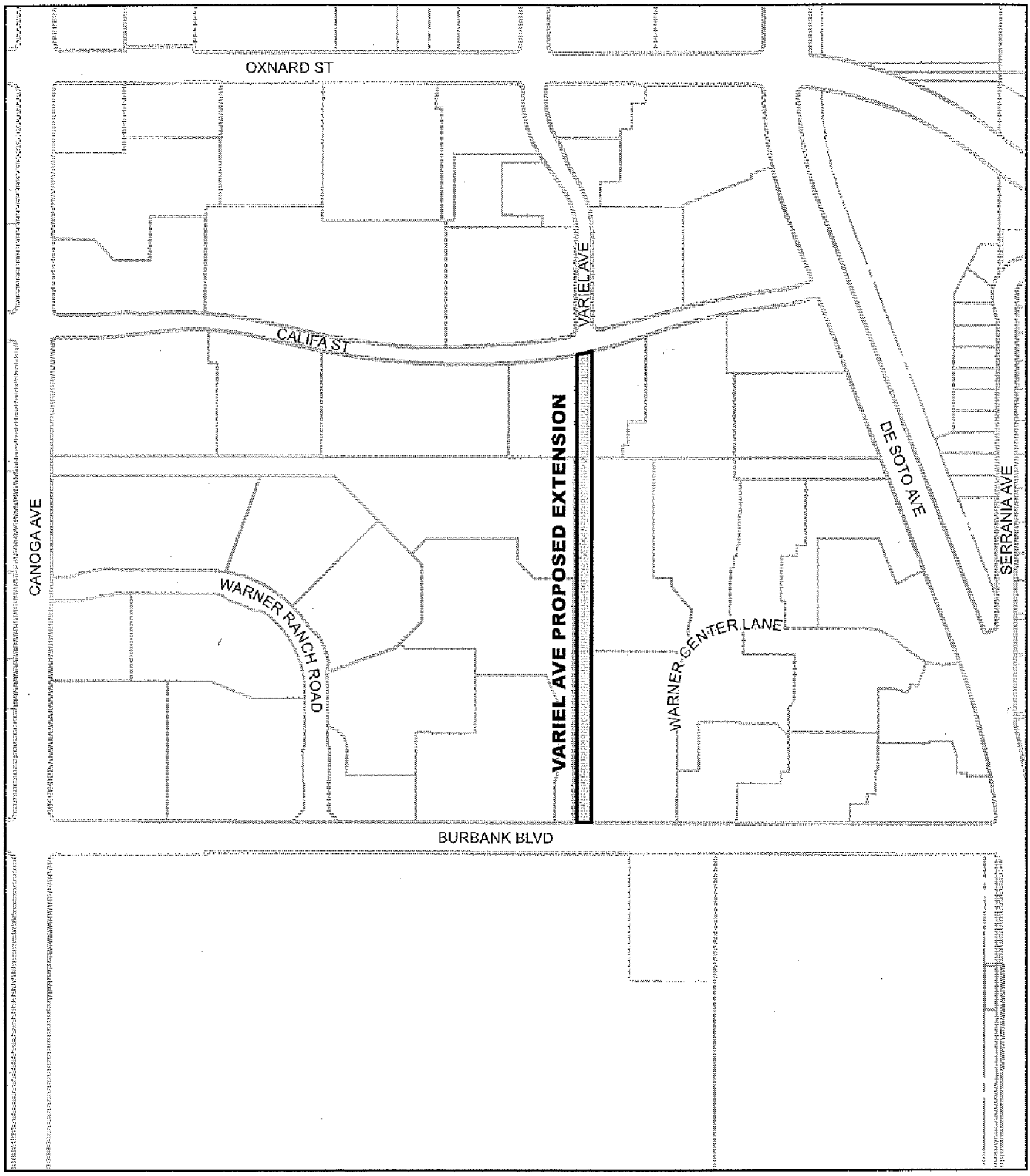
C.M. 177 B 105, 177 B 109 174 B 105, 174 B 109	CPC-2008-3470-SP-GPA-SUD

020413

AA/

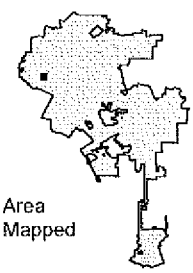
Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering



VARIEL AVE PROPOSED EXTENSION
PROPOSED COLLECTOR

0 150 300
Feet



Area Mapped

WARNER CENTER 2035 PLAN

C.M. 174 B 105	CPC-2008-3470-SP-GPA-SUD

AA/ 020113

Data Sources: Department of City Planning, Bureau of Engineering

Exhibit E:
General Plan Amendment Resolution

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

RESOLUTION

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

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

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

WHEREAS, the new Plan for the area will have a new name, the **Warner Center 2035 Plan** replacing the predecessor ordinance's name, the Warner Center Specific Plan and with the new name is a larger geographic boundary which generally includes the north side of Vanowen Street between the Los Angeles River to the north, Topanga Canyon Boulevard to the west and De Soto Avenue to the east.

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

WHEREAS, the **Warner Center 2035 Plan** is a development guide for the Warner Center Regional Center Transit Oriented District without the heavy-handed restrictions.

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

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

WHEREAS, like the previous Specific Plan, the new Plan is essentially both the General Plan and the proposed permanent zoning controls for the area and as such, any development consistent with the rules for new development under the Plan will be in compliance with both the General Plan and zoning code.

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

WHEREAS, **Warner Center 2035 Plan** will provide a comprehensive and clear process that will permit development to occur in order to facilitate the creation of an urban center where people can live, work, and play.

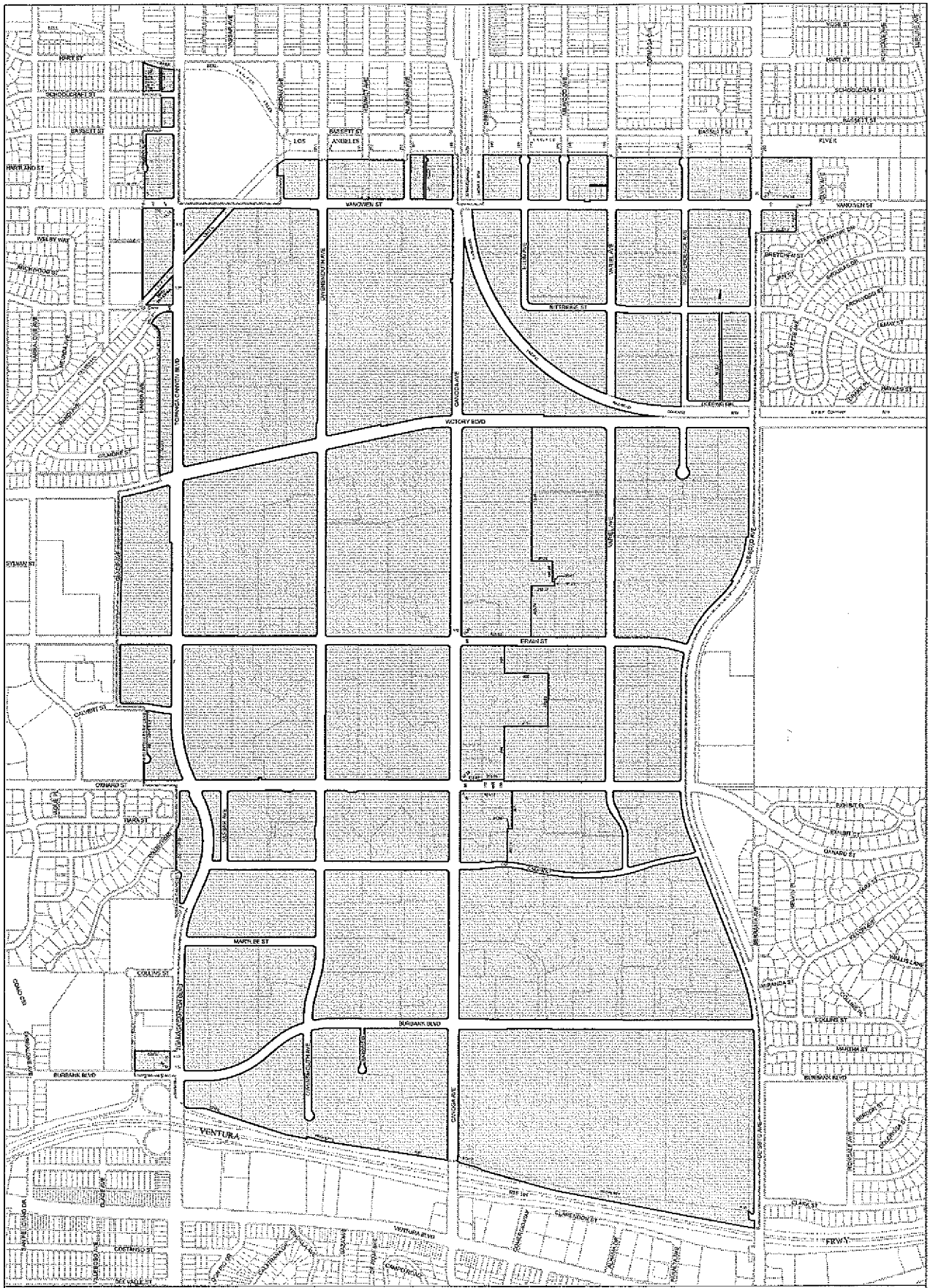
NOW, THEREFORE, BE IT RESOLVED, that the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and the associated Transportation Element of the General Plan be amended.

BE IT FURTHER RESOLVED that the Final Environmental Impact Report has been found adequate to comply with the California Environmental Quality Act and the State and City Guidelines relating thereto and, that the City Council hereby certifies the Final Environmental Impact Report and instructs that a "Notice of Determination" be filed with the Los Angeles County Clerk and the Los Angeles City Clerk, in accordance with Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970, as amended.

Exhibit F:
General Plan Amendment Map

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013



GENERAL PLAN LAND USE

WARNER CENTER 2035 PLAN

Canoga Park - Winnetka - Woodland Hills - West Hills

C.M. 183 B 101, 183 B 105, 183 B 109, 180 B 101, 180 B 105
180 B 109, 177 B 101, 177 B 105, 177 B 109, 174 B 101
174 B 105, 174 B 109, 171 B 105, 171 B 109

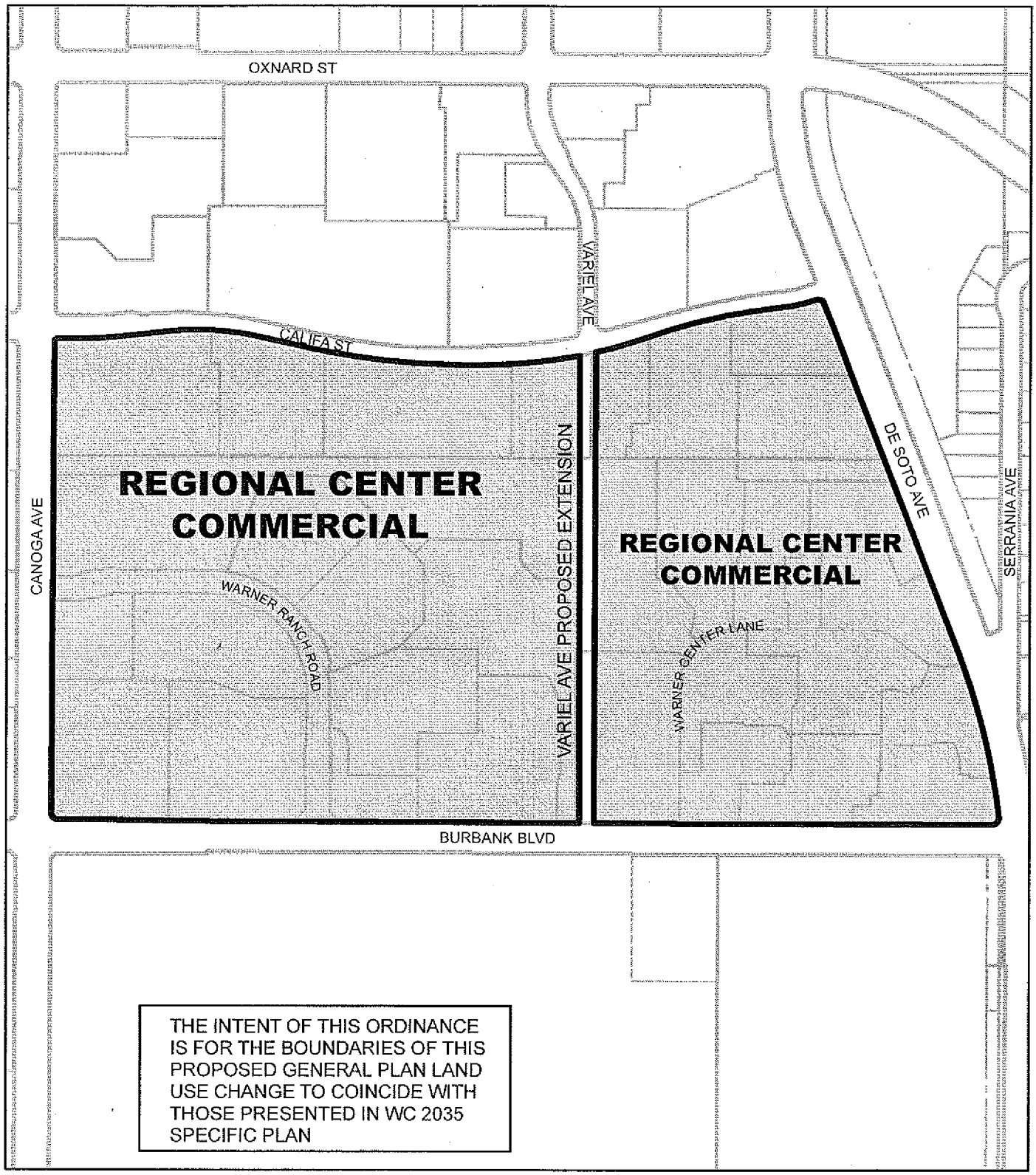
CPC 2006-3470-SP-GPA-SUD

110612

AAV

ALL BOUNDARIES FOLLOW EXISTING GENERAL PLAN LAND USE, EXCEPT WHERE NOTED.

Area Mapped



0 150 300
Feet

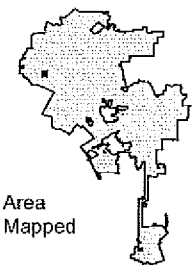
WARNER CENTER 2035 PLAN

C.M. 177 B 105, 177 B 109 174 B 105, 174 B 109	CPC-2008-3470-SP-GPA-SUD

020413

AA/

CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS



Area Mapped

Data Sources: Department of City Planning, Bureau of Engineering

Exhibit G:
General Plan Amendment Community Plan Text

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

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

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

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

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

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

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

Warner Center 2035 Plan

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

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

In its present form, the area contains many low rise office buildings, as well as several high rise skyscrapers, notably three that are all in the same lot of land (all three being zoned out for commerce). There is also some residential and industrial, as well as some retail such as the

Westfield Promenade and Plaza. The western-most stop of the Orange Line Transitway ends at the transit hub of the same name on Owensmouth Street, in between Erwin and Oxnard streets. The transitway opened on October 29, 2005. Los Angeles Pierce College (a community college) is located east of the Center.

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

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

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

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

A BRIEF HISTORY OF PLANNING IN WARNER CENTER	
Year	**Planning Effort**
1971	Warner Center Specific Plan is the first Specific Plan adopted under the Charter of the City of Los Angeles. It includes the west half of current Warner Center (west of Canoga Avenue).
1974	Concept Los Angeles (the Centers Concept) identifies Warner Center as a transit-served, multi-use Regional Center with a at mid- and high-rise development intensities.
1984	Warner Center Specific Plan is updated. It shows a future regional transit stop at Owensmouth and Oxnard, with high density (high rise) development along Owensmouth and medium density (mid-rise) along Canoga, with a goal at least a 3:1 FAR.
1993	Warner Center Specific Plan is updated. FARs are reduced due to traffic concerns as no regional transit is anticipated in the near future. All zones, including C/I , allow residential development.
1994	General Plan Framework refines the Center's Concept. Warner Center is

	elevated to the largest of 8 Regional Centers in the San Fernando Valley. Regional Centers are defined as major transit hubs with 6- to 12-story (or higher) buildings.
1994	The City Council adopted an amendment (Ordinance No. 170,004) to the Warner Center Specific Plan related to TDM requirements to provide more efficient permit processing and to assist businesses affected by the January 1994 Northridge earthquake.
1997	Under Ordinance No. 171529, the City Council adopted another amendment to the Warner Center Specific Plan for the long-term revisions of the TDM section to clarify and streamline the overall TDM provisions of the Specific Plan. These revisions also included a minor clarification of the definition of "Project"; a minor clarification that intercept parking provisions apply only to office uses; and a minor revision to the shared parking provisions.
2000	The City Council adopted amendments to the Warner Center Specific Plan under Ordinance Nos. 173,071 and 173,072 consistent with the revised environmental analysis conducted by the City. The City revised its 1992 EIR air quality and noise analysis in a subsequent SEIR dated May 1999. The amended Specific Plan ordinances, incorporating the mitigations measures for the air quality and noise impacts identified in the Draft and Final SEIR.
2001	The City Council amended the entire Specific Plan under Ordinance No. 174,061. The amendments were two-fold: 1) To update the Specific Plan, based upon the 1999 SEIR analyses for noise and air quality, to change it from a 20-year, four phase plan (establishing a maximum development level of 35.7 million square feet of non-residential development) to a Phase I only Specific Plan (establishing a maximum of 21.5 million square feet of non-residential development or to the end of the year 2010, whichever comes first); and 2) To refine the Specific Plan's development standards, as they relate to the Plan's Phase I only development requirements.
2005	The Orange Line, a bus in its own right-of-way connecting Warner Center and North Hollywood begins operation and soon has a higher ridership than the light rail Gold LIne. Warner Center has 3 stops: 2 on the Orange Line ROW - DeSoto and Canoga - and one off line at the Owensmouth Transit Hub.
2005	The Los Angeles City Council initiates the restudy of the Warner Center Specific Plan including the creation of a Citizen's Advisory Committee to work with the City on the development of the new Specific Plan.
2008-2009	Update of land use and urban design elements of the Specific Plan begins in July. At all 5 community workshops, each attended by about 70 community members, the concept of a sustainable, transit-oriented, mixed use regional center is supported by attendees.
2009	Orange Line extension north along Canoga to Chatsworth is approved in January with construction scheduled to start in June, making the Canoga station even more important to Warner Center.

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

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

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

Due to a considerable amount of development of the Warner Center area during the 1970s, in the mid-1980s, a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and to provide design and aesthetic standards for the Warner Center area. As a result, in 19984, the Specific Plan was reviewed under recommendation from the City Council. In 1985 the City Council authorized preparation of a Transportation Demand Management Plan for Warner Center. The Department of City Planning began the restudy in 1985 in conjunction with a Citizen's Advisory Committee (CAC). The restudy was completed in 1987 and work on a Transportation Management and Improvement Plan (TIMP) began. In August of 1991 a Draft EIR on the Specific Plana and TIMP was published. A revised Specific Plan was prepared allowing development to occur in three phases: Phase I would allow up to 21.5 million square feet (msf) of non-residential development, Phase II would allow 27.5 msf and Phase III would allow 35.7 msf.

B. Background of the Specific Plan (1993-2005)

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

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

Management (TDM) programs. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC).

Also, the Specific Plan was designed to encourage residential use -- residential use is permitted as a conditional use in the industrial (M) zones and a height bonus is provided for any residential component of mixed-use projects in the areas zoned for commercial and industrial (C and M zones), in addition FAR bonuses were identified in certain areas. No limit was placed on residential development. Approval of each phase was based on demonstrating that performance standards had been met.

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

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

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

C. Specific Plan Restudy (2005-2013)

When the Specific Plan was adopted in 1993, commercial growth in Warner Center was higher than residential growth. In order to encourage residential growth and create more balance, transportation fees and other restrictions were not required on residential projects as they were on commercial and industrial development. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet, however, there was no limit on the residential units allowed.

As residential development outpaced that anticipated for 2010 (3,000 units were reached in 2005, while commercial development remained at about 17.5 million square feet), the community became concerned with this unanticipated development and associated impacts. In addition, the community and the Woodland Hills Warner Center Neighborhood Council were concerned that design and aesthetic standards in the 1993 Specific Plan were minimal. To

address these concerns, Interim Regulations were adopted in 2005 to limit new residential growth until the Specific Plan could be updated.

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

D. The Warner Center 2035 Plan

The revision was developed to address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The revision provides for sustainable development where people could live, work and play and where day-to-day needs could be met by walking, bicycling and local transit. Under the**Warner Center 2035 Plan**, adopted <insert date>, Warner Center is envisioned to have a mix of uses to promote a jobs/housing balance. These uses will have access to local and regional transit, aggregated, publicly accessible open space, local services, neighborhood serving retail and other land uses promoting walkability and transit use.

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

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

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

Exhibit H:
General Plan Amendment Community Plan Footnotes

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

AMENDMENT TO THE CANOGA PARK-WEST HILLS- WINNETKA-WOODLAND HILLS COMMUNITY PLAN MAP – PLAN AMENDMENT TO REGIONAL CENTER COMMERCIAL, STREET REDESIGNATION OF VARIEL AVENUE, EXTENSION OF VARIEL AVENUE, AND NEW FOOTNOTE NO. 11

The existing Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan Map is hereby amended to add the Regional Center Commercial Land Use Designation over the **Warner Center 2035 Plan** and as well add the following Footnote No. 11 to the Map legend. The amendments are as follows:

Community Plan Map Amendment No. 1 (Land Use Designation)

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

Community Plan Map Amendment No. 2 (Street Designation)

Variel Avenue between Oxnard Street to the north and Califa Street to the south re-designated on the Community Plan from a Local Street to a Collector Street with a corresponding amendment and re-designation on the City's Transportation Element - Highways and Freeways Map.

Community Plan Map Amendment No. 3 (New Street)

Approximately 1,300 feet of Variel Avenue extended from Califa Street to the north to Burbank Boulevard to the south with a street designation on the Community Plan as a Collector Street and a corresponding amendment and designation on the City's Transportation Element - Highway and Freeways Map.

Footnote No. 11

Addition of a new footnote, with outline of the Warner Center area, as follows:

11. The **Warner Center 2035 Plan** is designated as Regional Center Commercial on the Community Plan Map. This Regional Center designation allows for residential, commercial, and hybrid industrial uses as outlined in the Specific Plan. All such uses are consistent with this Warner Center land use designation. The hybrid industrial uses support the commercial orientation of the Regional Center.

Exhibit I:
Mobility Improvement Trust Fund Ordinance

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

PROPOSED ORDINANCE NO. _____

An ordinance adding Chapter __ to Division 5 of the Los Angeles Administrative Code to establish the "Warner Center 2035 Plan Mobility Improvement Trust Fund."

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

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

Sec. ___. WARNER CENTER 2035 PLAN MOBILITY IMPROVEMENT TRUST FUND

A. There is hereby created within the Treasury of the City of Los Angeles a special fund known as the "Warner Center 2035 Plan Mobility Improvement Trust Fund" (which amends and supersedes the Warner Center Transportation Improvement Trust Fund established by the City Council on April 14, 1988 under Council File No. 82-1003), herein after referred to as "the Fund," to be administered by the Department of City Planning in accordance with City practice and in compliance with Government Code Section 66000, et seq.

B. The Fund shall be used for the deposit of fees for the purpose of receiving and disbursing, as authorized, payments of the Mobility Impact Assessment (MIA) fees calculated by the Department of Transportation and collected by the Department of City Planning pursuant to Section 7 of the Warner Center 2035 Plan.

C. The Department of City Planning shall collect payments derived from all projects specified in Section 7 of Warner Center 2035 Plan area, and remit all such funds to the Treasury for deposit into "the TIMP Fund". All interest or other earnings from money received into the Fund shall be credited to the Fund and devoted to the purposes set forth herein.

D. All monies from the Fund shall be expended only as provided in Section 7 of the Warner Center 2035 Plan and pursuant to the following restrictions:

1) No more than five (5) percent of the total revenues in the Fund each year shall be used for administrative expenditures, including, but not limited to, staff for the Departments of City Planning and Transportation.

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

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

Section 2. The City Clerk shall...

Exhibit J:
Transportation Element Language – General Plan Amendment

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

AMENDMENT TO THE CITY OF LOS ANGELES' TRANSPORTATION ELEMENT – HIGHWAY AND FREEWAYS MAP – STREET REDESIGNATION OF VARIEL AVENUE FROM OXNARD STREET TO THE NORTH TO CALIFA STREET TO THE SOUTH AND THE EXTENSION OF VARIEL AVENUE FROM CALIFA STREET TO THE NORTH TO BURBANK BOULEVARD TO THE SOUTH

The City's Transportation Element – Highway and Freeways Map shall hereby be amended to:

General Plan (Transportation Element) Amendment No. 1 (Street Designation)

Variel Avenue between Oxnard Street to the north and Califa Street to the south re-designated on the General Plan (Transportation Element – Highways and Freeway Map) from a Local Street to a Collector Street with a corresponding amendment and re-designation on the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan Map under a separate General Plan amendment.

General Plan (Transportation Element) Amendment No. 2 (New Street)

Approximately 1,300 feet of Variel Avenue extended from Califa Street to the north to Burbank Boulevard to the south with a street designation on the General Plan (Transportation Element – Highways and Freeway Map) as a Collector Street and a corresponding amendment and designation on the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan Map under a separate General Plan amendment.

General Plan (Transportation Element) Amendment No. 3 (Warner Center Street Reclassifications)

Reclassification of several streets within the Warner Center 2035 Plan boundaries including Burbank Boulevard, Canoga Avenue, De Soto Avenue, Owensmouth Avenue, Oxnard Street, Topanga Canyon Boulevard, Vanowen Street, Variel Avenue, and Victory Boulevard per Figures 1-12 of the Plan.

Exhibit K:
Cultural Arts Trust Fund Ordinance

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

PROPOSED ORDINANCE NO. _____

An ordinance adding Chapter __ to Division 5 of the Los Angeles Administrative Code to establish the "Warner Center 2035 Plan Cultural Affairs Trust Fund".

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

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

Sec. ___. WARNER CENTER CULTURAL AFFAIRS TRUST FUND

A. There is hereby created within the Treasury of the City of Los Angeles a special fund known as the "Warner Center 2035 Plan Cultural Affairs Trust Fund", herein after referred to in this article as "the Fund", to be administered by the Cultural Affairs Department.

B. The Department of Building and Safety shall collect all fees that would otherwise be contributed into the Citywide Arts Fund pursuant to the Arts Development Fee Ordinance, Ordinance No. 166,725, from all projects pursuant to Section 9 of the Warner Center 2035 Plan and remit all such funds to the Treasurer for deposit into Fund.

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

D. All monies from the Fund shall be expended for the purpose of providing cultural and artistic facilities, services and community amenities, which shall be available to Projects and their future employees in the Warner Center Specific Plan area, as provided in Section 9 of the Warner Center 2035 Plan.

E. Expenditures shall be authorized pursuant Section 9.4 of the Warner Center 2035 Plan.

Section 2. The City Clerk shall...

Exhibit L:
Supplemental Use District – Warner Center 2035 Plan Sign District Ordinance

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

ORDINANCE NO.

An Ordinance establishing the Supplemental Use District known as the *Warner Center 2035 Plan* Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (the Code).

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

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

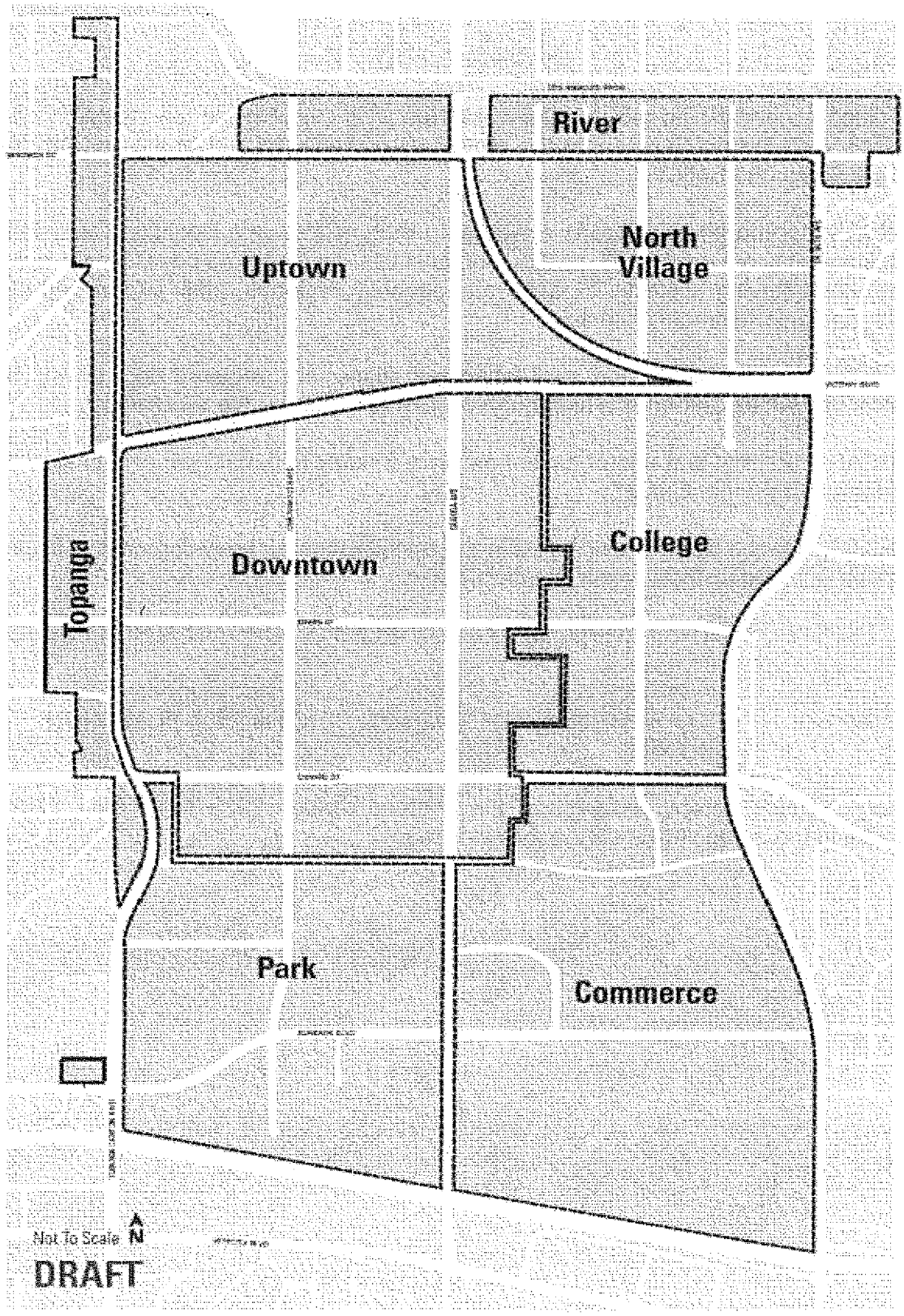
WHEREAS, durability and use of environmentally friendly materials are essential to the sustainability of Warner Center.

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

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

SECTION 1. ESTABLISHMENT OF WARNER CENTER 2035 PLAN SIGN DISTRICT

The City Council hereby establishes the Warner Center 2035 Plan Sign District applicable to the areas shown on the following map:


River
Uptown
North
Village
Topanga
Downtown
College
Park
Commerce
Not To Scale
N
DRAFT

SECTION 2. PURPOSE

This Ordinance is enacted to establish to create a Supplemental Use District which will provide standards for signage in Warner Center specifically to:

A. Support land uses and urban design objectives of the Warner Center2035 Plan.

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

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

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

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

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

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

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

SECTION 3. APPLICATION OF SUPPLEMENTAL USE DISTRICT REGULATIONS

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

SECTION 4. DEFINITIONS

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

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

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

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

Billboard. Any sign on one or more poles or columns which has the following qualities: 1) It is four feet or greater in height as measured from the natural or finished grade, whichever is higher, to the bottom of the sign; and 2) It is structurally separate from an existing building or other improvement on a lot; and/or 3) It is supported by an independent footing inside an existing building or other improvement on a lot extending through the roof of the supporting structure; and/or 4) It is supporting a sign panel that is attached to the pole(s), post(s), or column(s) and that may be cantilevered over a building or structure on the lot.

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

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

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

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

Controlled Refresh II. The refresh rate of a sign, inclusive of any change in whole or in part of the sign image, is no more frequent than one refresh event every six hours, with

an instant transition between images. The sign image must remain static between refreshes.

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

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

Digital Display. A sign face, building face, and/or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of or attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

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

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

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

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

Integral Large-Scale Architectural Lighting. Large-Scale Architectural Lighting is a sign with the following characteristics: 1) It Is attached directly to and made integral with architectural elements on the facade of a building; and 2) It contains individual pixels of a digital light source that are embedded into architectural components separated vertically Or horizontally from one another, and are of a design that allows outward views from and within the supportive structure. Such a design may include low resolution digital mesh or netting, individual large scale pixels covering a building wall

diffused behind translucent material, or horizontal or vertical LED banding integrated into the spandrels or louvers of a building's architecture.

Interior Sign. Any sign (a) within an interior courtyard, interior concourse or interior plaza of a non-historic building that is not visible in any way from the street, public right-of-way, publicly accessible pathway or publicly accessible plaza adjacent to a public right-of-way, and (b) is not visible from any adjacent lot not under common ownership as the lot with the interior sign.

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

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

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

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

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

Off-Site Advertising Sign: Signs which display off-site advertising content for goods not on the premise. For purposes of the sign regulations in this Ordinance, the premises shall include all properties within the combined boundaries of contiguous lots and parcels under common ownership.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 5. PROCEDURAL REQUIREMENTS

A. Building Permits

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

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

B. Director Sign Off

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

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

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

C. Project Permit Compliance

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

1) Aerial View Sign.
2) Digital Display.

3) Identification Sign that is larger than 75 square feet in area, or any Identification Sign in Vertical Zone 4.
4) Integral Digital Display.
5) Large-Scale Architectural Lighting.
6) Off-Site Sign.
7) Pedestrian Signs.
8) Projecting Sign.
9) Scrolling Digital Display.
10) Wall Signs, 75 square feet in area or greater, or any wall sign located in Vertical Sign Zone 2.

D. Application for Project Permit Compliance

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

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

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

E. Findings Required for Project Permit Compliance Review

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

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

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

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

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

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

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

F. Request for Adjustments and Exceptions from Regulations

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

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

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

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

SECTION 6. GENERAL REQUIREMENTS

A. General Requirements of the Code

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

B. Prohibited Signs

The following signs shall be prohibited:

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

C. Creation of Sign Sub-Districts

For sign regulation purposes, the Warner Center 2035 Plan Sign District is as shown on the Map above which support the overall design and land use concept of the Warner Center 2035 Plan. There are eight (8) sub-districts created and established within the Warner Center 2035 Plan Sign District.

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

D. The Vertical Sign Zone (VSZ)

1) Creation of the Vertical Sign Zone (VSZ)

For sign regulation purposes, the Warner Center Sign District area is divided into three (3) VSZ's, as shown on Exhibit B attached hereto and made a part hereof for all purposes. The purpose of the VSZ's is to

address different sign viewing distances, including pedestrian views from street level, pedestrian views from a distance, and views from vehicles. The VSZ's are applicable to Permitted Signs in all Sign Districts. The VSZ includes the following zones:

Vertical Sign Zone 1, located at the ground floor level, defined as 0 foot up to 35 feet above grade.

Vertical Sign Zone 2, located at the podium or mid-level of multi-story buildings, defined as over 35 feet up to 100 feet above grade.

Vertical Sign Zone 3, located at the upper levels of mid-to high-rise buildings, defined as over 100 feet above grade to within 26 feet of the top of the building.

Vertical Sign Zone 4, located at the top of the buildings, defined as the area from 26 feet below the top of the building to the top of the building.

2) Signs within More than One Vertical Sign Zone

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

3) Permitted Locations of Sign Types by Vertical Sign Zones

Vertical Sign Zone 1 (0 Feet Up to 35 Feet)
Architectural Ledge Sign
Awning Sign
Hanging Sign Identification Sign
Information Sign
Marquee Sign
Monument Sign
Pedestrian-Oriented Projecting Sign
Pillar Sign
Projecting Sign
Wall Sign
Window Sign

Vertical Sign Zone 2 (35 Feet Up to 100 Feet)
Large-Scale Architectural Lighting*
Projecting Sign*
Wall Sign*
Integral Digital Display Sign*
Scrolling Digital Display*

**only permitted in Uptown and Downtown Signage Subdistricts*

Vertical Sign Zone 3 (Above 100 Feet to 26 Feet From Building's Top)
Large-Scale Architectural Lighting Only

Vertical Sign Zone 4 (26 Feet From Building Top to Its Absolute Top)
Aerial View Sign
Large-Scale Architectural Lighting
Tall Building Sign

E. Digital Displays.

Digital Displays are permitted only on Marquee Signs, Integral Digital Display Signs, Scrolling Digital Display Signs, and Wall Signs, under the following specifications:

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

2. A Digital Display shall be permitted on a Marquee Sign, including a theater Marquee Sign.

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

4. A Digital Display shall be permitted on an approved Integral Digital Display Sign.

5. No Digital Displays are permitted in Vertical Sign Zone 3 or 4. Digital Wall Signs are not permitted in Vertical Sign Zone 1.

6. Digital Displays are permitted only in the Uptown and Downtown signage sub-districts.

F. Animation.

Animation of Marquee Signs, Integral Electronic Display Signs, Scrolling Digital Displays and Wall Signs shall be permitted in the Uptown and Downtown signage sub-districts. Animation of signs is not permitted for any other type of size or in any other location. Marquee Signs and Wall Signs shall be restricted to Controlled Refresh I. Integral Electronic Display Signs shall be restricted to Limited Animation Refresh I. Scrolling Digital Displays shall be limited to Scrolling Animated Refresh.

G. Illumination.

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

review and monitoring of the displays in order to ensure compliance with the following regulations:

1) All illuminated signs shall be designed, located or screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit and into the window of any commercial building. If signs are 'to be externally lit, the source of the external illumination shall be shielded from public view.

2) Signage shall not use highly reflective materials such as mirrored glass.

3) In order to satisfy the requirements of the 2008 version of Title 24 of the California Code of Regulations, no signage display or lighting shall have a wattage draw exceeding 12 watts per square foot.

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

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

6) All light emitting diodes used within an Integral Digital Display shall have a maximum horizontal beam spread of 165 degrees and a maximum vertical beam spread of 65 degrees. All light emitting diodes shall be oriented down towards the street.

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

    a) In Vertical Sign Zone 1, all signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset. For displays that may not be illuminated past 2:00 a.m., at sunrise, the displays shall be illuminated at a brightness no greater than 2,650 candelas per square meter, transitioning smoothly at a consistent rate for 45 minutes up to the maximum permitted daytime brightness. For all other displays, the displays shall transition smoothly at a consistent rate from the permitted nighttime brightness levels to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding 45 minutes after sunrise.

b) In Vertical Sign Zone 2, all signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness no greater than 5,000 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding 45 minutes after sunset. For displays that may not be illuminated past 2:00 a.m., at sunrise, the displays may be illuminated at a brightness no greater than 2,650 candelas per square meter, transitioning smoothly at a consistent rate for 45 minutes up to the maximum permitted daytime brightness. For all other displays, the displays shall transition smoothly at a consistent rate from the permitted nighttime brightness levels to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding 45 minutes after sunrise.

c) In Vertical Sign Zones 3, all Large Scale Architectural Lighting shall have a maximum nighttime brightness no greater than 120 candelas per square meter, and a daytime brightness no greater than 5,000 candelas per square meter. The lighting displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels beginning at 45 minutes prior to sunset and concluding the transition to the nighttime brightness 45 minutes after sunset. The lighting displays shall also transition smoothly at a consistent rate from the permitted nighttime brightness to the permitted daytime brightness beginning 45 minutes before sunrise and ending 45 minutes after sunrise.

d) In Vertical Sign Zones 4, all permitted signage shall have a maximum nighttime brightness no greater than 120 candelas per square meter, and a daytime brightness no greater than 5,000 candelas per square meter. The lighting displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels beginning at 45 minutes prior to sunset and concluding the transition to the nighttime brightness 45 minutes after sunset. The lighting displays shall also transition smoothly at a consistent rate from the permitted nighttime brightness to the permitted daytime brightness beginning 45 minutes before sunrise and ending 45 minutes after sunrise.

H. Illumination Testing Protocol.

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

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

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

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

2) If at any time LADBS has good cause to believe the Project's signage lighting is not in compliance with the Code or this Ordinance, LADBS may request, at the expense of the Applicant or its successor, the testing protocol outlined in this section be implemented to determine compliance. If the testing reveals that the signage is not in compliance with the Code, this Ordinance, or mitigation measures set forth in the Environmental Impact Report that the City certified for this Ordinance, the Applicant or its successor shall adjust the signage to bring it into compliance immediately.

I. Refresh Rate.

See Section F, which establishes the Refresh Rates for all Digital Displays, Scrolling Digital Displays, and Large Scale Architectural Lighting. No sign or lighting is granted an unrestricted refresh rate. All other sign types shall remain static. All signs and lighting shall remain static outside of the Uptown and Downtown Signage Subdistrict.

J. Sign Hours of Operation.

Operating hours shall be 7 a.m. to 2 a.m. for signs located in Vertical Sign Zones 1 and 2. Operating hours shall not be limited for signs and lighting located in Vertical Sign Zone 3 and 4.

K. Maximum Permitted Combined Sign Area.

1) The Combined Sign Area of signs shall not exceed 3.0 square feet for each linear foot of street frontage in the Uptown and Downtown Signage Subdistricts. The Combined Sign Area of signs in all other Signage Subdistricts shall not exceed 2.0 square feet for each linear foot of street frontage.

2) Where permitted, the Combined Sign Area of all signs located in VSZ2 along a street frontage shall not exceed 30% of the building wall area in VSZ2.

3) For purposes of this ordinance, a Mural shall count in its entirety as sign area.

L. Design and Materials.

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

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

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

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

M. Interior Signs

Interior Signs are not subject to review under this ordinance and shall not count against maximum combined sign area.

N. Off-Site Sign Content.

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

O. Fire Safety.

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

P. Hazard Review.

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

Q. Visual Maintenance.

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

1) The building and ground area around the signs shall be properly maintained. All unused mounting structures, hardware, and wall perforation from any abandoned sign shall be removed and building surfaces shall be restored to their original condition.

2) All signage copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.

3) All sign structures shall be kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.

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

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

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

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

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

R. Existing Signs.

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

S. Alterations, Repairs or Rehabilitation.

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

T. Other Regulations.

All signs in the Warner Center 2035 Sign District shall meet the following criteria:

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

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

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

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

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

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

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

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

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

U. Removal of Existing Non-Conforming Signs.

A building permit for a new Digital Sign, Supergraphic Sign, or a new Integral Electronic Display Sign within the Warner Center 2035 Sign District shall not be issued until all prohibited signs, including billboards, solid panel roof signs and pole signs, regardless of whether or not such signs were legally permitted, have been removed from the property and the removal has been inspected and approved by the Director.

SECTION 7. STANDARDS FOR SPECIFIC TYPES OF SIGNS

A. Aerial View Signs.

Aerial View Signs are permitted in Vertical Sign Zone 4 only. Aerial View Signs may not be viewable from any public right-of way, and may not be illuminated.

B. Architectural Ledge Signs.

1) General.

a) Individual letters or numbers no taller than 24" or an icon no taller than 24" may stand atop or be suspended from a ledge.

b) Solid panels and Can Signs are not permitted as Architectural Ledge Signs.

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

2) Location.

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

3) Dimensions.

a) Height.

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

b) Length.

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

c) Suspension.

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

4) Projection.

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

C. Awning Signs.

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

D. Digital Displays.

1. A Digital Display shall only be permitted as a Marquis Sign, Scrolling Digital Display, Integral Digital Display, or Wall Sign. Digital Displays shall be limited to:
    a. Downtown and Uptown Districts
    b. Vertical Zones 1 and 2
    c. 300 square feet in area or less, except for Integral Digital Displays. Integral Digital Displays shall be a minimum of 800 square feet in area, and a maximum of 3200 square feet in area.
2. Location

Digital Display shall be located in the Uptown and Downtown Sign Subdistricts only. No Digital Display signs shall be oriented towards Topanga Canyon Boulevard.

E. Integral Digital Display Signs.

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

1) General.

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

2) Location.

a) Integral Digital Display Signs shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building unless:

(1) The operability and functionality of all windows, doors, vents, or openings covered by such Integral Digital Displays are maintained to the building's design standards.

(2) Visibility from the interior of each window covered by such Integral Digital Display is maintained to the building's design standards.

(3) The Integral Digital Display maintains a minimum space of 12 inches in vertical or horizontal dimension between individual lighting components embedded into any mesh, netting, horizontal louvers, vertical louvers, or similar installations. Each horizontal or vertical component may have a consistent linear row of pixels; however, each component or row must maintain a minimum space of 12 inches between components or rows. This requirement is subject to the 20% adjustment procedure set forth in Section 11.5.7 E of the Code. This required spacing serves to maintain lower resolution imagery and allow both outward

and inward views of the building's windows, doors, vents, and openings.

b) Integral Digital Displays shall be limited to Vertical Sign Zones 2, and only in the Downtown and Uptown Districts..

3) Area.

Integral Digital Displays shall be a minimum of 800 square feet in size, and a maximum of 3200 square feet in size

F. Identification Signs.

1) General.

Identification Signs shall be limited to a logo, generic type of business, or the name of a business or building. Identification Signs may be Digital Displays or Integral Digital Displays, Wall Signs, or other types of installation as allowed by this Ordinance.

2) Location.

Identification Signs shall be permitted in VSZ1 only.

G. Hanging Signs.

1) General.

a) A Hanging Sign shall consist of individual letters or numbers no taller than 24 inches, or an icon no taller than 24 inches. Such letters, numbers, or icon shall be suspended from a ledge.

b) Solid panels and Can Signs are not permitted as Hanging Signs.

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

d) No message, graphic or symbol shall be located on that portion of a hanging sign that is perpendicular to the facade of the structure to which the sign is affixed.

2) Location.

A Hanging Sign shall only be located over an entranceway or window on the first floor of a building.

3) Dimensions.

a) The lowest portion of a suspended Hanging Sign shall be at least eight feet above the natural or finished grade as measured vertically.

b) Suspension supports which are constructed for the purpose of supporting a Hanging Sign may not exceed 24 inches in height as measured *vertically* from the top of the letter or symbol to the bottom of the supporting architectural appurtenance, nor may those supports exceed 8 inches in width as measured horizontally.

4) Projection.

A ledge designed to support a Hanging Sign may project a maximum of three feet from the building face where the sign is located.

H. Information Signs.

Unless otherwise specified in this Ordinance, an Information Sign shall comply with Section 14.4.7 of the Code.

I. Large-Scale Architectural Lighting.

1) General.

Large-Scale Architectural Lighting shall contain no text, logos, or messages, and shall serve only to highlight or accentuate vertical, horizontal, or other elements of the structure. All Large-Scale Architectural Lighting shall be considered only at the time of building design development; pursuant to Section 5.C.

2) Location.

a) Large-Scale Architectural Lighting shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building.

b) Large-Scale Architectural Lighting shall be permitted in Vertical Sign Zones 2, 3 and 4.

3) Area.

Large-Scale Architectural Lighting that conforms to this Ordinance shall not count as sign area, and shall not be included in the Maximum

Permitted Combined Sign Area calculation. Large-Scale Architectural Lighting that acts to extend a sign image background over a larger architectural area shall be included in the calculation of sign area.

J. Marquee Signs

1) Area.

The maximum size of any Marquee sign shall not exceed 75 square feet in area.

K. Monument Signs.

Unless otherwise specified in this Ordinance, a Monument Sign shall comply with Section 14.4.8 of the Code.

L. Pedestrian Signs.

1) General.

a) No text, message or logo shall be permitted on that portion of a Pedestrian Sign that is parallel to the face of the building.

a) The text, message or logo on a projecting sign shall consist of individual, dimensional letters or graphic elements that are applied onto the sign surface.

c) A Pedestrian Sign shall not be a Can Sign.

2) Location.

a) Each tenant space that is located on the ground level of a building may have one Pedestrian Sign within five linear feet of the main entrance of that tenant space.

b) Each tenant space that is located on a second floor level of a building may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the tenant space floor space on the ground level.

3) Dimensions.

a) Width.

No portion of a Pedestrian Sign that is parallel to the face of the building shall exceed two feet in width.

b) Height.

No portion of a Pedestrian Sign shall be located less than eight feet above the sidewalk grade to the bottom of the sign.

4) Individual Sign Area.

The sign area for a Pedestrian Sign shall not exceed six square feet for each sign face.

5) Projection-Building Facade.

A Pedestrian Sign may project up to three feet from the face of the building.

M. Pillar Signs.

Pillar Signs shall comply with the following regulations:

1) General.

A Pillar Sign shall not be a Can Sign. A Pillar Sign shall not be a Digital Display.

2) Location.

a) A new Pillar Sign shall not be permitted on a lot which has an existing Billboard or pole sign.

b) Pillar Signs shall not be permitted on that portion of a lot having less than 50 feet of street frontage.

c) A Pillar Sign shall be set back at least ten feet from the intersection of a driveway and the public right of way and shall not interfere with or present a hazard to pedestrian or vehicular traffic.

d) A Pillar Sign shall be located at least 7.5 feet from interior lot lines and at least 15 feet from any other Pillar Sign, Monument Sign, Projecting Sign, Billboard or Pole Sign.

e) There shall be no more than one Pillar Sign for every 150 feet of street frontage.

f) Pillar Signs shall be located in the Downtown Sign Subdistict only.

3) Dimensions.

a) Height.

(1) A Pillar Sign shall not exceed a height of 40 feet above the sidewalk grade or edge of roadway grade nearest the sign, as measured from the grade to the top of the sign.

(2) The top of a Pillar Sign shall be at least three feet below the height of any adjacent building facade on the lot where the Pillar Sign is located.

c) Width.

The maximum horizontal dimension of any portion of a Pillar Sign shall not exceed five feet.

4) Landscaping Requirements.

Landscaping shall be provided at the base of the supporting structure equal to twice the area of the largest face of the sign.

N. Projected Image Signs.

1) Location.

Projected Image Signs shall only be permitted in Vertical Sign Zone 2.

2) Area.

The entirety of the projected image, including background color, shall count as sign area. The sign area for an individual sign shall not exceed 300 square feet.

3) Change of Copy.

The copy of a Projected Image Sign must remain static and may be changed no more frequently than once every 24 hours.

O. Projecting Signs.

Projecting Signs shall comply with the following regulations:

1) General.

a) The text, message or logo on a Projecting Sign shall consist of individual, dimensional letters or graphic elements that are applied onto the sign surface.

b) No text, message or logo shall be allowed on that portion of a Projecting Sign that is parallel to the face of the building.

2) Location.

a) A Projecting Sign shall align with major building elements such as cornices, string courses, window banding, or vertical changes in material or texture.

b) There shall be a minimum distance of 20 feet, measured horizontally, between a Projecting Sign and any other type sign, except for a Pedestrian Sign, Identification Sign, Wall Sign or Window Sign.

c) A new Projecting Sign shall be located at least one foot from an interior lot line, as defined by the Department of Building and Safety.

d) A Projecting Sign shall only be located in Vertical Sign Zones 1 and 2.

3) Dimensions.

a) A Projecting Sign shall not exceed 80 feet in height as measured vertically from the bottom of the sign to the top of the sign.

b) The width of the sign face of a Projecting Sign that is perpendicular to the building shall not exceed 20 percent of the overall height of the sign and in no event shall exceed six feel. This measurement does not include the dimensions of the sign's supporting, structure.

c) No portion of a Projecting Sign that is parallel to the face of the building shall exceed two feet in width.

4) Extension Above The Roof.

A Projecting Sign may extend above the top of the wall or roof parapet of a building face but the extension shall not exceed 30 percent of the total vertical height of the projecting sign. In no event shall a Projecting Sign extend higher than 100 feet from grade.

5) Projection From The Building Face.

The planes of Projecting Sign faces shall be parallel to one another unless approved as a design element of a Project Permit Compliance review.

P. Scrolling Digital Displays.

1) General.

A Scrolling Digital Display may be a Digital Display.

2) Location.

a) Scrolling Digital Displays may only be located in the Uptown and Downtown Sign Subdistricts.

b) A maximum of three Scrolling Digital Displays are permitted in total, and must be located in Vertical Sign Zone 2.

c) A Scrolling Digital Display shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of buildings.

c) The uppermost portion of a Scrolling Digital Display shall be a maximum of 50 feet above the natural or finished grade as measured vertically.

3) Area.

A Scrolling Digital Display Sign shall not exceed 10 feet in vertical dimension and 300 square feet in total sign area

4) Refresh Rates, and Hours of Operation.

See Refresh Rate Section.

Q. Temporary Signs.

Unless otherwise specified in this Ordinance, a temporary sign shall comply with Section 14.4.16 of the Code.

R. Wall Signs.

1) Location.

a) No portion of any Wall Sign shall be located above the second story of the building on which it is placed or higher than 35 feet above grade as measured vertically, whichever is lower, except when permitted as an Identification Sign in Vertical Sign Zone 4. Wall

Signs may be located in Vertical Sign Zone 2 only in the Uptown and Downtown Sign Subdistricts.

b) A Wall Sign shall not cover the exterior of windows, doors, vents, or other openings that serve the occupants of a building.

2) Area.

A single Wall Sign shall not exceed 300 square feet in area, except when permitted as an Identification Sign in Vertical Sign Zone 4.

S. Window Sign.

Unless otherwise specified in this Ordinance, a Window Sign shall comply with Section 14.4.14 of the Code.

1) Location.

No portion of any Window Sign shall be located above the second story of the building on which it is placed or higher than 35 feet above grade, whichever is lower.

2) Area.

Window Signs located on or within six feet of the window plane, painted or attached, shall not exceed fifteen percent of the glassed area of the window in which the Window Sign is placed. The aggregate area of all Window Signs shall be included as part of the Maximum Permitted Sign Area.

SECTION 9. SEVERABILITY

If any provision of this Ordinance or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other provisions, clauses or applications of said ordinance which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Supplemental Use District Ordinance are declared to be severable.

SECTION 10. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, by a majority vote of all of its members, at its meeting of _____.

JUNE LAGMAY, City Clerk

By_____
Deputy

Approved_____

_____
Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By_____

KENNETH T. FONG
Deputy City Attorney

Date_____

Exhibit M:
Ordinance Repealing Existing Warner Center Specific Plan (Ordinance No. 174,061)

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

ORDINANCE NO._____

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

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

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

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

Section 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, by a majority vote of all of its members, at its meeting of _____.

, City Clerk

By_____
Deputy

Approved_____

_____
Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By_____

KENNETH T. FONG
Deputy City Attorney

Date_____

Exhibit N:
Warner Center Specific Plan Revision Market Study – Transit-Oriented Development Market Potential in Warner Center

CPC-2008-3470-SP-ZC-GPA-SUD

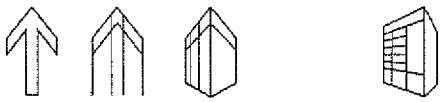
As Approved by the City Planning Commission
February 11, 2013

Warner Center Specific Plan Revision Market Study

Transit-Oriented Development Market Potential in Warner Center

May 2009

prepared for:
City of Los Angeles
Patricia Smith



STRATEGICECONOMICS

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I. INTRODUCTION AND EXECUTIVE SUMMARY

This report describes the research and market analysis performed by Strategic Economics to assess the viability of industrial, residential, and office land uses in the Warner Center Specific Plan area of the City of Los Angeles. The analysis examines the market potential to transition Warner Center toward becoming a vibrant, mixed-use, walkable, and transit-supportive district. To that end, the residential and office analyses include in-depth discussion of building types and location strategies since urban design will determine whether Warner Center successfully functions as such a district.

Throughout the community outreach process for the Warner Center Specific Plan restudy, stakeholders' concerns have been focused on ways to manage and reduce the negative impacts of growth. The accelerated pace of residential development over the last several years has triggered concerns that residential and employment growth will result in significantly worsened traffic congestion and overuse of existing public facilities.

At the same time, the community has expressed a desire for Warner Center to become a vibrant, high-quality, and walkable destination for residents of the Western San Fernando Valley. The Western San Fernando Valley lacks a downtown-type core that serves as an appealing public gathering space; Warner Center, currently a regional focal point for shopping and jobs, holds the strongest potential for becoming such a destination.

Fortunately, conversion of Warner Center to a transit-oriented development district would also mitigate the negative impacts of growth and provide the vibrant, walkable environment sought by many community members. As an existing regional transit hub, which includes three stops on the Orange Line bus rapid transit (BRT), Warner Center is uniquely positioned to become a transit-oriented district. However, this transformation will require significant changes to the existing land use mix, urban design, and street network. Therefore, this report evaluates the economic and market potential for development types that could support this transition.

The Basics of Transit-Oriented Development

The concept of "Transit-Oriented Development," or TOD, has recently gained popularity among the planning community as a strategy to focus development with the express purpose of reducing congestion by getting people to walk and take transit more. "Transit-Oriented Development" differs from "Transit-Adjacent Development" by creating an integrated urban design and land use pattern that facilitates access to a local transit station or stop. Density near transit does not equate with TOD if residents have difficulty accessing the transit, or if they still have to get in their car to complete most day-to-day trips.

TOD creates a synergy between land use and transit that reduces automobile dependency and delivers:

- Increased regional and local transportation options (transit, biking, walking, etc.)
- Minimized impacts on traffic
- A rich mix of housing, jobs, shopping, and recreation
- Creation of a sense of community and place
- Improved financial return from development and, therefore, increased opportunities to capture public benefit value
- Low cost ridership for transit (i.e. riders can walk between home and the station/stop instead of park-and-ride)

There are four basic components necessary for successful transit-oriented development:

- Quality transit (i.e. frequent service and an enjoyable ridership experience) must connect to regional destinations
- Dense development with limited parking

- Different uses within easy walking distance
- Planning at a district level, rather than for individual projects

Benefits of TOD

Transit-oriented development reduces automobile usage by allowing people to reach their destinations via alternative modes, such as walking, biking, bus, and train. As a result, such a district generates the following benefits:

- Reduced transportation costs
- Accommodates growth while minimizing its negative impacts
- Pedestrian activity increases safety and creates a dynamic environment
- Walkability encourages physical fitness
- Air pollution and oil-dependency are reduced

The Many Forms of TOD

TOD does not just take one form; a successful transit-oriented district can include a variety of different land uses, development intensities, and designs. **Figure 1-1** shows a sample of the many TOD place types that have been successfully proven to reduce congestion, increase transit use, and thus achieve the many benefits described above.

Warner Center as a Potential Transit-Oriented District

Although Warner Center is primarily an auto-oriented center, its fundamental mix of land uses and strong transit connectivity make it well positioned to become a transit-oriented district. An evaluation based on the four criteria described above demonstrates that while Warner Center requires significant change to become transit-oriented, the Specific Plan restudy presents an opportunity to facilitate this transition.

Criterion 1: Quality Transit

Figure 1-2 shows that, among the seven largest job concentrations in the San Fernando Valley, Warner Center is one of only two that are located on the regional transit network.[1] The terminus station on the Orange Line, at the Warner Center Transit Hub, is a critical component to Warner Center's transit connectivity, as it offers commuters in nearby office towers the ability to walk a minimal distance between the station and their job destination. Studies of transit commuter behavior in California have shown that commuters who take transit are less likely to walk a significant distance on the work end of their trip than on the home end. In other words, to enhance transit ridership, it is critical to locate jobs within close proximity to a given station area. Therefore, when the Orange Line is extended to Chatsworth, replacing the extension to the Warner Center Transit Hub will be a fundamental component of the area's potential transit-orientation.

Criterion 2: Dense Development with Limited Parking

During the housing boom of the last several years, Warner Center experienced a surge of relatively dense apartment development. However, the challenge to encouraging dense development with limited parking in Warner Center is a near-term inability to substantially reduce parking requirements for either residential or office development. Future transit-orientation may enable reductions in the residential parking ratio, but this will require a creative phasing strategy.

Criterion 3: Different Uses within Easy Walking Distance

Connectivity requires robust transit at the regional and local levels, but at the neighborhood level it also requires that people are able to walk for many of their day-to-day trips. A successful transit-oriented development will enable residents to walk to the dry cleaner, grocery store, and/or doctor from their residence and/or place of work. The specific plan can facilitate greater pedestrian orientation by establishing three major changes:

[1] Universal City is the other key job center on the regional transit network.

- Locating a grocery-anchored neighborhood shopping center near new residential development in the northeast area of Warner Center;
- Enabling streetscape improvements that improve the pedestrian environment for local residents and workers; and
- When possible, reducing the size of blocks to shorten pedestrian trips and eliminate the need for pedestrians to walk on major regional arterials.

Criterion 4: Planning at a District-, Rather Than a Project-Scale

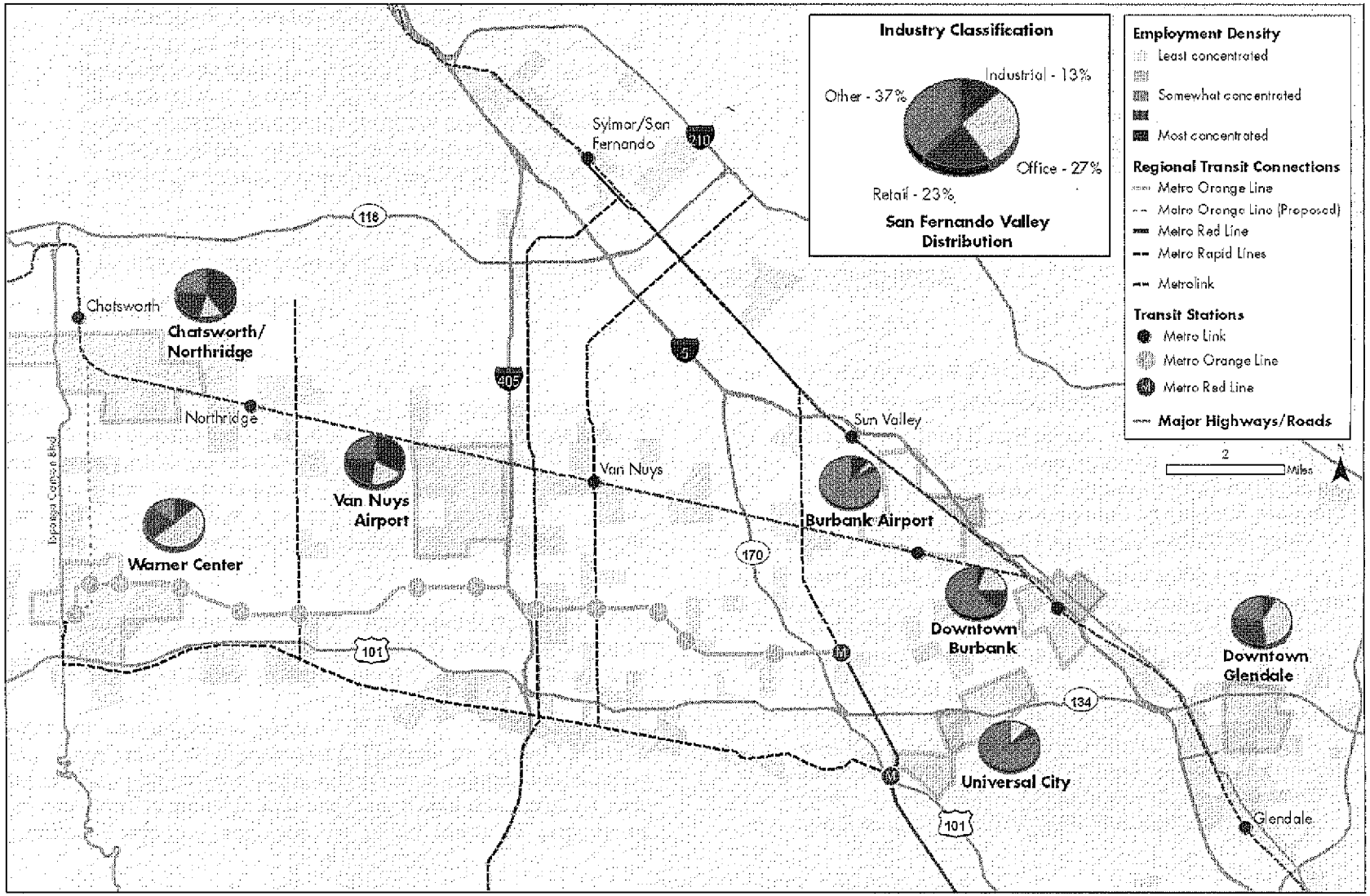
Recent development in the Warner Center has occurred on a piecemeal basis. However, to create a true transit-oriented district, strong connectivity between different land uses and development projects will be critical. Office workers must be able to walk or transit to the Westfield Village for lunch, and residents must be able to easily access daily shopping and service needs. Particularly for an area as large as Warner Center, with a wide diversity of land uses, this district-wide planning is crucial to enhance the market for transit-oriented development. The new Specific Plan offers an opportunity to create a more cohesive vision for the full area, and begin to plan internal circulation.

Figure 1-1: Sample of Possible TOD Place Types

TOD Type	Land Use Mix	Minimum Housing Density	Regional Connectivity	Frequencies
Urban Downtown	OfficeCenter Urban Entertainment Multifamily Housing Retail	>60 units/acre	High Hub of Radial System	<10 minutes
Urban Neighborhood	Residential Retail Class B Commercial	>20 units per acre	Medium Access to Downtown Subregional Circulation	10 minutes peak 20 minutes offpeak
Suburban Center	Primary Office Center Urban Entertainment Multifamily Housing Retail	>50 units/per acre	High Access to Downtown Subregional Hub	10 minutes peak 10-15 offpeak
Suburban Neighborhood	Residential Neighborhood Retail Local Office	>12 units/acre	Medium Access to Suburban Centers and Access to Downtown	20 minutes peak 30 minutes offpeak
Neighborhood Transit Zone	Residential Neighborhood Retail	>7 units/acre	Low Access to a Center	25-30 minutes Demand Responsive

Source: Center for Transit-Oriented Development

Figure 1-2: Warner Center's Regional Context: Job Centers and Transit in the San Fernando Valley



Source: US Census Bureau Longitudinal Employer-Household Dynamics (LEHD) 2004, ESRI, Strategic Economics 2008

II. INDUSTRIAL LAND SUPPLY ANALYSIS

Strategic Economics evaluated the future economic viability of industrial uses in the study area, and made recommendations for their future use. This analysis seeks to determine whether market-based and place-based conditions merit policies to strictly preserve industrial uses in Warner Center.

The analysis is structured based on the City of Los Angeles' 2004 report, *Key Industrial Land Use Findings and Issues,* and informed by other prominent studies completed throughout California in recent years.

This section first discusses the analytical approach and findings regarding Warner Center's current industrial land supply. It then examines the future potential for attracting green and clean technology uses to the area, and concludes with a summary of major findings and recommendations. **Appendix A** shows an evaluation of employment and employment trends in nine distinct subareas in Warner Center.

ANALYTICAL APPROACH

Analysis of industrial land demand and performance involved the following five steps:

1. *Evaluate the current and historic composition of employment in Warner Center, relative to the western San Fernando Valley.* Strategic Economics looked at the distribution of jobs and firms in Warner Center in 2008, and completed an historical trend analysis comparing Warner Center zip code 91367 with the western San Fernando Valley. This analysis was completed to evaluate the growing or declining economic competitiveness of industrial land-based sectors in Warner Center.
2. *Evaluate the regional positioning of Warner Center and availability of nearby industrial land.* This step included interviews with office and industrial brokers to understand the current locational advantages of locating in Warner Center, and gauge the industrial brokers' interpretation of future potential for industrial tenants.
3. *Understand the current composition of land uses, transit proximity, and overlay policies in Warner Center.* The evaluation of existing land uses was completed prior to the Specific Plan restudy, and is shown in **Figure 2-1.**
4. *Break Warner Center into nine distinct subareas, and evaluate the detailed employment composition of each one.* Industries were grouped into their most likely preferred land use category (e.g. retail, industrial, office, institutional) to approximate their spatial needs.
5. *Understand the continuum of asking rents for a variety of employment-serving land uses.*

MAJOR FINDINGS

1. Employment Composition

- Currently, manufacturing is the second largest industry by employment size, construction ranks 13th, and transportation/warehousing ranks 21st of 21 total 2-digit NAICS categories in Warner Center.
- Half of Warner Center's Manufacturing sector jobs are at Pratt & Whitney and Northrop Grumman combined. However, many of these jobs are more office-oriented in nature. Pratt & Whitney reports that only approximately

30 percent of their jobs are industrial-based, while the remaining 700 are office-based jobs such as engineering or business management. Moreover, Pratt & Whitney reports that they plan to relocate the 300 industrial jobs to another facility within the City of Los Angeles, and that 600 of the remaining 700 office-based jobs would be accommodated on-site in an office building. Northrop Grumman has further stated that many of their jobs are also office-based (i.e. engineering), rather than industrial-based.

- The Manufacturing sector lost establishments but gained jobs in Warner Center, with 11 percent growth from 1998 to 2006. Comparatively, the western San Fernando Valley lost 3 percent of its manufacturing jobs. (See **Table 2-1**)
- A closer look at the manufacturing sector shows that Warner Center's job growth occurred in Computer and Electronic Product Manufacturing, which suggests a growing cluster of jobs in the high tech industry. Many of these jobs may be software programming or engineering in nature. This may be attributed, for example, to the consolidation of Intuit's Ventura County offices in the LNR Warner Center office complex.
- The largest manufacturing employers are Pratt & Whitney Rocketdyne, Northrop Grumman, and ATK Advanced Weapons. In the once-competitive aerospace cluster, these firms, in addition to one other small firm, represent the only presence of aerospace remaining in Warner Center.
- From 1998 to 2006, office-based industries became more diverse, while manufacturing industries became less diverse in Warner Center.

2. Regional Positioning

- Brokers report that industrial users prefer to locate in Canoga Park or Chatsworth because rents are 30 to 40 percent less expensive than Warner Center.
- Industrial brokers state that light industrial tenants in Warner Center tend to be small, local serving firms. Brokers further state that much of their interest in industrial space is from atypical users, such as schools, churches, and health clubs. Generally there has been a conversion of flex industrial space to office space, which grosses higher rents.
- While the City's 2004 report found that "the second largest concentration of industrial employment is located in the West San Fernando Valley at 15%," SE has found that this concentration is primarily focused in the Chatsworth and Canoga Park areas to the north of Warner Center. Warner Center is separated from this concentration by a residential neighborhood.

3. Land Uses, Transit Proximity, Overlay Policies

- **Figure 2-2** shows the general land use character of each of Warner Center's nine subareas.
- Strategic Economics has found that subareas 1 and 2 – which, aside from Pratt & Whitney and Northrop Grumman are the primary concentrations of land in industrial use in Warner Center – have experienced significant residential and retail development over the last 10 years. This development has compromised the industrial nature of these subareas by making industrial parcels noncontiguous, and introducing potential land use conflicts (See **Figure 2-1**)
- **Figure 2-1** also shows that Subareas 1, 2, 6, 7, and 8 are within a quarter to half mile radius of the three Orange Line stops in Warner Center, and therefore offer important

future transit-oriented development opportunities. Strategic Economics' analysis has indicated that the concentrated office cluster in Subareas 7 and 8 makes this stop (the Warner Center Transit Hub) an important destination on the Orange Line, and the DeSoto and Canoga stops in Subarea 1 are important origin points. There is potential to create internal transit commuting and reduce auto trips by encouraging a more residential development pattern at DeSoto and Canoga, and a more employment-oriented development pattern at the Warner Center Transit Hub. Outside of Warner Center there are very limited TOD development opportunities at other Orange Line stations in the Western San Fernando Valley.

- These portions of Warner Center do not fall into a Community Redevelopment Agency jurisdiction.

4. Subarea Analysis

- **Appendix A** shows the detailed analysis SE has completed for 9 subareas in Warner Center.
- Districts 5 and 6 represent the greatest concentration of manufacturing jobs in Warner Center. This is solely due to the presence of Northrop Grumman and Pratt & Whitney, respectively.
- District 2 comprises the next highest share of manufacturing jobs, at 16 percent or an estimated 800 jobs. Districts 1 and 4 comprise ten percent or less of Warner Center's manufacturing jobs. As District 4 is primarily in "business park" rather than industrial use, these jobs are likely office based, but appearing in the "manufacturing" sector.
- Therefore Strategic Economics has focused its industrial analysis on Districts 1 and 2, as these are the districts accommodating more than one industrial land tenant. Moreover, industrial brokers have indicated that these areas maintain the last portions of light industrial land use in Warner Center.
- Strategic Economics has estimated that about 36 percent of the jobs in District 1 *could* occupy industrial land, while about 19 percent of the jobs in District 2 could occupy industrial land. This is defined by looking at four generally industrial-based sectors: manufacturing, warehousing, construction, and wholesale trade.

5. Continuum of Rents

- Subareas 1 and 2 in Warner Center are primarily zoned (WC)C/I, which allows commercial, industrial, or residential development meeting various setback, height, open space and other regulatory conditions.
- In a study of recent rents for various employment-related land uses, Strategic Economics found that industrial uses gross significantly lower rents than office/flex or other office uses in Warner Center (**Figure 2-3**). When the market recovers, per square foot income for new residential construction will likely far exceed even the highest rent office space in Warner Center.
- Therefore, under current zoning, the industrial parcels remaining in the northeast portion of Warner Center would likely be replaced over time with higher grossing uses such as office, retail, or residential.

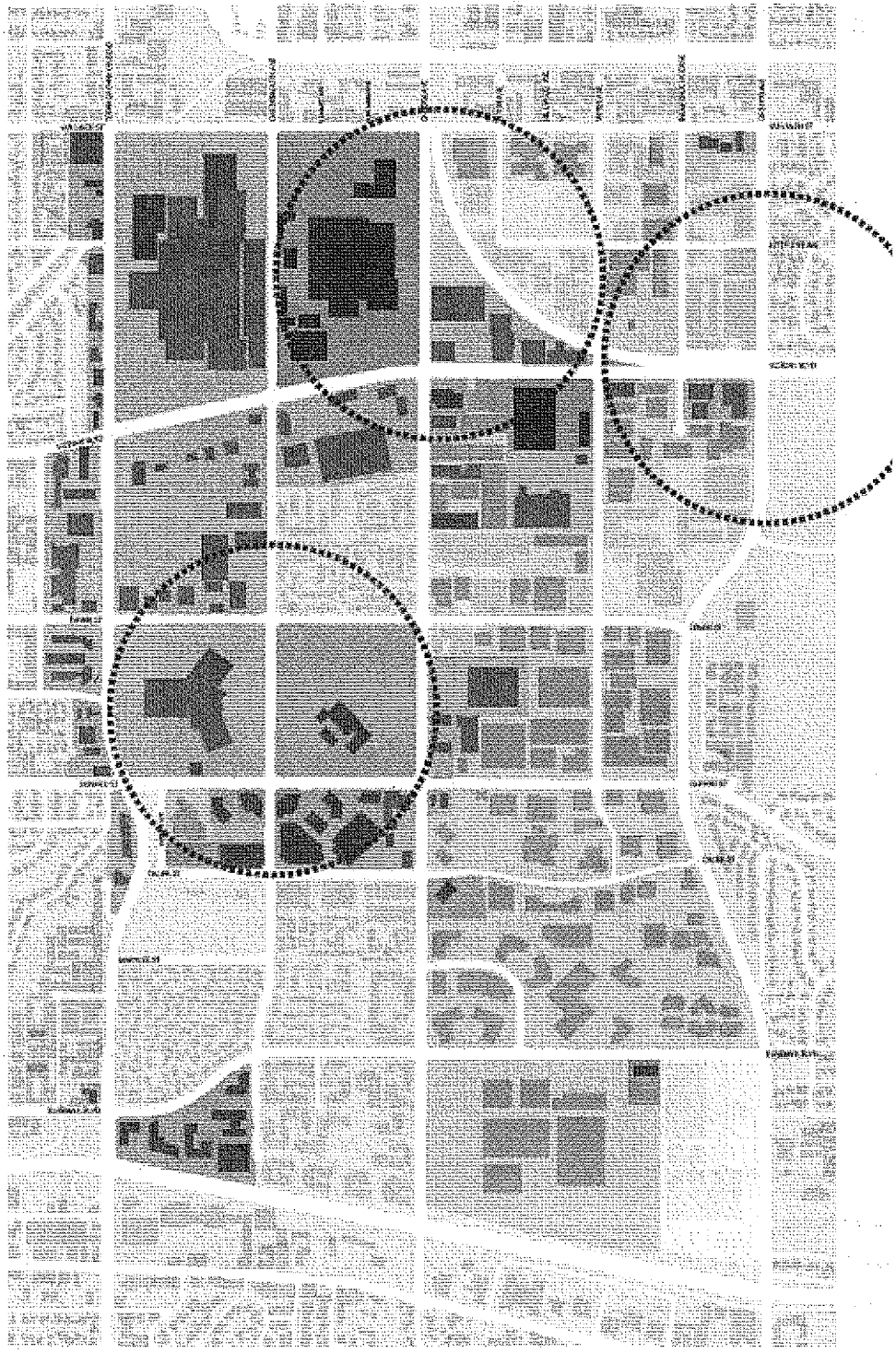
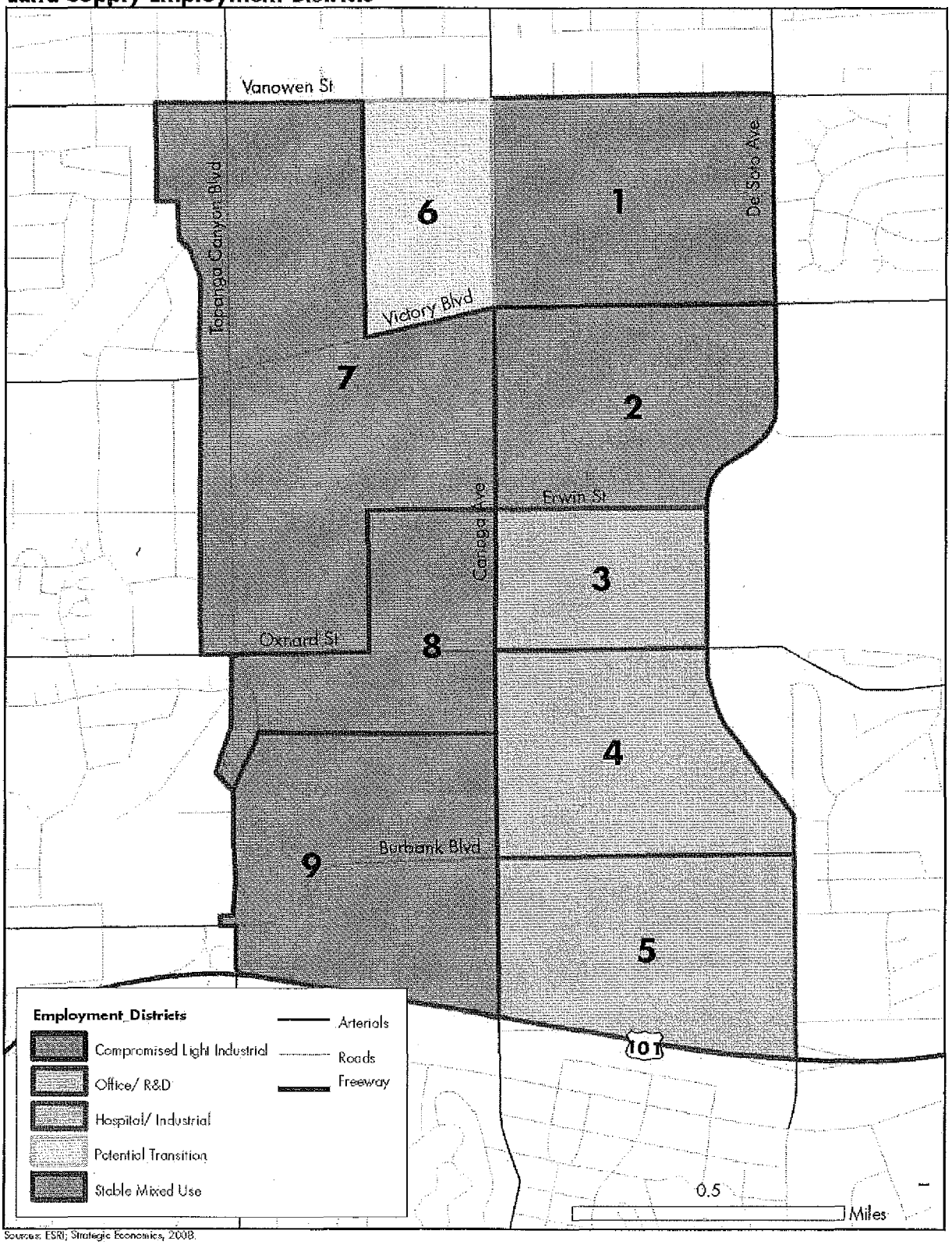


Figure 2-1:

Warner Center_Land Use by Building

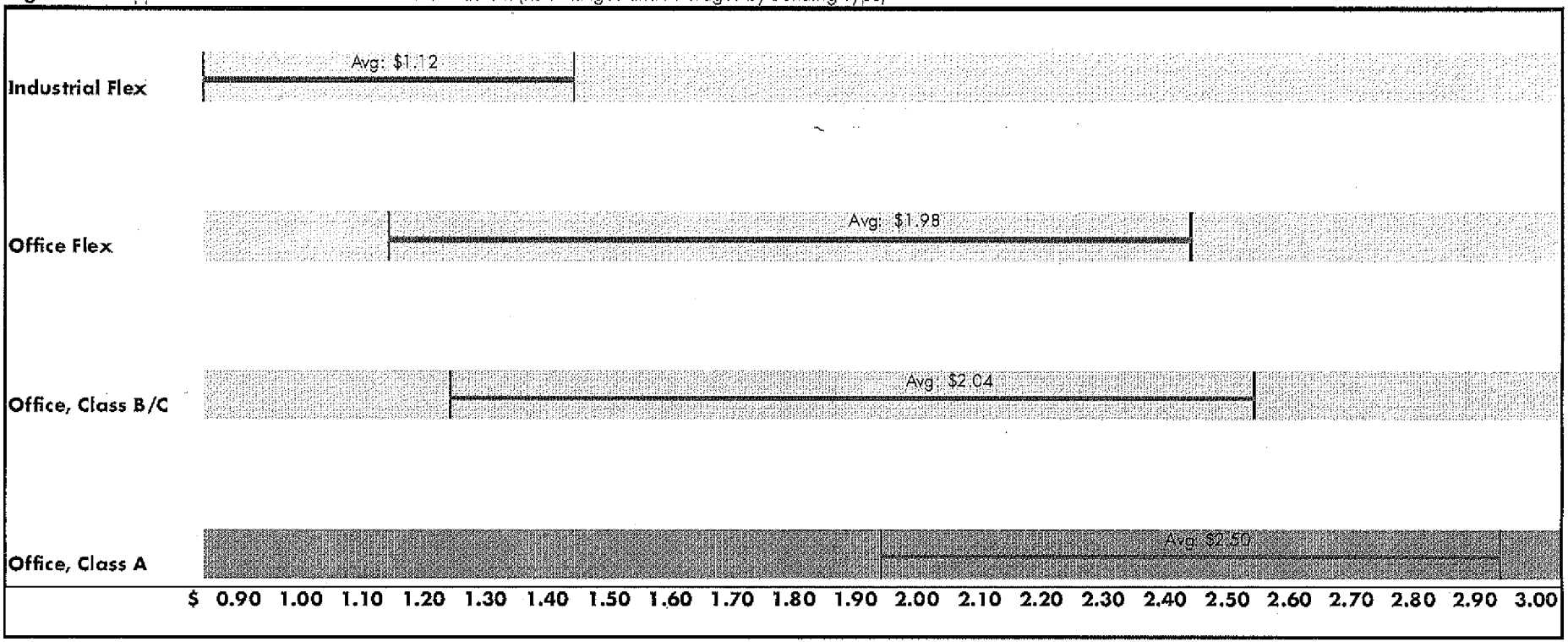
Figure 2-2:

Land Supply Employment Districts



Sources: ESRI; Strategic Economics, 2008.

Figure 2-3: Approximate Office and Industrial Rent Gradient (Rent Ranges and Averages by Building Type)



Source: Strategic Economics, 2008

Table 2-1:

Number of Establishments and Estimated Employees in Warner Center and the Western San Fernando Valley, 1998 and 2006

Industry	Warner Center*						Western San Fernando Valley					
	1998		2006		% Change '98-'06		1998		2006		% Change '98-'06	
	Total Establish-ments	Total Jobs (Est.)	Total Establish-ments	Total Jobs (Est.)	Establish-ments	Jobs (Est.)	Total Establish-ments	Total Jobs (Est.)	Total Establish-ments	Total Jobs (Est.)	Establish-ments	Jobs (Est.)
Finance & insurance	236	9,639	251	9,376	6%	-3%	841	15,923	687	19,490	-18%	22%
Professional, scientific & technical services	370	2,809	482	5,154	30%	83%	1,104	9,945	1,426	13,198	29%	33%
Health care and social assistance	146	3,179	142	3,321	-3%	4%	924	14,767	1,109	17,933	20%	21%
Accommodation & food services	66	2,244	76	3,256	15%	45%	664	11,416	763	15,802	15%	38%
Manufacturing	36	2,898	26	3,218	-28%	11%	951	30,595	860	29,562	-10%	-3%
Admin, support, waste mgt, remediation	98	3,021	90	3,018	-8%	0%	578	11,187	657	16,284	14%	46%
Retail trade	128	2,617	124	2,602	-3%	-1%	1,430	22,957	1,597	27,140	12%	18%
Wholesale trade	115	1,747	108	1,959	-6%	12%	1,109	16,984	1,048	15,641	-6%	-8%
Information	96	2,314	104	1,874	8%	-19%	306	5,924	353	5,771	15%	-3%
Real estate & rental & leasing	108	1,715	120	1,095	11%	-36%	519	4,133	613	4,155	18%	1%
Management of companies & enterprises	22	1,933	18	1,034	-18%	-47%	67	4,453	78	4,330	16%	-3%
Construction	88	593	114	886	30%	49%	982	10,056	1,080	15,811	10%	57%
Arts, entertainment & recreation	74	354	118	628	59%	77%	208	1,885	301	2,178	45%	16%
Other services (except public administration)	74	465	78	535	5%	15%	899	7,846	894	7,115	-1%	-9%
Educational services	18	531	21	530	17%	0%	117	3,225	145	3,933	24%	22%
Transportation & warehousing	6	104	7	31	17%	-70%	142	3,482	209	4,301	47%	24%
Unclassified establishments	11	32	12	30	9%	-6%	85	258	36	104	-58%	-60%
Mining	2	10	1	3	-50%	-74%	5	3	3	20	-40%	550%
Utilities	0	0	1	3	100%	250%	3	12	7	366	133%	2946%
Forestry, fishing, hunting, and agriculture	2	5	0	0	-100%	-100%	6	20	2	5	-67%	-74%
Total	**1,696**	**36,206**	**1,893**	**38,547**	**12%**	**6%**	**10,940**	**175,066**	**11,868**	**203,134**	**8%**	**16%**

Source: U.S. Census County Business Patterns, 1998 and 2006; Strategic Economics, 2008

* Note: Geography for Warner Center is zip code 91367

Table 2-2:

2008 Estimated Warner Center Employment

Industry	Total Firms	Share of Total Firms	Total Employment	Share of Total Employment	Avg Firm Size
Finance & insurance	291	13.2%	9,998	22.8%	34.4
Manufacturing	57	2.6%	5,842	13.3%	102.5
Professional, Scientific & Technical Services	556	25.2%	5,715	13.1%	10.3
Retail trade	366	16.6%	5,242	12.0%	14.3
Health care and social assistance	129	5.8%	5,088	11.6%	39.4
Accommodation & food services	109	4.9%	3,191	7.3%	29.3
Information	77	3.5%	1,784	4.1%	23.2
Wholesale trade	77	3.5%	1,612	3.7%	20.9
Admin, support, waste mgt, remediation services	88	4.0%	1,120	2.6%	12.7
Real estate & rental & leasing	125	5.7%	932	2.1%	7.5
Unclassified	99	4.5%	787	1.8%	7.9
Other services (except public administration)	92	4.2%	697	1.6%	7.6
Construction	65	3.0%	502	1.1%	7.7
Arts, entertainment & recreation	26	1.2%	496	1.1%	19.1
Educational services	32	1.4%	391	0.9%	12.2
Public Sector	7	0.3%	221	0.5%	31.6
Management of companies & enterprises	3	0.1%	130	0.3%	43.3
Transportation & warehousing	8	0.4%	37	0.1%	4.6
Total	**2,207**	**100%**	**43,785**	**100%**	**19.8**

Source: Claritas Strategic Economics, 2008

CLEAN AND GREEN INDUSTRY POTENTIAL

The importance of clean and green businesses to Los Angeles' future was noted in the December 2007 report *Los Angeles' Industrial Land: Sustaining a Dynamic City Economy.* Strategic Economics examined the viability of such businesses in Warner Center and whether they merit preservation of industrial land in the area.

Clean and green businesses form an industry cluster, but not a traditional cluster based on a business supply chain. Instead, the cluster includes all businesses involved in research and development of technologies, manufacture of products, and provision of services related to sustainability and solving environmental challenges. As a result, only a portion of clean and green businesses demand placement on industrial sites, and businesses defined as clean and green span a broad spectrum of industry sectors and employment opportunities.

Three approaches were undertaken to determine whether Warner Center is a likely location for placement and growth of clean and green businesses that require industrial land/space:

1. *Examine the current businesses in Warner Center to determine whether an existing base of clean and green businesses exists.* Strategic Economics examined businesses in Warner Center that fall into the industry sector categories most likely to contain green and clean enterprises.[1] The analysis aimed to uncover whether a significant number of these Warner Center businesses are part of the green and clean cluster.
2. *Compare Warner Center's attributes to conditions considered ideal for development of clean and green businesses.* These ideal attributes were stated by venture capitalists active in development of the clean and green industry cluster.[2]
3. *Examine how well Warner Center meets the spatial and operational needs of businesses in the largest clean and green industry sectors.* This analysis was based on the understanding that a business's needs are defined by its industry sector and not its inclusion in the broad clean and green industry cluster. For example, a solar panel manufacturing facility is part of the manufacturing sector and requires transportation, access, physical plant, and toxic waste disposal capabilities not unlike other manufacturers.

Clean and Green Findings

1. ***Existing business mix is not focused on clean and green industries***
   - There are 78 Warner Center businesses that fall within the 33 6-digit NAICS industry codes in which California clean and green businesses are most likely to be found. 33 of these businesses are in sectors requiring industrial sites (e.g. manufacturing, wholesale trade, and construction). No businesses were uncovered in appropriate research and development categories, although many jobs classified as manufacturing may be R&D in nature.
   - Closer examination of the potential clean and green businesses found none that are specifically focused in the appropriate activities to be classified as clean or green.

[1] As published by Collaborative Economics in its March 2008 report *Clean Technology and the Green Economy: Growing Products, Services, Businesses and Jobs in California's Value Network.*

[2] Published in the May 2006 report *Creating Cleantech Clusters: May 2006 Update,* by Patrick R. Burtis, published by E2 Environmental Entrepreneurs and Cleantech Venture Network LLC.

Therefore, no strong base of clean and green businesses currently exists.

2. ***Warner Center's access to the greater Los Angeles market offers some potential for clustered development of clean and green jobs***

- Venture capitalists have defined the top 5 conditions for development of a clean and green industry cluster as follows:[1]
    - Entrepreneurial culture/talent
    - Public policy
    - Technology/education base
    - Available capital
    - Large local market
- Public policy has tended to favor other sites in the city, especially those that experience the additional incentives and public capacity provided by inclusion in a redevelopment project area. A strong technological and education base derives from the three major research universities (California Institute of Technology, University of Southern California, and University of California – Los Angeles), all of which are distant from Warner Center.
- Some potential does exist given Warner Center's access to capital and access to the Los Angeles market, with its large demand for infrastructure, energy, and utilities needs.

3. ***Warner Center offers potential for office-based jobs in the clean and green industry cluster, but not for industrial jobs***

- Green and clean businesses are concentrated in four major industry sectors: manufacturing, wholesale trade, construction, and professional, scientific, and technical services. A 2006 report found that the five largest groupings of green technology businesses in Los Angeles are in solar power, environmental consulting, waste disposal, biomass/waste-to-energy power, and environmental components manufacturing.[2] More generally, a 2008 report found that clean and green business activities in Southern California are concentrated in energy generation, energy efficiency, transportation, energy storage, and water/wastewater.[3]
- Firms in manufacturing, wholesale trade, and construction are incompatible with Warner Center for the same reasons outlined in the first portion of this section. They still require large facilities and inexpensive rents and are spatially incompatible with the creation of a transit-oriented district that will best accommodate growth. Many businesses, such as energy generation, recycling, waste disposal, and heavy manufacturing, also engage in activities incompatible with the already largely residential and office nature of Warner Center.
- Warner Center is a promising site for professional, scientific, and technical services related to the clean and green industry cluster; these jobs can be accommodated in office or R&D space. These services include scientific consulting, engineering, research and development, and testing laboratories.

[1] *ibid*

[2] *Jobs in L.A.'s Green Technology Sector*, by Patrick Burns and Daniel Flaming, January 2006

[3] *Clean Technology and the Green Economy: Growing Products, Services, Businesses and Jobs in California's Value Network*, Collaborative Economics, March 2008.

Clean and Green Potential for Industrial Lands

Warner Center's industrial lands are not a major opportunity site for industrial uses related to the clean and green technology sector. The reasons are the same as those that reduce the competitiveness of Warner Center for other industrial uses. Manufacturing, wholesale trade, and construction industries have similar spatial and locational needs whether they fall in the clean and green cluster or not.

However, Warner Center holds potential to capture green and clean professional, scientific, and technical businesses, including engineering, environmental consulting, or research and development. These industries can be accommodated in office and flex buildings with limited physical research space; both uses are more compatible with the Warner Center environment and employment trends. By attracting these types of jobs, Warner Center has potential to become a driver of industrial-based clean and green jobs in nearby Canoga Park and Chatsworth industrial areas, where such uses are better suited and more likely to succeed. As with other "creative class" industries, however, green professional, scientific, and technical jobs will only be drawn to Warner Center if it becomes the vibrant, mixed-use place envisioned in the new specific plan.

INDUSTRIAL LAND SUPPLY: FINDINGS AND RECOMMENDATIONS

Based on the analysis and findings detailed below, Strategic Economics has made the following recommendations regarding the future of industrial land in Warner Center:

1. **Industrial land does not have strong market potential in Warner Center.** With the closure of Pratt & Whitney, Warner Center will lose an estimated 38 percent of its jobs in the Manufacturing sector. Additionally, brokers report that Warner Center is not competitive with nearby industrial areas in Chatsworth or Canoga Park because rents are 30 to 40 percent higher. Moreover, because industrial parcels in the northeast part of Warner Center have been compromised with scattered residential and retail development, potential industrial tenants would have the additional concern of receiving complaints from residential neighbors.
2. **Warner Center is isolated from major industrial areas to the north, further limiting its competitiveness.** Canoga Park and Chatsworth offer a much larger scale of industrial and warehousing space in the Western San Fernando Valley. Industrial space in Warner Center is adjacent to residential and retail uses, creating potential land use and environmental justice conflicts.
3. **Under the City's Industrial Development Policy Initiative study, Strategic Economics believes Warner Center would qualify as a "transition district" because it creates unique TOD opportunities on the Orange Line.** The northeast portion of Warner Center is within walking distance of both the DeSoto and Canoga Park Orange Line stations. These station areas are well qualified for transit-oriented development, and residential development in this area would create a series of "origin" stations, fostering a greater share of transit commutes to the office cluster at the nearby Warner Center Transit Hub. There are limited, if any similar development opportunities at other Orange Line stations in the Western San Fernando Valley.
4. **Warner Center holds potential to capture green and clean professional, scientific, and technical businesses, including engineering, environmental consulting, or research and development.** These industries can be accommodated in office and flex buildings with limited physical research space; both uses are more compatible with the Warner Center environment and employment trends. By attracting these types of jobs, Warner Center has potential to become a driver of industrial-based clean and green jobs in nearby Canoga Park and Chatsworth industrial areas where such uses are better suited and more likely to succeed. As with other "creative class" industries, however, green professional, scientific, and technical jobs will only be drawn to Warner Center if it becomes the vibrant, mixed-use place envisioned in the new specific plan.
5. **The City should consider fostering new Research and Development space instead.** Many of Warner Center's jobs that are classified as "manufacturing" are, in fact, in occupations such as engineering or software development, that prefer standard office space or office-style R&D space. Warner Center has further experienced recent growth in software development and other high-tech industries, and this growth should be fostered by creating a vibrant, mixed-use environment. R&D and more standard office space can also accommodate a few varied sectors in the green and clean industry cluster.

III. RESIDENTIAL MARKET CONDITIONS AND DEVELOPMENT POTENTIAL

This chapter examines existing and future residential market conditions within Warner Center. Over the past eight years, the neighboring community has expressed concern that the rapid pace of housing development in Warner Center has been contributing to worsening traffic congestion in the area. This concern – coupled with the fact that as a regional bus hub Warner Center offers potential to reduce congestion and greenhouse gases – has led the consultant team to explore one key question:

How can the strong residential market potential in Warner Center be leveraged to create a more sustainable, mixed-use, transit-oriented place?

Clearly, the desired future of housing development in Warner Center is not "business as usual." Therefore, the following residential market analysis examines some key classical housing market indicators, but focuses on understanding the long range market potential for changing the way that development happens in Warner Center. This chapter therefore evaluates the economic feasibility of leveraging good transit access to increase housing densities, reducing parking requirements, and delivering a pedestrian-friendly environment that encourages the reduction of automobile trips and growth in transit ridership.

Since this analysis was initiated in July, 2008, the national residential market has experienced a worsening decline that has nearly halted new construction in Warner Center. However, the intention of the Warner Center Specific Plan is to take a longer range view of market conditions, implementation, and regulatory measures in order to significantly transform the study area over the next 30 years. Therefore, current weak market conditions are not a focus of this analysis. Rather, this chapter strives to understand the longer range competitive advantages that generally attract housing development to Warner Center, and the conditions under which desirable future building types (with different heights, densities, and parking ratios) could be built.

This chapter includes three major sections: 1) a summary of recent market conditions and implications for future development, 2) a forecast of long range demand among future households wanting to live in Warner Center, and 3) an evaluation of the market potential for new residential development types that would support the transformation of Warner Center into a more pedestrian- and transit-oriented center.

EXISTING MARKET CONDITIONS

Demographic Characteristics

New housing is attracting young professionals generally working in or near Warner Center

Brokers and developers report that new residential development in Warner Center is attracting mid-level professionals in their mid-20s to mid-30s. Households are typically singles or couples without children. The estimated incomes of new residents are approximately $60,000 to $70,000. These households typically work in or near Warner Center and are drawn by the proximity to jobs and shopping. Since only rental housing has been brought to market in the last eight years, all of Warner Center's new households are renters.

Residents of new housing units reflect a different demographic than residents in Warner Center's long-standing neighborhoods and surrounding communities

Brokers and developers report that households in new units are distinctly different from households living in the Woodland Hills or Canoga Park communities. Moreover, new residents even exhibit considerably different demographic characteristics than residents

living in existing condominiums and apartments in the southern portions of Warner Center. Whereas the younger renters in new housing units typically work in or near Warner Center, long-standing residents of Warner Center tend to be older on average, and work in job centers to the east, but were drawn to Woodland Hills in search of a quieter, more suburban quality of life. Moreover, much of the historic residential development in Warner Center is condominiums or other ownership housing; thus, the tenure mix of these households is also quite different (see **Table 3-1**).

Table 3-1: Resident and Housing Characteristics for Warner Center Residents and Surrounding Neighborhoods

	Warner Center Pre-Existing Housing and Residents (2000 US Census)	Warner Center New Housing and Residents ONLY (2008 Estimates [b])	Woodland Hills (2008 Claritas)	Chatsworth, Canoga Park (2008 Claritas)
Population	7,767	3,500 [c]	87,269	84,159
Households	4,108	2,065	33,843	28,113
% Households with Children	24%	Minimal	30%	36%
Avg. Household Size	1.89	~1.8 or less (singles or couples)	2.56	2.95
Med. Household Income	51,606 [a]	~$60k - $70k	$69,032	$66,429
Median Age	39.25 [a]	Most within 25-40 range	39.29	37.74
Housing Units	4,281	2,065	34,870	28,557
Owner-Occupied Units	17%	0% [d]	55%	61%
Renter-Occupied Units	83%	100%	45%	39%

Sources: US Census 2000, Claritas 2008, Strategic Economics 2008

a) From Claritas 2008 estimates due to Census geography limitations.

b) Estimates based on inputs from historical census data, broker and leasing office interviews, and development information from the Department of City Planning

c) Estimated based on number of units completed, 5% vacancy, and a household size of 1.8

d) All completed developments are rentals, despite original intentions to sell some as condominiums

Housing Stock Characteristics

Older housing stock typically dates to the 1970s or 1980s and includes a diverse array of lower-density building types

Prior to the housing boom, there were approximately 4,300 housing units in the southern and northeastern portions of Warner Center, with most built in the 1970s and late-1980s. This housing is typically comprised of garden-style multifamily dwellings: large, self-enclosed projects with an internal network of private streets, landscaping, and surface parking lots. A number of different housing types exist among older buildings, including clustered 4-story apartment buildings, podium buildings, and townhome-style condominiums. Densities are typically well below 50 dwelling units per acre, and ample parking is provided in surface, tuck-under, and podium configurations.

Entitled and constructed housing projects will nearly double the number of units in Warner Center

3,711 new housing units were approved for construction in Warner Center between 2001 and 2007, representing an 89 percent increase over the 4,161 units of existing housing. Over 2,000 of these units have been completed. As a result of completed projects, the population is estimated to have increased from 7,761 in 2000 to approximately 11,300 today.

Construction has recently slowed for a number of reasons

Construction has slowed due primarily to the downturn in the market which has affected housing development in the region over the last two years. Other factors which may have slowed the pace of residential development include the uncertainty surrounding the current specific plan, the rapid increase in housing supply due to new construction, and, to a limited extent, the introduction of a 25 percent inclusionary housing requirement.

New residential development has taken the form of moderate-density "Wrap" and podium-style luxury rental building types

Approximately 2,065 dwelling units have been constructed in or immediately adjacent to Warner Center since 2000. These units constitute 56 percent of the 3,711 units that have been approved. All new units are currently rental properties, though some were initially conceived as owner-occupied condominiums.

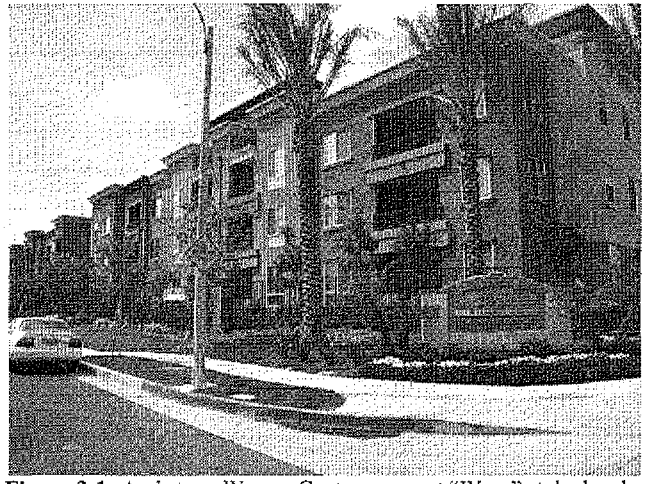


Figure 3-1: Archstone Warner Center, a recent "Wrap" style development
Source: Pat Smith, 2008

Two residential building types have been recently built in Warner Center:

- A "wrap" building or "texas donut," in which residences are wrapped around a core parking garage
- A podium building in which 4 to 5 levels of units are constructed on top of a concrete parking podium

New building densities range between approximately 48 and 72 units per acre, with parking ratios at approximately 1.75 to 2.0 spaces per unit

Some projects meet the 2.25 to 2.5 spaces per unit ratio required by condominium subdivision regulations.

Projects largely compete based on amenities

Leasing agents typically highlight the luxury amenities that are offered in new housing units, such as pools, saunas, and lounges, and there is intense competition among Warner Center developers to market their units as the most luxurious.

All of the recent housing development in Warner Center has been rental, even though the regional housing boom was driven by demand for ownership housing

In the last housing boom, Warner Center did not add any new ownership units, in spite of the fact that ownership housing was the main driver of this market boom due to low mortgage interest rates and easy credit. This is notable for a number of reasons:

- *Factors other than the housing bubble drove the housing market in Warner Center.* This is a promising indicator that the market for housing in Warner Center will more quickly recover than it will elsewhere in the region, as demand for new housing in this area was not falsely boosted by speculation and an oversupply of credit.
- *Parking requirements for ownership housing are a barrier to condominium development in Warner Center.* Developers have indicated that they believe the current parking requirement for ownership housing exceeds what the market requires. Moreover, this parking is expensive to build, and difficult to physically accommodate. Developers have suggested that the parking ratios for ownership units can be reduced to match the ratio for rental units, and condominiums will still be marketable to potential buyers.

Rents for new units are approximately 20 percent higher than older units

The price differential ranges between 15 percent and 30 percent depending on unit type (see **Table 3-2**). The higher rents are indicative of both the relatively older age of the existing housing stock in the surrounding area and the high rents sought by new housing developers via positioning their buildings as luxurious alternatives to existing options.

Introduction of a 25 percent inclusionary housing requirement slowed development, but the strong market was able to absorb this requirement

A typical inclusionary requirement requires between 10 and 20 percent of units to be affordable. Notably, many developers were willing to build apartments under Warner Center's higher than average inclusionary housing requirement. Developers have reported that this is possible because market rate rents are only slightly higher than the rents required for a moderate income household. The same inclusionary requirement would not have been economically feasible for condominium developments as the difference in the price of market and affordable units would be more significant.

Table 3-2: Rent Comparison Between Warner Center and Surrounding Geographies

	Average Monthly Rent			Average Rent per Square Foot		
	1-Bedroom	2-Bedroom	3-Bedroom	1-Bedroom	2-Bedroom	3-Bedroom
NEW UNITS IN WARNER CENTER [a] [b]	$1,872	$2,414	$2,716	$2.33	$2.07	$1.96
Woodland Hills [c]	$1,478	$1,827	$2,316	$2.08	$1.92	$1.82
Canoga Park [d]	$1,434	$1,643	$2,933	$2.13	$1.83	$2.13
City of Los Angeles	$1,708	$2,178	$3,021	$2.33	$2.17	$2.24

Sources: RealFacts 2008, Strategic Economics 2008

a) Includes Bella Vista apartments just outside of the specific plan boundaries

b) Average rents for Warner Center were determined based on average highest and lowest rents across most new projects

c) Zip code 91367 includes the portion of Warner Center south of Victory Boulevard, the northern portion of Woodland Hills, and part of West Hills

d) Zip code 91303 includes the portion of Warner Center north of Victory and the southern portion of Canoga Park

Existing Competitive Locational Advantages

New residents are drawn by the existence of unique amenities
Developers and leasing agents frequently stated that Warner Center's many amenities and ready access to work are the two strongest drivers of new resident location decisions. Despite their relatively high incomes, the age and family status of many new residents make them unlikely to desire or be able to afford homeownership. They are, however, able and willing to pay high rents in new, luxury apartment buildings so long as the lifestyle amenities of the building and location meet their preferences.

Within apartment projects, residents prefer amenities such as movie screening rooms, pools, saunas, gyms, and fireside lounges. Developers compete largely on the basis of maximizing the provision of these enhancements. Stated major amenities in the Warner Center community include the vast number of retail and restaurant outlets, the relatively urban look of Warner Center, Warner Ranch Park, and the generally pleasant, green environment of southern Warner Center.

Good freeway access and proximity to jobs attract new residents, but the Orange Line is not believed to drive housing demand in Warner Center
Employment access was frequently cited by developers as a major driver of resident location decisions. However, this access is primarily provided by proximity to jobs within Warner Center and ready access to the 101 Freeway and other arterials. Few believe that the Orange Line has much influence on location decisions, but some developers anticipate a positive impact in the long-run if service becomes more robust.

Proximity to Woodland Hills further increases Warner Center's appeal and access to a professional workforce
Woodland Hills has a strong reputation as an upscale community and contains a well-educated and professional workforce. The proximity to Woodland Hills lends additional cachet to Warner Center by providing easy access to this workforce and associating it with that community.

FUTURE RESIDENTIAL MARKET DEMAND

Housing Demand Overview

Long-term household demand in Warner Center will be driven by a variety of factors
Job growth will trigger demand for new housing from Warner Center employees; Warner Center's proximity to the regional transit network could generate demand for TOD from a variety of household types throughout the region; and general population growth in the San Fernando Valley could further drive demand.

As a result, by 2035 the long range demand for additional housing in Warner Center will range from 7,000 to 21,000 new households.
At the low end, 7,000 additional households could tentatively be interested in living in Warner Center as a result of local job growth. At the high end, demand for transit-oriented development on the Orange Line combined with job growth could attract up to 21,000 new households to development in Warner Center.

A variety of conditions will need to be met in Warner Center to absorb any of this demand
Demand indicates the forecasted number of households that could be interested in living in Warner Center if certain conditions are met. As a job center, Warner Center is currently well positioned to absorb the low range of the household demand, provided the traffic, environmental, and other impacts could be mitigated. To absorb a larger increment of household demand, Warner Center will need to create conditions that offer the many amenities associated with good

transit-oriented development: a pedestrian orientation, a mix of uses, walking or transit access to shopping, jobs, and entertainment, and a vibrant, 24-hour neighborhood.

Housing Demand from Warner Center's Workforce

Warner Center could absorb as many as 46,000 new jobs by 2035
As with the housing demand, certain conditions will need to be met in order to make Warner Center a competitive location for absorbing this job growth. The office chapter of this report discusses this in more detail.

Local job growth in Warner Center will generate demand for new workforce housing
Currently Warner Center maintains a ratio of 3.5 jobs per resident. This concentration of jobs requires at least 2/3 of local workers to seek housing outside of the area, leading to congestion among traffic entering and exiting Warner Center. If more housing could be accommodated within Warner Center, peak hour congestion could be reduced.

If Warner Center captured just 20 percent of its workforce in local housing units, this could generate a demand for 10,500 additional units by 2035
Clearly, not all workers in Warner Center will have a demand for the types of housing that will likely be developed. However, a large increment of demand for new housing could be generated if even just one-fifth of the workforce were interested in living in Warner Center condominiums, apartments, or townhomes.

Demand for Transit-Oriented Development

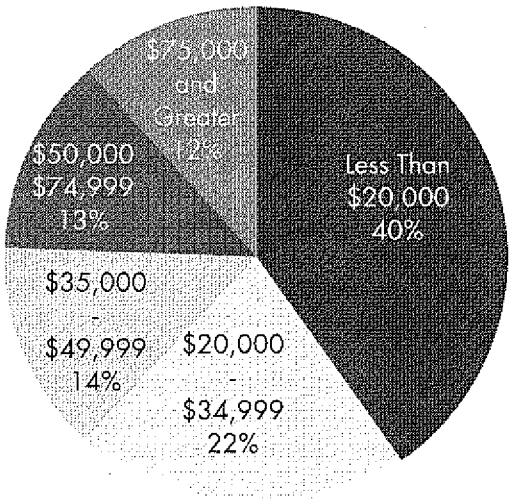
Demand for transit-oriented development is regional in nature
Research from the Center for Transit-Oriented Development has found that demand for housing near transit is regional in nature. In other words, households that might not otherwise consider living in a particular neighborhood or community will be drawn to that area if it offers the amenities associated with good transit-oriented development: a mix of housing, shopping, and entertainment; good regional transit access; and a pedestrian-oriented environment.

By 2030, 1.7 million households in the Los Angeles region will have a demand for living near transit
Figure 3-2 shows the distribution of this demand by income group. Roughly three-quarters of these households will earn less than $50,000 (2000 dollars). Therefore a variety of different housing types – including both market rate and affordable units – will be needed to accommodate these households.

Auto-dependency is reducing Warner Center's competitiveness
Nearly all new residents own private automobiles, which is further evidence that transit service alone is not serving the needs of new residents. High vehicle ownership drives a demand for between 1.75 to 2.0 parking spaces per dwelling unit; developers have stated that 1.7 to 1.8 spaces per unit is currently an ideal ratio to meet demand. Further, interviewees often believed that residents rarely walk to destinations, even to locations within Warner Center. As a result, the lack of a pleasant pedestrian environment and a pedestrian-oriented neighborhood retail anchor were often cited as ongoing concerns.

50,000 to 75,000 households will be interested in living near the Orange Line; however, there is a limited supply of land for new development at Orange Line stops
Warner Center offers some of the greatest opportunity for transit-oriented development on the Orange Line corridor.

Figure 3-2: *Distribution of Transit-Oriented Development Demand by Income*, Los Angeles Region, 2030*



Source: Center for Transit-Oriented Development
**2000 Dollars*

MARKET FEASIBILITY OF NEW BUILDING TYPES

Recent development in Warner Center offers a set of residential densities and general building types that could be supportive of a transit-oriented district. However, to fully leverage Warner Center's housing market potential in a way that can achieve the vibrant, mixed-use, pedestrian-oriented vision established in the first community workshop, more intensive types of residential development will be needed.

Why do we look at building types?

Strong market demand is only part of the formula to stimulate new development within Warner Center. If developers are not able to get the revenues they need to cover their costs, then they will not build. And, different kinds of buildings have very different construction costs, because the cost of construction materials is highly variable. For example, for life safety reasons, buildings taller than 75 feet (~6 stories) must be constructed of steel, which is considerably more expensive than wood, and is thus considered a different "building type." So a six-story building may cost much less to build per square foot than a seven-story building and therefore can be supported by lower rents or sales prices.

Understanding the basic requirements that are needed to build different kinds of structures can help us think about what might be possible tomorrow, even if nothing is achievable today. **Figure 3-3** shows the physical, regulatory, and market factors that are necessary to build three different kinds of buildings that might be desirable for Warner Center:

- *The "Wrap:"* Previous sections have noted that this building is one of the main types of construction occurring over the last several years in Warner Center. With a greater pedestrian orientation and stricter urban design requirements, the wrap can be a building type that is supportive of the walkable, mixed-use environment desirable for Warner Center in the future.
- *The "Urban Podium:"* While podium buildings have also recently been built in Warner Center, the "Urban Podium" would have a lower parking ratio than recent local podium building examples which accommodate very high parking ratios through the inclusion of additional parking outside the podium in structures and/or surface lots. The urban podium would be ideal to accommodate greater development intensities. Unlike the "wrap," this building could reasonably fit on the smaller lots in Warner Center, enabling more infill development in some of the more parcelized areas of Warner Center.

- *The high-rise residential tower:* Representing the maximum possible intensity of residential development, the tower has a significantly higher construction cost per square foot, and thus requires fairly high per-unit revenues. Recently built high-rise residential towers in the Los Angeles region tend to be ownership housing rather than rental, with sales prices in the $700,000 range.

Building Type Findings

When the housing market recovers, the "wrap" and podium-style buildings that have recently been built will likely continue to be feasible

These types of buildings can accommodate the high parking ratios needed in this currently auto-oriented area, and simultaneously offer residential development with desirable densities. However, the plan should put in place strong urban design guidelines to encourage these buildings to offer a more pedestrian-friendly street frontage.

Pedestrian linkages between housing, shopping, and jobs can reduce the demand for on-site parking

Present conditions do not encourage transit ridership, walking, or other alternative transportation options. However, the community vision – which included increased pedestrian linkages between housing, shopping, and jobs – could conceivably reduce the demand for on-site parking in new housing development.

Reductions in parking requirements could make the difference in enabling the "urban podium" to be built on smaller infill sites

Reduced parking needs can enable the construction of the urban podium, since all parking could be provided without additional surface lots or garages. The urban podium could accommodate more units and be built on smaller parcels, which would improve the feasibility of infill development throughout Warner Center. Thus, new investment would no longer be limited to Warner Center's very large parcels.

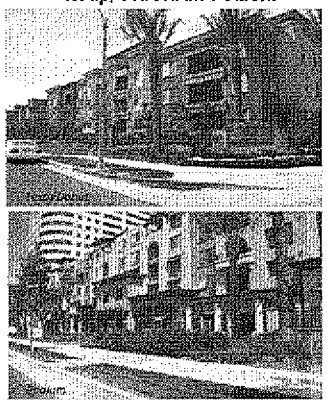
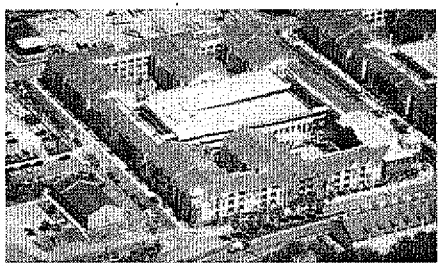
While the tower may be unachievable in the foreseeable future, very long range conditions might enable some tower construction

There is a very large gap between current market conditions and what is needed to build a residential tower. However, conditions could change in the long term; increasing land scarcity, possible changes in the cost of materials, and other factors could make this type of building achievable eventually. Warner Center's ability to attract the high-end condo prices necessary to support tower development will be enhanced by plans to foster mixed-use, walkable districts in Warner Center.

The most intensive development scenario for Warner Center in the near- to mid-term would mostly involve buildings falling under the 75 foot life safety requirement

Absent physical or regulatory barriers, Warner Center could accommodate a significant increment of additional development without breaking the 75 foot height limit.

Figure 3-3: Market Requirements by Building Type, 2008

Existing Residential Types	Building Types Considered for Future Development		
Wrap/Suburban Podium	**Wrap**	**Urban Podium**	**High-rise Residential Tower**
			
Description Wraps are the most common development type in Warner Center Some podium buildings that utilize surface parking and podium parking have also been built Most recent developments are apartments	**Description** Type III or Type V construction Construction costs: $140-165/Gross SF Parking in a separate structure in the center of the lot Building heights: 6 stories or less	**Description** Type III or Type V construction over Type I podium Construction costs: $175-195/Gross SF Parking is in podiums, underground, or a combination; parking lifts can be utilized Building heights: 6 stories or less	**Description** Type I construction Construction costs: $250-300/Gross SF Parking is in podiums, underground, or a combination; parking lifts can be utilized Building heights: typically range from 10-20 stories
Current Conditions in Warner Center	**Conditions Needed to Support Development**	**Conditions Needed to Support Development**	**Conditions Needed to Support Development**
Physical	*Physical* — *Present in Warner Center*	*Physical* — *Present in Warner Center*	*Physical* — *Present in Warner Center*
Lot Sizes: 300' x 500' +	Ideal Lot Size: 350' x 300' — √	Ideal Lot Size: 100' x 150' — √	Ideal Lot Size: 100' x 150' — √
Apartment Parking: 1.8 spaces/unit	Apartment Parking: 1.8 spaces/unit — √	Apartment Parking: 1 space/unit — -	Apartment Parking: 1 space/unit — -
Condominium Parking: 2.25 spaces/unit	Condominium Parking: 1.8 spaces/unit — -	Condominium Parking: 1 space/unit — -	Condominium Parking: 1 space/unit — -
Market	*Market*	*Market*	*Market*
Supportable Rent Range: $2.25-2.50	Average Supportable Rent: $2.25-$2.30/SF — √	Average Supportable Rent: $2.75/SF — √	Average Supportable Rent: $3.50/SF — -
Supportable Sales Prices: NA	Average Supportable Sales Pr: $350,000/unit — -	Average Supportable Sales Pr: $500,000/unit — √	Average Supportable Sales Pr: $700,000/unit — -
Conclusion *These two building types work well in Warner Center because they have allowed developers to incorporate density with suburban levels of parking. Furthermore, they are mostly Type V or Type III construction, which are the most cost effiecient type and can be developed at the rent levels currently supported in Warner Center.*	**Conclusion** *The wrap building has a strong track record in Warner Center and should continue to be financially feasible in the future. While this building type accomplishes many of Warner Center's urban design goals, it requires large lots to be built. As redevelopment in Warner Center continues, the wrap may become less feasible due to its lot size requirements.*	**Conclusion** *Warner Center has a demonstrated ability to attract the rents and sales prices needed to support urban podium development but the feasibility of this building type will depend on having market support for a reduction in the amount of parking provided.*	**Conclusion** *Demonstrated rents and sales prices are currently not high enough in the Warner Center to support high-rise development. High-rise residential development may become feasible in 10+ years.*

Strategic Economics, December 2008

LOCAL-SERVING RETAIL

Regional-serving retail enjoys a strong and healthy presence in the Warner Center

There are over 3.5 million square feet of retail, including 1.4 million in Westfield Topanga mall and 600,000 in Westfield Promenade mall. The balance of the space is contained in numerous shopping centers and big box stores representing nearly every major national retail chain. Warner Center is *the* regional retail hub of the Western San Fernando Valley and draws shoppers from throughout the Los Angeles region.

Despite the presence of regional retail, Warner Center lacks* local-serving retail *that meets the daily needs of people living in and near its borders

As shown in **Figure 3-4**, the majority of Warner Center is more than half a mile away from the nearest grocery store, and a portion of Warner Center is more than a mile away. It is noteworthy that the pre-2000 Warner Center housing developments along the 101 Freeway are included within the half-mile trade areas of two nearby grocery stores. The gap in trade areas beyond those housing developments is explained by Warner Center's historic lack of a residential population.

Warner Center's growing residential population will soon generate sufficient demand for additional local-serving retail such as dry-cleaners, grocery stores, and pharmacies

The recent boom in housing development in the northeastern corner of Warner Center corresponds closely with the area outside the one-mile trade area of any grocery store. In addition, the number of housing units built since 2000 is rapidly approaching the minimum number of units necessary to support a grocery store. These spatial and market trends indicate that household growth in Warner Center will be able to support local-serving retail shortly after the housing market recovers.

Properly designed and located local-serving retail plays an important role in catalyzing growth and creating a vibrant, mixed-use environment

The location and design of local-serving retail will impact how effectively it serves the growing population, catalyzes future housing growth, and contributes to the creation of a vibrant, mixed-use environment. Local-serving retail must be centrally-located to new housing and close to parcels on which housing development is most likely. The retail must be accessible from the street and integrated into a pleasant, walkable urban environment, thus reducing automobile traffic volumes and encouraging pedestrian activity. The mere presence of local-serving retail will encourage future residential growth, but an urban design and appropriate location will further encourage developers to consider higher-density and pedestrian-oriented housing since easy accessibility to daily needs will be a major competitive advantage.

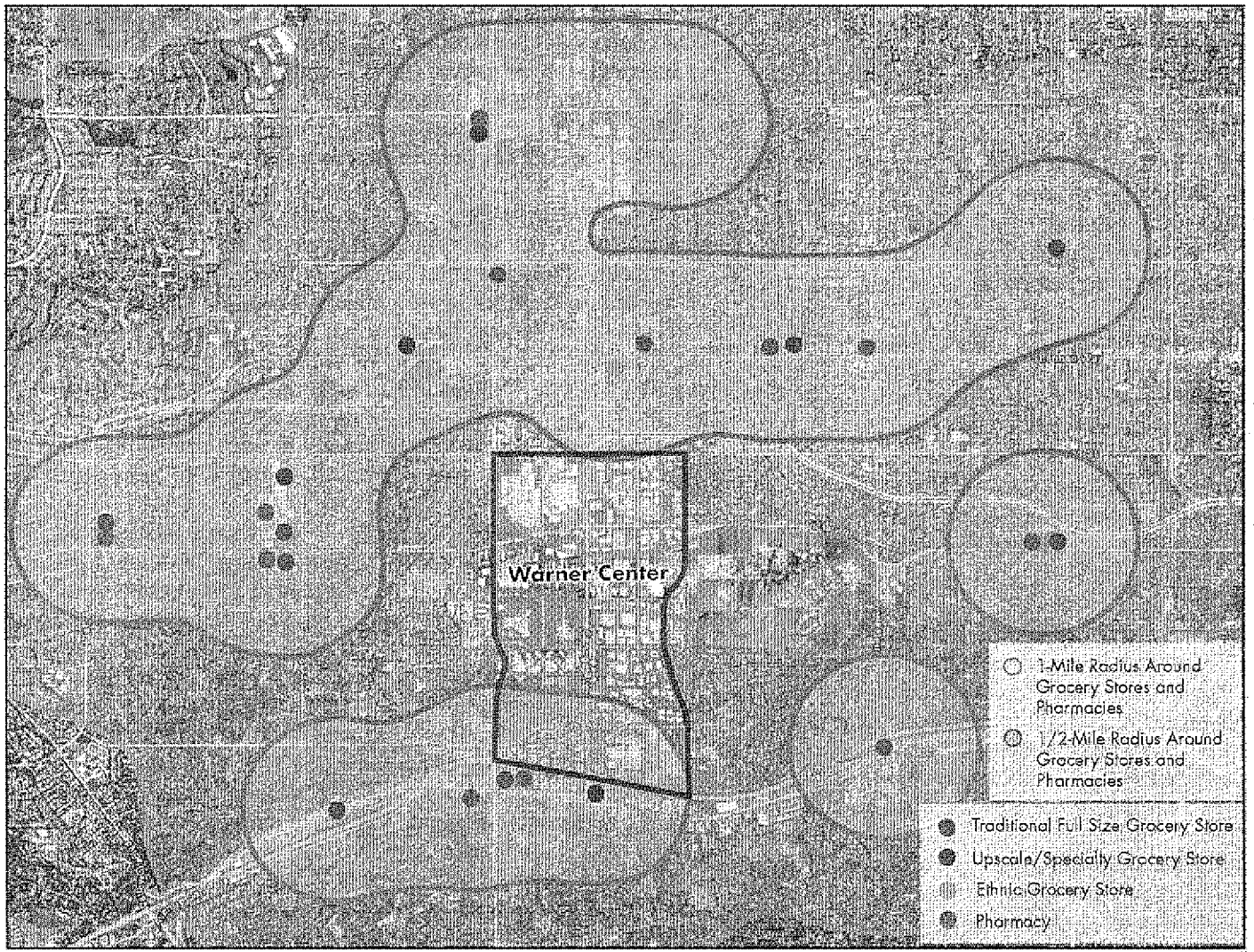
The Los Angeles region contains several examples of urban format full-service grocery stores that serve as potential models for Warner Center. These locations include Ralph's Fresh Fare[7] in Downtown Los Angeles, Gelson's[8] in Paseo Colorado in Pasadena, and Gelson's[9] in the Villa Marina Marketplace in Marina del Rey.

[7] 645 West 9th Street

[8] 245 East Green Street

[9] 13455 Maxella Avenue

Figure 3-4: Grocery Stores and Pharmacies, 1/2-Mile and 1-Mile Trade Areas



Source: Google; Strategic Economics, 2008

RESIDENTIAL AND RETAIL MARKET FINDINGS

Recent housing development has demonstrated a shift in the types of households interested in Warner Center. In the past, households have been drawn to the Warner Center area to take advantage of its proximity to nearby Woodland Hills. These households were willing to move to the area in spite of the fact that their jobs were not nearby and required a long commute by car. Today, households are drawn to new units in Warner Center *because* of the proximity to local jobs and shopping opportunities. These new residents tend to be young, non-family households, which contrasts with the older, long-standing households in the area. The good news is that these same new household types have a growing demand for living in vibrant, walkable, mixed-use neighborhoods. Therefore current local household demand will be an economic driver to help the community realize its vision of Warner Center as a vibrant mixed-use center for the San Fernando Valley.

A closer look at recently constructed housing types shows that existing regulations have influenced the forms of development that are achievable in Warner Center. Most recently, the "wrap" or "Texas donut" has been the preferred residential building type for developers. This is no coincidence: the "wrap" building can most cost-effectively accommodate the suburban parking ratios that are currently required in Warner Center. Later sections of this report will evaluate why and how other building types should be encouraged in the new specific plan, and how regulations can be modified in the new specific plan to achieve these building types.

It is also no coincidence that during perhaps the largest ownership housing boom since the 1950s, Warner Center only accommodated new rental housing. First and foremost, developers cite high ownership parking requirements as a barrier to development of condominiums. And, while affordable housing will continue to be a critical component in the new specific plan, the 25 percent inclusionary requirement has also been a hindrance to new condominium development. Therefore it will be important for the new specific plan to establish a nuanced set of regulations surrounding parking, affordable housing, and land uses, in order to facilitate new development while ensuring the community leverages key benefits such as parks, good urban design, pedestrian spaces, and housing that is affordable to a broad range of households.

Between its forecasted job growth, and its location on the regional transit system (to be enhanced when the Orange Line is extended to the Chatsworth Metrolink Station), clearly there is strong potential for Warner Center to absorb a considerable amount of housing demand over the next thirty years. It will be to the benefit of the Specific Plan vision for additional, well-managed housing development to occur in Warner Center for a number of reasons, including:

- Additional housing can offer new workers in Warner Center a place to live, and create a healthy jobs-housing balance;
- Housing offers 24-hour support to area retailers and generates demand for local-serving retailers, thus encouraging their long term economic sustainability;
- Encouraging a broader mix of uses in the Specific Plan will create an ongoing stream of new investment. For example, when the office market is down, the housing market may be up, or vice versa. This could create a less volatile stream of public funds to pay for city services, new infrastructure, or other community benefits; and
- Intensive infill development near transit helps the City of Los Angeles achieve the carbon emission reduction goals mandated by the State of California in Assembly Bill 32.

IV. OFFICE MARKET AND DEVELOPMENT POTENTIAL

This chapter examines existing and future office market conditions within Warner Center. Warner Center will likely continue to be a robust employment center with desirable office space. However, the growth potential and built form of future office space will depend on regional demand, growth in professional and technical services jobs, the preferences of new workers, and external influences on business growth such as worker access and policy decisions.

This analysis considers each of these factors in Warner Center by examining recent industry performance, local competitive advantages and disadvantages, and local real estate market conditions. Using this data, Strategic Economics analyzed future employment growth, office space demand, and development potential, including consideration of how Warner Center can grow employment by adapting itself to meet the demands of new employees. The analysis of demand and development potential includes discussion of transit-oriented development capacity and its impact on future office building types.

Employment, especially higher-density office-based employment, is a key element of Warner Center's transit-oriented development potential. Job growth establishes a base of demand for residential and retail uses that are necessary to create a balanced and internally-accessible community. Job growth will also create a need for robust regional and local transportation alternatives so as to avoid significant increases in traffic congestion. In short, Warner Center cannot fulfill the community vision of a sustainable, mixed-use, walkable, and transit-oriented place without the desirability lent by a vibrant and concentrated commercial workforce.

EXISTING MARKET CONDITIONS

History of Office Development in Warner Center

Major employment trends in Warner Center demonstrate the impacts of regional and national employment and growth trends. The original growth of the Warner Center office market during the late-1970s and 1980s was fueled by large corporations requiring more cost-effective space for large back-office and consolidated functions, especially as the commercial real estate market boomed across the region. At the same time, Warner Center's appeal grew due to regional employment growth, local population growth, and local implementation of national trends in planning policies that concentrated regional employment growth in nodes like Warner Center and Century City. The economic downturn of the early-1990s, coupled with a dwindling supply of appropriately-zoned spaces and the implementation of the 1993 specific plan, brought office construction to a halt for several years.

The decline of aerospace and heavy industry during the 1990s led to reduced demand for manufacturing and warehouse space in Warner Center and across the Los Angeles region. This decline in industrial uses was driven by global trends in relocation of manufacturing to lower-cost geographies, and the post-cold war reductions in defense spending that led aerospace companies to scale back local operations. As a result, the recovery of the office market in the late 1990s led to pressure to convert these industrial buildings to flex office and research and development facilities, providing a low-cost and highly-customizable option for commercial tenants.

Over time, the San Fernando Valley has shifted away from its role as a suburban bedroom community as its employment growth outpaces other locations in Los Angeles. This growth includes an increasing

number of professional and technical jobs and major corporate professional sites. Warner Center has benefitted from this trend thanks to its proximity and access to a wide range of workforce skill levels, especially highly-educated and skilled workers. Additionally, the diversity of Warner Center's office building supply has provided spaces for all types of office users at a range of rents. As a result, Warner Center increasingly attracts high-value professional business operations such as software development, corporate headquarters, skilled consulting, and local-serving professional services.

Profile of Existing Office-Based Employment

Office-based industry sectors comprise 40 percent of all employment in Warner Center

"Office-based" sectors are defined as Finance, Insurance, and Real Estate, Professional, Scientific, and Technical Services, Information, and Management. See **Figure 4-1** for a breakdown of major office industry sectors.

The Finance and Insurance industry sector comprises over half of all office-based employment and is the largest local industry

The Finance and Insurance sector employs more workers in Warner Center than any other industry. The sector primarily consists of large companies such as AIG, Health Net, Zenith Insurance, and Blue Shield of California; as a result, this sector contains 54 percent of Warner Center office-based jobs and 23 percent of all jobs, yet it only contains 13 percent of all businesses. Low office rents and proximity to a diverse labor force drove placement of consolidated office functions, including back-office support, in the area.

The Professional, Scientific, and Technical Services sector is the second-largest and fastest growing office-based industry sector

31 percent of all office-based jobs and 13 percent of all jobs in Warner Center fall into the Professional, Scientific, and Technical Services category. The sector includes 25 percent of all businesses in Warner Center, indicating that businesses tend to be relatively small. The majority of jobs in this sector are contained within three sub-sectors: 1) Accounting, Tax Preparation, Bookkeeping, and Payroll Services, 2) Management, Scientific, and Technical Consulting Services, and 3) Legal Services.

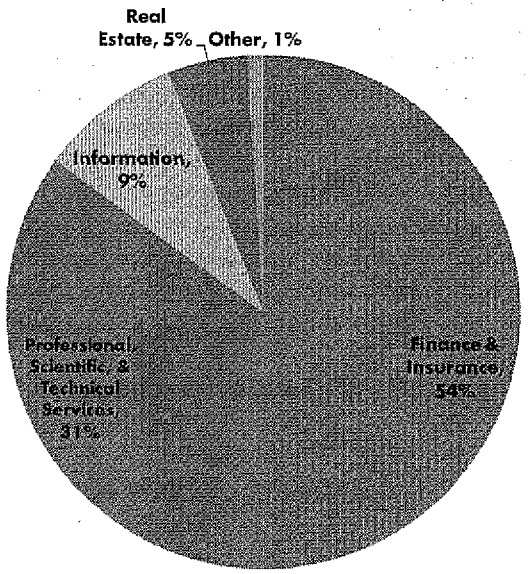
Other office-based sectors comprise 15 percent of office employment

The remaining 15 percent of office-based employment is broken into information, real estate, and other services.

A significant share of "Manufacturing" jobs are actually office-based

Research found that many Warner Center employers categorized in "Manufacturing" or other industrial sectors actually contain a high number of office-based jobs in fields such as engineering, management, and accounting. For example, 70% of jobs at the Pratt & Whitney site are actually office-based.

Figure 4-1: Current Warner Center Office Employment by Sector



Source: Claritas 2008, Strategic Economics 2009

Recent Employment Trends

Office operations are increasingly focused on higher-skilled professional activities

Basic back-office support functions are becoming less likely to locate in Warner Center due to high business costs and the availability of cheaper rents regionally, nationally, and worldwide. Some growth in basic back-office support functions has continued, but lately derived from large companies wishing to consolidate front-office corporate governance and operational processes with basic back-office support operations in a single location.

High-value business activities continue to grow in Warner Center. For example, the Professional, Scientific, and Technical Services industry sector grew 83 percent in Warner Center between 1998 and 2006, compared to 34 percent in the Western San Fernando Valley. US Census County Business Patterns data indicates that the strongest sub-sectors were research and development, consulting services, and advertising. Meanwhile, the large Finance and Insurance sector contracted 3 percent overall during this same time period, despite small growth in the banking and finance subsector.

Office-based jobs are becoming more diverse

Diversity index calculations indicate that Warner Center's office-based jobs became more diverse between 1998 and 2006, with increasing diversity driven by accelerated growth in the Professional, Scientific, and Technical Services sector. Increasing employment diversity lends further evidence that Warner Center is shifting away from its historic back-office functions. Moreover, this demonstrates the need for a variety of building types, sizes, and configurations to accommodate the growing diversity of office functions taking place in Warner Center. Increased office job diversity will help to stabilize Warner Center against downturns in any particular industry, thus ensuring sustainable future growth.

Competitive Advantages and Disadvantages

This section describes Warner Center's competitive advantages and disadvantages as a location for office tenants. This information was derived from interviews with brokers and businesses. Each of the following factors influences business attraction and, therefore, Warner Center's ability to capture additional demand for office space.

In general, Warner Center was found to be a desirable location overall due to relatively low rents, positive reputation, and employee access, but it suffers from proximity to neighboring areas with lower business costs and from the age of its building stock.

Advantages

- Positive image as a premier office location in the San Fernando Valley, with a proactive business community
- Access to a diverse labor pool, including highly-skilled and high-income professionals
- Continued local population growth
- Ability to attract employees wishing to live close to work
- Easy access to employees via local roadways, freeways, and, for some businesses, public transportation
- Availability of parking
- Lower rents than Downtown Los Angeles and West Los Angeles
- Diverse supply of office spaces and prices
- Significant number of amenities, especially retail/restaurant outlets

Disadvantages

- The gross receipts tax was cited by interviewees as the primary constraint on business retention and attraction in Warner Center. Although the tax is levied citywide, Warner Center is located in close proximity to other jurisdictions with lower tax costs and comparable access to a professional

population. In-depth analysis of the negative impacts of this tax is beyond the scope of this report, but anecdotal evidence indicates that it is a significant barrier to business growth and, therefore, office development.

- Proximity near sites outside the City of Los Angeles with lower rents and business costs (including the gross receipts tax)
- Office market loses strength in the northern portion of Warner Center as distance increases from the freeway
- Age of building stock
- Former industrial buildings sometimes lack sufficient parking to meet office demand

Office Space Existing Conditions: Current Rents, Vacancy, and Inventory

Rents have recently been slightly lower – and vacancies higher – than competing locations in the San Fernando Valley

Cushman and Wakefield cites an average Class-A direct rent of $2.75 in Warner Center during the third quarter of 2008; though strong for the Western San Fernando Valley, this rent trails adjacent areas and falls just below the estimated $2.76 for the entire San Fernando Valley region. Meanwhile, vacancies stood at 14.7 percent in the third quarter, compared to 13.3 percent across the San Fernando Valley region. Warner Center's vacancy rates have been slightly higher than competing locations for the past several years, but some of this can be explained by the additional 1.3 million square feet of office space created by the LNR Warner Center project since the early 2000s.

Discussions with brokers indicate that the current recession has led to decreasing rents, although the severity of the impact on rents and vacancies is not yet clear. Regardless, for long-term planning purposes it is more instructive to focus on the rent differential between Warner Center building types/locations and the area's competitive position within the San Fernando Valley and Los Angeles region. The rent competition between uses and building types has long-term implications for which uses will succeed in the competition for Warner Center's space, while Warner Center's competitive position within the region will determine whether businesses will choose to locate in the area at all.

Office buildings fall into four general categories

Most office buildings can be classified as Class A/B Tower, Class A/B Mid- and Low-Rise, Class B/C Garden Office, and Highly Improved Office/Flex (see **Table 4-1** for detailed information about these building types). As expected, the highest rents are found in Class A buildings of all types, but most Class-A space is concentrated in towers and mid-rise buildings. "Highly-Improved Flex Space" refers to former industrial buildings that are now primarily used for office functions. Rents in these buildings vary widely based on condition, use, and location.

Age has begun to take a toll on some buildings, and rents are often determined by the level of reinvestment in a building. Most towers, which were largely built between 1980 and 1993, have remained at Class A levels, but a few mid-rise buildings of the same vintage have dipped to Class B status. The office/flex buildings are usually the oldest of all, with some dating to the 1960s. Their age and sometimes awkward configurations have taken a toll on their potential rents.

The highest rents and strongest market are found at the intersection of Oxnard Street and Owensmouth Avenue and near the 101 Freeway (see Figure 4-2)

Oxnard and Owensmouth is the most prominent office node in Warner Center, where Voit Development built its cluster of high-rise office towers during the 1980s and early-1990s. Although rents in these and other towers appear comparable to other local class-A/B buildings on a triple-net basis[10], the high costs of parking, common

[10] "Triple-net" refers to a type of lease in which the tenant is responsible for paying an appropriate share of the building's maintenance, property taxes, and insurance.

area maintenance, and other expenses dramatically increase actual expenses that tenants pay in these towers. Office properties closest to the 101 Freeway also tend to have higher rents than comparable buildings elsewhere in Warner Center, particularly when the new Class A LNR Warner Center project is included. As a result, office properties in the southern portion of Warner Center have experienced higher levels of reinvestment and now command higher rents than properties further from the freeway and/or Oxnard and Owensmouth.

Its diverse building stock has allowed Warner Center to accommodate a variety of user needs and preferences

Warner Center has benefited from the area's variety of building types and quality levels. **Table 4-1** contains information about the user preferences unique to each building type. Ultimately, the range of quality has enabled both large corporations and small, rent-sensitive businesses to locate in Warner Center.

The range of building types has also enabled Warner Center able to accommodate a variety of business needs; for example, garden offices with surface parking function well for rent-sensitive businesses that require easy client access, while flex spaces offer highly-customizable build-outs permitting industrial, research and development, and office uses in the same building. Such buildings also offer inexpensive rents for small businesses, and branding and control options for larger businesses that can occupy an entire site.

Distinctions between Class-A office buildings also accommodate differing user needs. For example, LNR Warner Center offers large floor plates that are ideal for large corporations that need large amounts of centralized space, especially for "bullpen" cubicle configurations. Meanwhile, towers offer smaller floor plates well-suited to smaller professional firms that need less space.

Profile of Recent Office Development: LNR Warner Center

LNR Warner Center is the largest and newest of the two major office developments built in Warner Center since 1993. Lessons for future office development can be drawn by examining its configuration, tenants, and development phasing.

LNR Warner Center consists of a campus of seven office buildings and one retail building on 30 acres of land, totaling about 1.3 million square feet of space. The office buildings feature large floor plates, ranging from approximately 40,000 to 60,000 square feet. Heights of most of the office buildings are five stories, with an additional three story building and six story building. The additional retail building is a small, approximately 10,000 square foot single-story structure intended to provide services and dining options for workers in the complex. Parking is provided via two large structures and scattered surface spaces. The site previously hosted smaller office buildings. Construction of LNR occurred in four phases, with the existing buildings providing a modest but steady revenue stream during the early construction. Buildings in each phase were completed, leased, and sold before the subsequent phase of construction commenced. The sale of each completed building then provided an injection of capital.

Influences on Building Design and Site Layout

LNR Warner Center brought a unique, large floor plate product to the Warner Center market. Even LNR Warner Center's smallest 40,000 square foot floor plate is approximately twice the size of local towers. LNR's developers settled on this configuration for a variety of reasons:

1. It is generally less expensive to build shorter buildings with large floor plates (versus taller buildings).
2. Height restrictions forced LNR to maximize space via shorter buildings with large floor plates.
3. Large floor plates allow efficiencies for large tenants by centralizing their workforce and decreasing common area expenses. Attracted by this preferable layout, some large

insurance companies relocated to LNR Warner Center from local towers where they had occupied multiple floors.
4. Large floor plates can also be widely customized for smaller tenants, allowing LNR Warner Center to target a variety of tenants and diversify its client base.
5. The large site allowed room for large building footprints while keeping floor-area-ratios and parking costs low enough to comply with existing regulations (parking includes structure and less expensive surface spaces).

Market, cost, and regulatory conditions also shaped the campus-style layout of LNR Warner Center:

1. Longer-term phasing associated with multiple buildings allowed LNR to adjust its timing based on market demand.
2. Project feasibility was improved by the continuous cash flow from the rent income of existing on-site buildings and then the sale of new buildings as phases were completed.
3. Office users demand dining and convenience offerings in close proximity; as a result, LNR Warner Center needed to provide internal dining and service amenities since other options were too distant to be quickly and easily accessed. This access to amenities was a critical competitive advantage in attracting tenants.
4. The campus layout accommodates large amounts of parking fairly inexpensively in both surface and structured configurations.

Tenant Profile

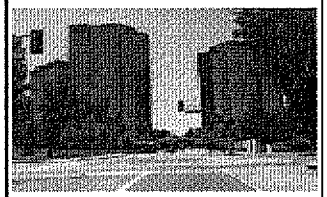
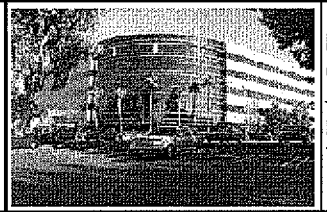
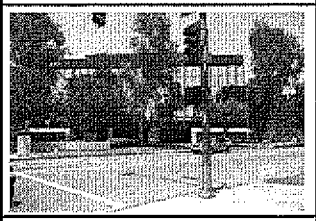
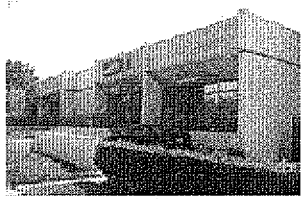
Each phase of LNR Warner Center was primarily pre-leased to large corporations attracted by the high-quality space and the appeal of the large, efficient floor plates. These companies include long-standing local tenants in insurance (Health Net, CNA Insurance) and finance (Wachovia Securities, First Union Securities, RREEF Funds, Praetorian Development). Additionally, firms in the information and fast-growing professional and technical services fields are also leasing space. These include Univision Music Group (media), Intuit (software), Science and Applied Technology (defense research and development), United Online (internet), and ATK Advanced Weapons (defense research and development). This tenant mix demonstrates the continued presence of finance and insurance businesses in the area, but also the growth and diversity of other professional enterprises.

Lessons Learned

LNR Warner Center offers insight into the current market and future office development potential in Warner Center:

1. Demand exists from both the traditional finance and insurance employers, but also from a diverse array of professional services.
2. Large sites create cost efficiencies that make development more cost efficient.
3. Poor pedestrian access in Warner Center requires developers to provide on-site dining and retail, which can be expensive to provide and continues a pattern of internalizing amenities rather than fostering districts where amenities are publicly accessible.
4. Highest achievable rents at the top of the market peaked at approximately $3 per square foot per month (full service gross, before parking costs) for brand new Class A office space.
5. Large amounts of parking are currently expected by office users due to poor transit access. This is unlikely to significantly change over time, and will have implications for future development in Warner Center, as discussed in the following sections.

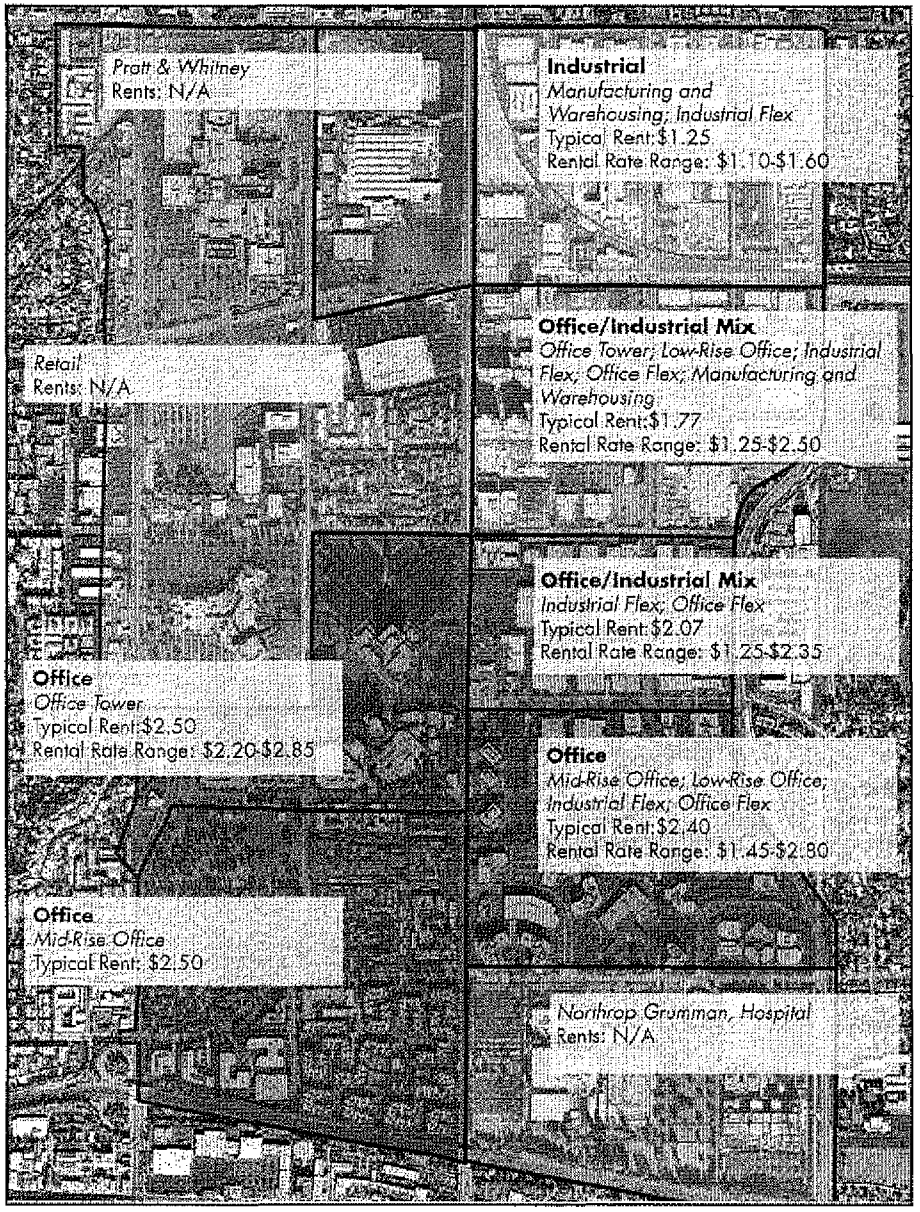
Table 4-1: Existing Warner Center Office Building Types and Tenant Preferences

Building Type	Example	Locations	Characteristics	Tenant Types	Tenant Preferences
Class A/B Tower		•Oxnard between Canoga and Topanga Canyon •Canoga between Oxnard and Victory •Owensmouth between Erwin and Victory	•Taller office tower •Traditional office space •Generally high-quality •Structured parking at 4 spaces per 1,000 square feet	•Major corporations •Image-conscious smaller tenants	•Large amounts of consolidated space and/or high-quality office environment
Class A/B Mid- and Low-Rise		•Varies, but concentrated in blocks bounded by: Oxnard-De Soto-Burbank-Canoga -and- Burbank-Canoga-101 Fwy-Topanga Canyon	•~6 or fewer floors •Traditional office space •Medium- to high-quality •Structured and/or surface parking at 4:1000 •Similar in most respects to Class A/B Towers except height	•Major corporations •image-conscious smaller tenants or price-sensitive tenants (depends on building quality)	•Large amounts of consolidated space and/or high-quality office environment
Class B/C Garden Office		•Varies, but concentrated in blocks bounded by Oxnard-De Soto-Burbank-Canoga	•~3 or fewer floors •Traditional office space •Medium- to low-quality •Surface parking at 3:1000 to 4:1000	•Price-sensitive smaller tenants	•Convenient access for customers or employees •Basic office space •Lower rents
Highly-Improved Office/Flex		•East of Canoga, North of Burbank	•~2 or fewer floors •Often single-story •Quality varies widely •Large floorplates •Flexibly adaptable space •Surface parking •Lower parking ratios (often 3:1000 or less)	•Price-sensitive large tenants •Mixed office-production operations	•Large spaces •Convenient access •Control over signage and building access •Highly customized buildout needs

Source: Strategic Economics 2009; images by Patricia Smith, 2008

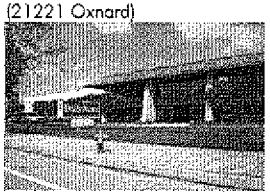
Figure 4-2:

Primary Land Uses, Building Types and Typical Rental Rates in Warner Center Employment Districts



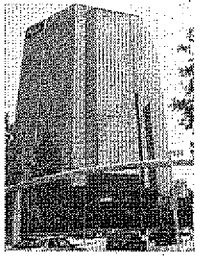
Examples of Common Building Types

Low-Rise Office
(21221 Oxnard)



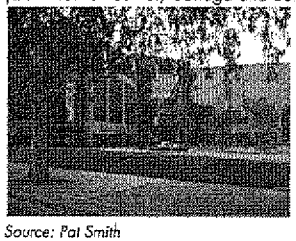
Source: Pat Smith

Office Tower
(Warner Center Towers, Oxnard & Owensmouth)



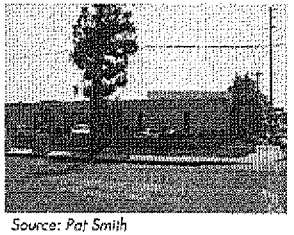
Source: Pat Smith

Mid-Rise Office
(LNR Warner Center, Canoga and Burbank)



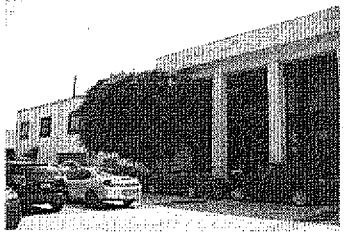
Source: Pat Smith

Industrial Flex
(Independence & Kittridge)



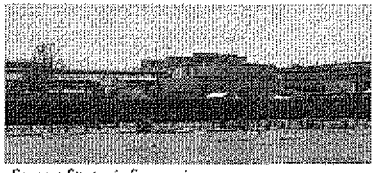
Source: Pat Smith

Office Flex
(Variel Ave.)



Source: Pat Smith

Manufacturing and Warehousing
(Pratt & Whitney Rocketdyne)



Source: Strategic Economics

Legend: Employment District Labels and Colors

Primary Use in Employment District
Common Building Types
Typical Rent
Rent Range

Lowest Typical Rent
Highest Typical Rent

Sources: LoopNet, 2008; Strategic Economics, 2008.

FUTURE OFFICE MARKET DEMAND

This section provides long-range demand forecasts for office space in Warner Center and discussion of how best to capture demand. These forecasts were created using a top-down approach based on anticipated job growth in the city of Los Angeles, current and projected shares of new jobs captured by the San Fernando Valley, and current and projected shares of San Fernando Valley jobs captured by Warner Center. Additional quantitative and qualitative research was then conducted to corroborate the results and better understand the dynamics of local growth. Methodology notes can be found in **Appendix B.**

These are long-range demand estimates extending to 2035. As such, they do not dwell on immediate market conditions, but instead focus on long-range development potential based on regional employment growth forecasts and the long-term desirability of Warner Center. Forecasted demand is not the same as forecasted growth; policy decisions will play an important role in determining whether Warner Center can absorb this demand through new construction.

This section concludes with the steps necessary to capture the largest possible amount of office demand by concentrating on meeting the preferences of workers in growth industries. Finally, examination of building types demonstrates the future potential for new office construction and how new building types will diverge from the existing stock.

Office Space Projections

Warner Center is projected to add approximately 46,000 office-based and institutional[1] jobs between 2005 and 2035, resulting in additional demand for approximately 14 million square feet of new space (net of current vacancies)

The majority of job growth and space demand is projected to be in the Professional, Scientific, and Technical Services sector, though jobs in institutional facilities (e.g. health care and education) are also expected to experience strong growth. Meanwhile, the historically dominant Finance, Insurance, and Real Estate (FIRE) sector is projected to maintain a strong presence in Warner Center, but will only post modest future growth.

Quantitative and qualitative evidence supports the notion that projected growth in Professional, Scientific, and Technical Services will largely drive demand

Even though the majority of office space is occupied by FIRE today, this sector will not drive future job growth. US Census County Business Patterns data indicates that the Professional, Scientific, and Technical Services sector grew 8 percent annually between 1998 and 2006 in the 91367 zip code encompassing southern Warner Center. In recent years Valley employment growth in this sector has outpaced Los Angeles County[2], and County Business Patterns data indicates that Warner Center has increased its share of sector employment within the Western San Fernando Valley. These trends reflect the Valley's long, continued shift toward becoming an employment center rather than bedroom community. In addition, interviews with local employers, brokers, and San Fernando Valley economists further support the prospect of aggressive growth in this sector in both Warner Center and the San Fernando Valley.

[1] "Institutional" space refers to self-contained institutional facilities with a diverse mix of functions, such as hospitals and schools.

[2] Source: *The CSUN Economic Forecast for the San Fernando Valley.* Written by Dr. Daniel Blake. May 2007.

Additional strong projected growth in Institutional facilities and employment is largely driven by the increased need for hospitals and other medical facilities necessary to meet the demands of the Baby Boomer generation. This entire generational cohort will be between the ages of 64 and 90 in 2030, thus generating demand for health care jobs. A large Kaiser Permanente hospital is already located in Warner Center, as well as medical professional offices. This base of existing employment, coupled with Warner Center's professional and central location in the Western San Fernando Valley, will boost local market potential for the health care sector in Warner Center.

Modest growth in the Finance, Insurance, and Real Estate sector is attributable to slow regional growth and the availability of lower-cost locations

The FIRE industry sector is expected to grow relatively modestly in Warner Center despite its strong existing base. Regional projection and trend data indicates that this sector is likely to grow slowly relative to the Professional, Scientific, and Technical Services sector. Further, the availability of lower-cost locations and workforces has reduced the likelihood that large corporate tenants will place major new operations in Warner Center, thus making growth more likely to depend on smaller, highly-specialized firms.

Capturing Office Demand

The demand forecast indicates that Warner Center can potentially attract a high number of new office and institutional jobs by 2035; however, demand is different from growth. Demand for office space will result in growth elsewhere if Warner Center is unable to accommodate the demand, or if conditions in Warner Center are not optimized to capture demand. Therefore it is not enough to simply build more office space; the preferences and needs of future employees must be holistically accommodated, and the negative impacts of employment growth must be minimized. Fortunately, the vision of a vibrant, mixed-use place established during the first community workshop is well-aligned with the steps necessary to capture future job demand in Warner Center.

Job growth in the Professional, Scientific, and Technical Services and Information sectors will draw employees attracted to working and living in vibrant, high-quality places

These two industry sectors comprise two-thirds of potential job growth in Warner Center. The jobs in these industries include a high number of "creative class" occupations that emphasize innovation and human capital; such innovation is the primary driver of economic growth in metropolitan areas. Academic research into the preferences of the creative class has shown that its members prefer to live and work in diverse places with an interactive and personal atmosphere that offers a higher quality of life, with lifestyle amenities and active recreation opportunities.[1] Such an atmosphere can be created in a high-quality place that offers good urban design, public amenities, 24-hour activity, and easy access to shopping, services, dining, and employment.

Creating a vibrant, mixed-use place requires planning for a complete district that includes appropriate commercial development, housing, and quality transit and pedestrian access

The construction of any individual project will not make Warner Center into a mixed-use place; instead, the sum of all development projects can provide the myriad components of a diverse district. Commercial development must offer a range of employment, shopping, dining, services, and activities accessible throughout the area. Housing will create and support both daytime and nighttime activity in the streets and parks of Warner Center. And quality transit and pedestrian access must link all of the components to each other.

Accessible and well-distributed retail and dining options will enhance the desirability of Warner Center

Warner Center contains a large amount of retail and dining options that can potentially serve workers, but these stores and restaurants

[1] Richard Florida, *Rise of the Creative Class*, 2003

are centralized in malls and shopping centers. This isolation makes it difficult for workers to access these businesses during their workdays given the time it takes to drive, park, and walk across sun-parched parking lots. Additions of pedestrian- and transit-accessible stores, services, and restaurants will improve worker access, reduce the need for office developers to provide these amenities internally, and further improve Warner Center's competitiveness as an ideal office location.

Assuming Warner Center is able to capture its full potential office demand by 2035, new workers will generate additional demand for approximately 225,000 square feet of dining and drinking establishments and approximately 380,000 square feet of convenience shopping.

Housing growth and job growth are mutually supportive

Housing plays a critical role in creating a vibrant, mixed-use place and therefore, by extension, plays a critical role in attracting job growth to Warner Center. Housing development not only creates an attractive environment and provides new workers a place to live, but also ensures that workers can live in close proximity to work and be more likely to walk or ride local transit. This, in turn, can reduce traffic congestion. Other examples of successful mixed-use places in the Los Angeles region demonstrate the linkage of jobs, housing, and attractive environments. As shown in **Table 4-2**, the areas surrounding the most heavily developed cores of Glendale, Pasadena, Santa Monica, and Hollywood have an average jobs-resident ratio of 1.4, compared to Warner Center's current ratio of 3.5.

Table 4-2: Comparison of the Jobs per Resident Ratio of Selected Locations in the Los Angeles Region

Place	Employment	Residents	Ratio
Warner Center	40,000	11,300	3.54
Greater Downtown Glendale	50,000	61,000	.82
Greater Downtown Pasadena	67,000	33,000	2.03
Greater Downtown Santa Monica	55,000	28,000	1.96
Greater Downtown Hollywood	47,000	49,000	.96
Warner Center Existing + 2035 Demand	*86,000*	*49,000*	*1.76*

Source: U.S. Census LEHD 2008; Pat Smith 2009; Strategic Economics 2009

As an added benefit, mixed-use places also reduce environmental impacts and traffic congestion

Transforming Warner Center into a vibrant mixed-use place will not only attract new professional jobs, but also mitigate the potential negative impacts of accommodating new residential and job growth. The strong pedestrian and transit connections of such a place result in fewer vehicle miles driven, thus reducing traffic congestion and greenhouse gas emissions. The reduction of greenhouse gas emissions has taken on new importance with the passage of California Assembly Bill 32 (California Global Warming Solutions Act of 2006), which mandates that statewide greenhouse gas emissions be reduced to 1990 levels by 2020.

Summary

Potential job growth in Warner Center includes a high number of "creative class" occupations in which workers demand a high-quality and vibrant environment in which to live and work. Capturing this potential job growth will require both the construction of additional office space and the creation of the workers' preferred built environment. Such an environment is created in a place offering amenities, a strong "sense of place," and pedestrian/transit access options. These characteristics can only exist in a well-connected mixed-use place that offers employment, shopping, dining, services, and housing in close enough proximity and high enough densities such that 24-hour activity is maintained and new residents will easily choose to reduce automobile use. In this regard, the steps necessary to grow employment in Warner Center are also aligned with the vision of Warner Center as a vibrant, mixed-use place, as articulated at the first community workshop.

Profile of Office Building Types

As discussed in the Residential section of this report, it is worthwhile to examine building types to understand the market-based and place-based factors that determine whether or not it is feasible to construct a particular type of building. Unlike the myriad new residential buildings constructed in Warner Center, only two major examples of new office construction have been built in the past ten years. One of these was an additional tower constructed at an existing large-site office development (21st Century), and the other was the previously-discussed LNR Warner Center campus-style development.

Neither of these recent examples is compatible with the more compact and small-site development patterns required for a mixed-use district. For example, LNR Warner Center was developed on a large property, includes expanses of parking and other inchoate open space, and provides its own internally-focused amenities since it is isolated from other uses and not well-integrated into a larger urban district. White any given building in the LNR complex is not inconsistent with the community vision on its own, the campus-style layout does not foster a mixed-use and walkable place. Due to the lack of local examples that support the objectives outlined in the community vision, Strategic Economics examined alternative building types and site layouts found elsewhere in the Los Angeles region.

Figure 4-3 shows the physical, regulatory, and market factors that are necessary for two future building types that are desirable in Warner Center in the future:

- *Mid-Rise Office:* This building type, described earlier, is more likely to be feasible in Warner Center than high-rise office. Though mid-rise buildings were built in a campus-style format at LNR Warner Center, the design can be highly flexible and thus adapted for more pedestrian-friendly single buildings on smaller sites.
- *High-Rise Office Tower:* These towers have significantly higher construction costs per square foot than mid-rise office space. As a result, higher rents are necessary to make projects feasible. Recent examples of tall office towers in the Los Angeles region have required rents of $5 to $7.

The two building types are highly compatible with the creation of a vibrant, mixed-use place in which a walkable environment connects amenities, employment, and housing. When arranged along a block or series of blocks these building types can contribute to a continuous street edge of pedestrian-oriented uses, do not have swaths of unusable green space that increase distances to be traversed, and contribute to an enclosed, shaded street environment that encourages pedestrian activity.

Office Building Findings

Development of large parcels in Warner Center will absorb demand once the Warner Center office market begins to recover

As seen in the LNR Warner Center project, large sites create economic and space efficiencies that increase development feasibility. Therefore it is likely that most early office development will continue to be concentrated on sites such as Pratt & Whitney and/or Westfield's "The Village" proposal for the block between Westfield Topanga and Westfield Promenade. While this is an economic reality, it is important that developments on these sites do not follow past precedents but instead accommodate design considerations that will set the stage for the creation of a vibrant, mixed-use community that will competitively position Warner Center.

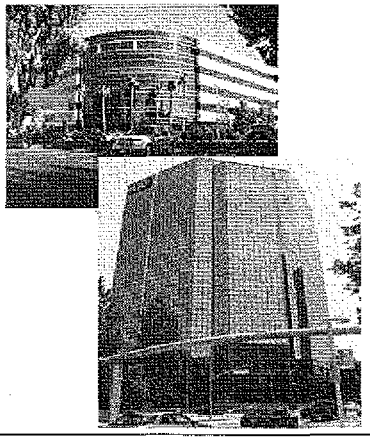
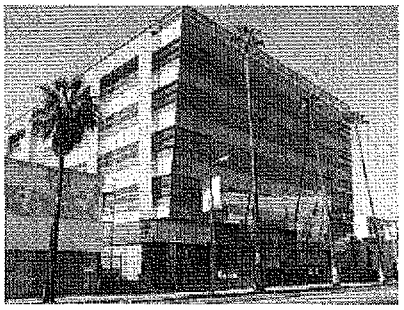
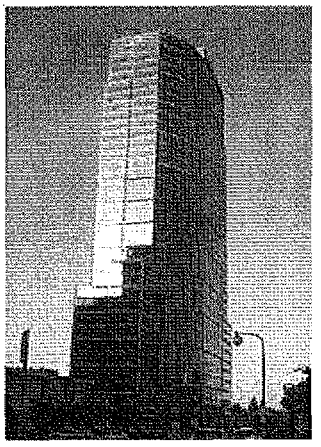
Mid-rise buildings are the office building type most likely to become feasible first

Mid-rise buildings cost less to build per square foot and require less pent-up demand to support development, thus spurring their construction earliest after economic recovery spurs sufficient demand. A more compact and smaller-site design is preferable for the purpose of creating a vibrant, mixed-use place, but buildings designed in such a manner may take additional time to become feasible. These compact designs lack the economies and possible amenity offerings of large sites and phased development, particularly in being able to provide the high parking ratios required in Warner Center. It may be necessary for multi-building large-site developments to be exhausted before small-site development of single buildings becomes commonplace. Recent rents were nearly high enough to support standalone mid-rise development, but such buildings will remain more challenging to develop than larger sites, especially given the limited amenities that can be included in a single building.

High-rise towers will not become feasible in the foreseeable future

Even the highest recent Warner Center rents are too low to support the construction of high-rise office towers, making it unlikely that towers will be build in the short- or mid-term. Warner Center Class A rents recently topped off at $3 per square foot per month, whereas new office towers in the Los Angeles region have commanded rents of $5 to $7. Worsening economic conditions have decreased rents and increased vacancies. There is a possibility that large-site, multi-use developments will be able to leverage residential and retail development to feasibly support office towers within the next decade or two, but otherwise office towers are unlikely to be built for the foreseeable future. However, changes in land scarcity, costs of materials, and other factors may eventually make towers achievable in the long term.

Figure 4-3: Market Requirements by Building Type

Existing Office Building Types	More Intensive Building Types Considered for Future Development	
"Campus Style" Mid-rise Office High-rise Office (Older) Improved Flex Office (Class C)	**Mid-rise Office**	**High-rise Office Tower**
		
Description LNR and 21st Century new office developments have been built in Warner Center in the last 10 years. LNR project has suites from 4,000 - 60,000 SF Warner Center Towers has suites from 1,000-5,000 SF	**Description** Type I construction Construction Costs: $240-260/Gross SF Parking is podium, underground, or a combination; could include detached parking structure and/or surface Typical floorplate sizes: 4,000-60,000 SF Building heights: typically six stories	**Description** Type I construction Construction Costs: $280-313/Gross SF Parking is podium, underground, or a combination; could include detached parking structure and/or surface Typical floorplate sizes: 4,000-60,000 SF Building heights: typically ten stories and above
Current Conditions in Warner Center *Physical* Lot Sizes: 300' x 500' + Parking Ratio: 4:1000 *Market* Tenant space needs: small and large Supportable Rents: $2.50-2.90/SF (full service)	**Conditions Needed to Support Development** *Physical* Ideal Lot Size: Varies — *Present in Warner* √ Parking Ratio: Range, sometimes unbundled — √ *Market* Tenant space needs: mix of large and — √ Supportable Rents: $2.50-3.00/SF (full service) — √ **Conclusions** *Mid-rise office of 6 stories or less is much more likely to be feasible in Warner Center than high-rise office. This building type can accomodate both large and small scale tenants and requires lower rents to support development. It is likely that this type of office will be feasible again when the credit crisis eases, the economy improves, and vacancy rates in Warner Center decrease. Evidence of some recent local office developments of this type support this conclusion.*	**Conditions Needed to Support Development** *Physical* Ideal Lot Size: Varies — *Present in Warner* √ Parking Ratio: Range, sometimes unbundled — - *Market* Tenant space needs: mostly large — √ Supportable Rents: $5.00-7.00/ SF (full service) — - **Conclusion** *Currently, Warner Center rents are not at high enough levels to support this construction type. Additionally, a building of this type would typically be 60% pre-leased before a developer would be interested in building it. While Warner Center has several large tenants already, in the current and near-term markets, demand from large corporate tenants is not presently deep enough to absorb an introduction of such a large increment of new office square footage, without a significant change in the amenities used to attract tenants.*
Conclusion *Recent office construction in Warner Center has been construction in a "campus style" mid-rise format. This format has allowed developers to build a lot of parking in freestanding structures or surface lots on the campus, which is more inexpensive than incorporating it in a podium like with the other two models for future development. The mid-rise towers have captured demand from some large corporate tenants who are attracted to Warner Center for its central location and are willing to pay competitive rents to establish a corporate identity in Warner Center. Newer office developments also attract tenants looking for large floorplates.*		

Strategic Economics, December 2008

OFFICE MARKET CONCLUSION

Warner Center was first developed as a lower-cost location for large corporate office users in need of large amounts of office space in a location with good employee access. While Warner Center continues to accommodate many of these original tenants – largely in the Finance and Insurance industry – its economy has begun to diversify, drawing smaller businesses from a wider range of industries. Future demand for office space in Warner Center will be driven by growth in the Professional, Scientific, and Technical and Information sectors. The growth of these sectors is already evident in the Internet companies and software developers that have located in Warner Center.

The good news is that employees in this sector – often referred to as the "Creative Class" – place a strong value on high quality of life, and are more likely to be transit-supportive. This potential job growth therefore fits well with the community's goals of making Warner Center a more vibrant, mixed-use center. Moreover, Warner Center's future competitiveness hinges on meeting the preferences of workers in these high-growth sectors.

A vibrant, walkable, mixed-use environment with strong internal and external transit connections meets the preferences of employees in growth sectors and offers a unique downtown-type setting that is currently lacking in the Western San Fernando Valley. Similar downtown-type districts throughout the region – including Glendale, Santa Monica, and Hollywood – enjoy a healthy balance between jobs and residents. However, Warner Center currently has three times more jobs than residents, indicating that additional residential development will help the district become a more vibrant core for the Western San Fernando Valley.

Transformation of Warner Center into such a complete, multi-use district with a balance of housing and jobs will uniquely position the area to capture employment growth while minimizing negative externalities such as automobile traffic congestion. Creating this unique identity is particularly important in light of Warner Center's proximity to competitive job centers outside the City of Los Angeles. It is fundamentally more expensive to do business in Warner Center, given the City's gross receipts tax. By creating a highly amenitized mixed-use district, doing business in Warner Center will be worth the additional cost. In short, creating a vibrant, mixed-use environment both encourages economic development by making Warner Center more competitive in the long run.

Large development opportunities, such as Pratt & Whitney and Westfield's The Village, are more likely to be redeveloped in the short term after the market recovery. The large scale of these sites delivers several potential economic advantages to developers, including lower-cost parking in surface lots and above-ground structures, the ability to provide a broad mix of uses internally, and the general flexibility of phasing in buildings and uses over time.

These two sites are the linchpins for catalyzing development of smaller parcels in Warner Center. Their early development presents an opportunity to orient retail, restaurant, and service uses in a more pedestrian-friendly way, and create an example of the Canoga Park station area.

Finally, a strong internal transit circulator is needed to create a spine around which future intensive development can occur. Warner Center is a large-scale district, and walking from one side to the other is unreasonable. Such a circulator will enable residents and employees on one side of Warner Center to take advantage of amenities such as the Westfield shopping centers, and will enable future development to be more dense, rely less on the automobile, and ultimately, create a cohesive, economically competitive core for the San Fernando Valley.

V. APPENDICES

Appendix A: Sub-Area Employment Analyses

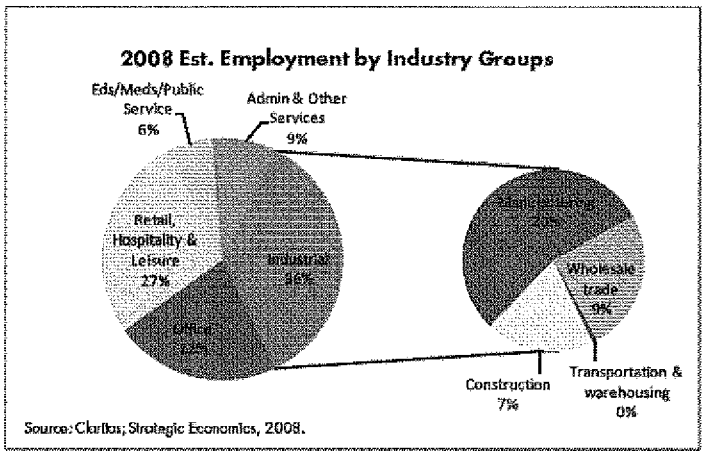
Employment District Share of Total Warner Center Jobs for Top 5 Sectors

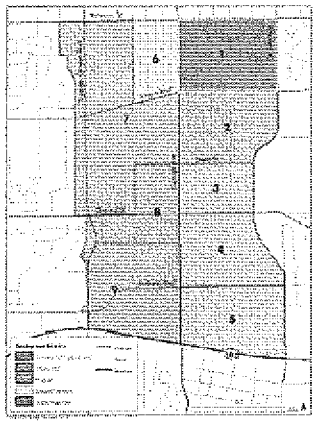
	Finance & Insurance		Professional, Scientific & Technical Services		Retail Trade		Healthcare & Social Assistance		Manufacturing	
	Jobs	Share of Warner Center Jobs	Jobs	Share of Warner Center Jobs	Jobs	Share of Warner Center Jobs	Jobs	Share of Warner Center Jobs	Jobs	Share of Warner Center Jobs
District 1	48	1%	264	5%	515	10%	71	1%	416	8%
District 2	885	9%	1,433	26%	462	9%	182	4%	795	16%
District 3	129	1%	948	17%	260	5%	0	0%	351	7%
District 4	3,106	33%	962	17%	358	7%	483	10%	496	10%
District 5	6	0%	10	0%	0	0%	3,887	77%	500	10%
District 6	0	0%	0	0%	140	3%	0	0%	2,200	45%
District 7	2,376	25%	397	7%	3,253	64%	354	7%	74	1%
District 8	2,494	26%	1,261	23%	73	1%	47	1%	81	2%
District 9	439	5%	269	5%	38	1%	13	0%	23	0%

Source: Claritas; Strategic Economics, 2008.

District 1

Compromised Industrial





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	147	7%
Manufacturing	416	20%
Wholesale trade	188	9%
Retail trade	515	24%
Transportation & warehousing	6	0%
Information	106	5%
Finance & insurance	48	2%
Real estate & rental & leasing	57	3%
Professional, Scientific & Technical Services	264	12%
Management of companies & enterprises	0	0%
Admin, support, waste mgt, remediation services	116	5%
Educational services	18	1%
Health care and social assistance	71	3%
Arts, entertainment & recreation	37	2%
Accommodation & food services	34	2%
Other services (except public administration)	67	3%
Public Sector	40	2%
Total Jobs	2,130	100%

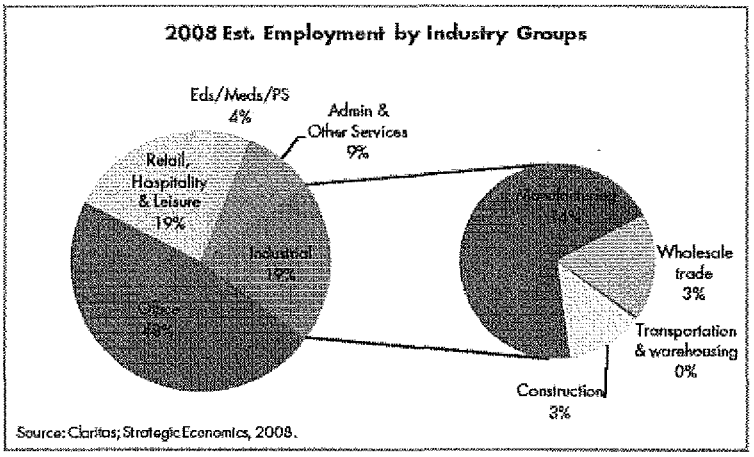
Source: Claritas; Strategic Economics, 2008

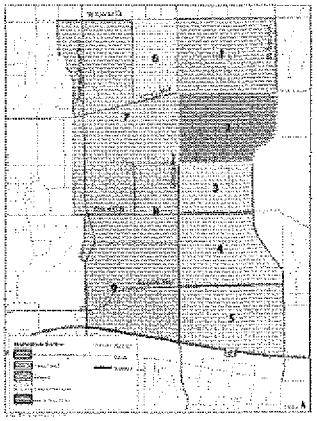
Summary

- Contains 8% of Warner Center's Manufacturing Jobs
- Approximately 47% of the acreage is residential
- Brokers indicate that this district is one of the last pockets of light industrial
- Demand for office is low

District 2

Compromised Industrial





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	147	2%
Manufacturing	795	13%
Wholesale trade	200	3%
Retail trade	462	7%
Transportation & warehousing	4	0%
Information	296	5%
Finance & insurance	885	14%
Real estate & rental & leasing	106	2%
Professional, Scientific & Technical Services	1,433	23%
Management of companies & enterprises	128	2%
Admin, support, waste mgt, remediation services	234	4%
Educational services	62	1%
Health care and social assistance	182	3%
Arts, entertainment & recreation	69	1%
Accommodation & food services	559	9%
Other services (except public administration)	272	4%
Public Sector	8	0%
Total	6,187	100%

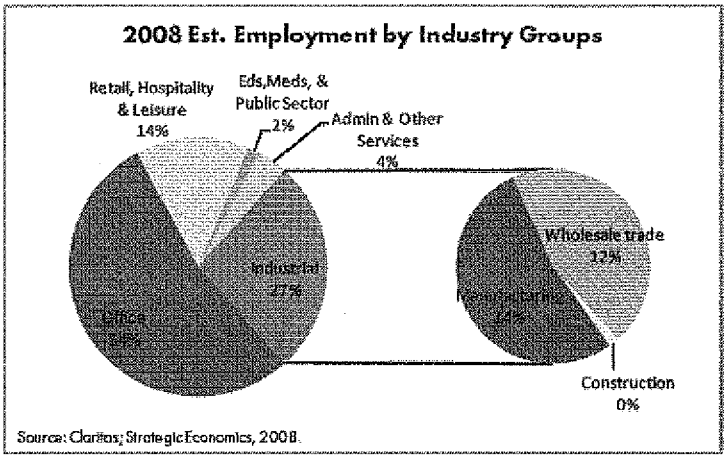
Source: Claritas; Strategic Economics, 2008

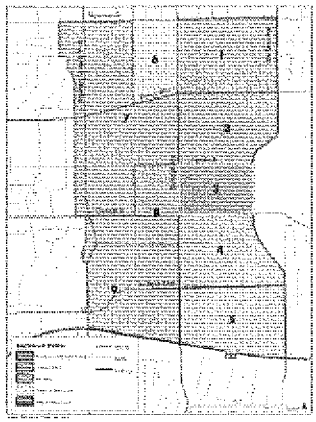
Summary

- Contains 16% of Warner Center's Manufacturing Jobs
- New residential development on several parcels
- Brokers indicate that this district is one of the last pocket of light industrial
- Demand for office is low to moderate

District 3

Office/ R&D





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	12	0%
Manufacturing	351	14%
Wholesale trade	296	12%
Retail trade	260	10%
Transportation & warehousing	0	0%
Information	237	9%
Finance & insurance	129	5%
Real estate & rental & leasing	23	1%
Professional, Scientific & Technical Services	948	38%
Management of companies & enterprises	0	0%
Admin, support, waste mgt, remediation services	80	3%
Educational services	37	1%
Health care and social assistance	0	0%
Arts, entertainment & recreation	0	0%
Accommodation & food services	94	4%
Other services (except public administration)	14	1%
Public Sector	0	0%
Total	2,505	100%

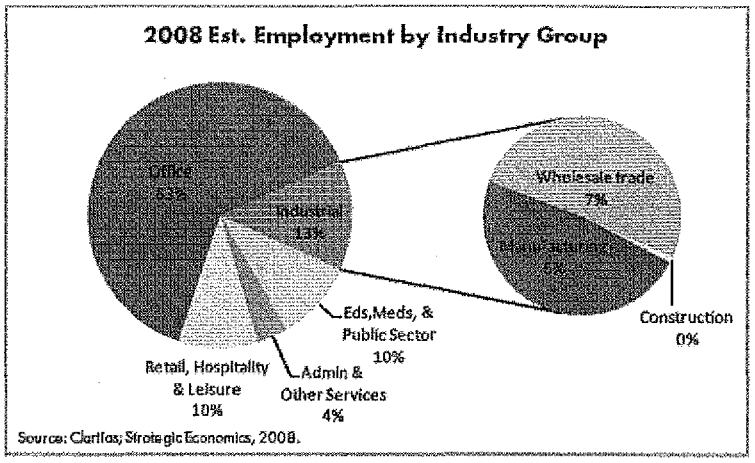
Source: Claritas; Strategic Economics, 2008

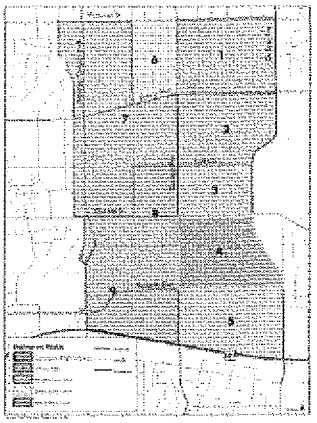
Summary

- Contains 7% of Warner Center's Manufacturing Jobs
- Over 50% of jobs are office users. Most of those are in Professional Services.
- Brokers report that flex space has been priced out and highly improved
- Demand for office is high

District 4

Office/ R&D





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	11	0%
Manufacturing	496	6%
Wholesale trade	524	7%
Retail trade	358	5%
Transportation & warehousing	0	0%
Information	713	9%
Finance & insurance	3,106	40%
Real estate & rental & leasing	144	2%
Professional, Scientific & Technical Services	962	12%
Admin, support, waste mgt, remediation services	241	3%
Educational services	141	2%
Health care and social assistance	483	6%
Arts, entertainment & recreation	332	4%
Accommodation & food services	76	1%
Other services (except public administration)	51	1%
Public Sector	149	2%
Unclassified	68	1%
Total	7,855	100%

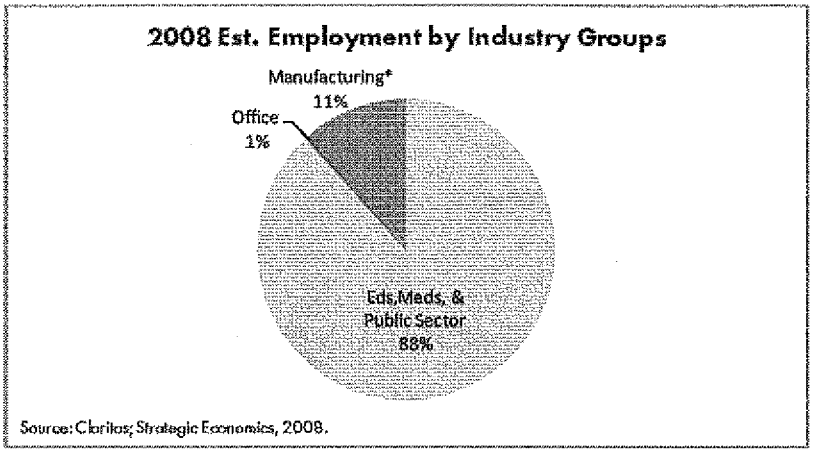
Source: Claritas; Strategic Economics, 2008

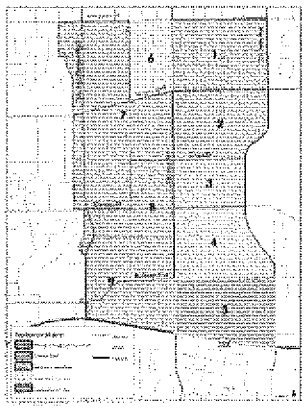
Summary

- Contains 10% of Warner Center's manufacturing jobs
- LNR development completed in 2008 with over 1.3 million SF Class A office
- Brokers report that flex space has been highly imrpoved and priced above flex users
- Demand for office is high

District 5

Hospital/ Industrial





Employment by Industry

Industry	Jobs	Share of Jobs
Manufacturing*	500	11%
Health care and social assistance	3,887	88%
Total	4,403	100%

Source: Claritas; Strategic Economics, 2008

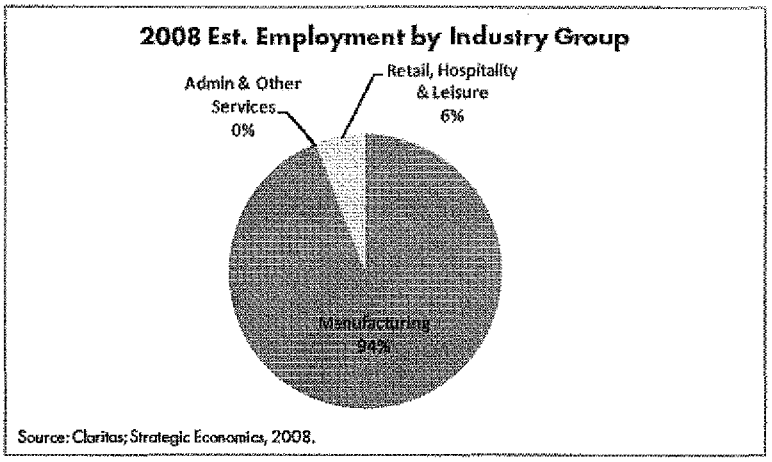
Summary

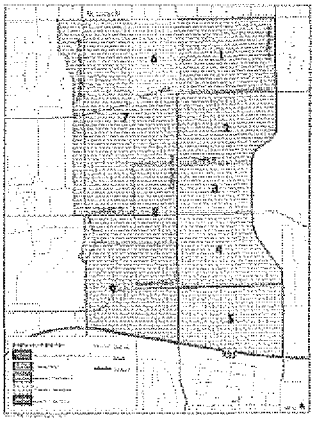
- Contains approx. 10% of Warner Center's manufacturing jobs
- Vast majority of jobs in this district are at Kaiser Permanente Hospital
- Kaiser has plans for expansion
- Northrop Grumman is also a major user and not planning on moving

* Incomplete due to Northrop Grumman data

District 6

Potential Transition





Employment by Industry

Industry	Jobs	Share of Jobs
Manufacturing	2,200	94%
Retail trade	140	6%
Total	2,347	100%

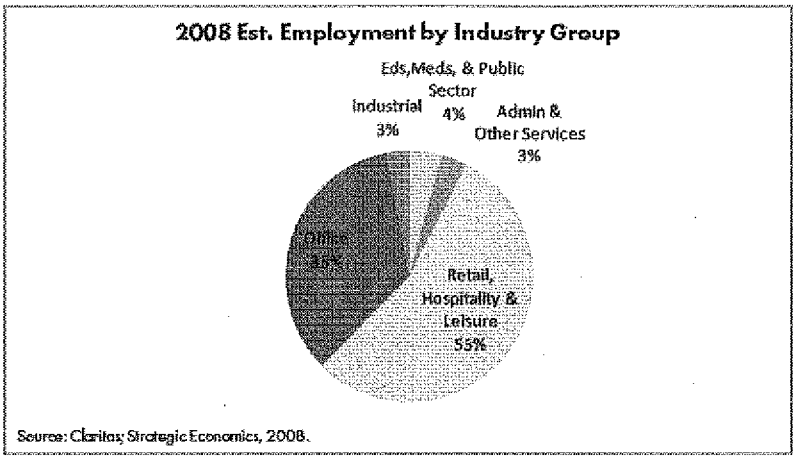
Source: Claritas; Strategic Economics, 2008

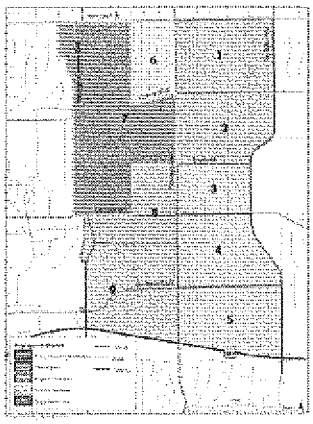
Summary

- Contains 45% of Warner Center's manufacturing jobs in one employer
- Pratt & Whitney Rocketdyne expected to remain in Warner Center until 2010

District 7

Stable/ Mixed Use





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	44	0%
Manufacturing	74	1%
Wholesale trade	151	2%
Retail trade	3,253	36%
Transportation & warehousing	2	0%
Information	210	2%
Finance & insurance	2,376	26%
Real estate & rental & leasing	94	1%
Professional, Scientific & Technical Services	397	4%
Management of companies & enterprises	0	0%
Admin, support, waste mgt, remediation services	62	1%
Educational services	27	0%
Health care and social assistance	354	4%
Arts, entertainment & recreation	0	0%
Accommodation & food services	1,637	18%
Other services (except public administration)	229	3%
Public Sector	4	0%
Unclassified	110	1%
Total	9,024	100%

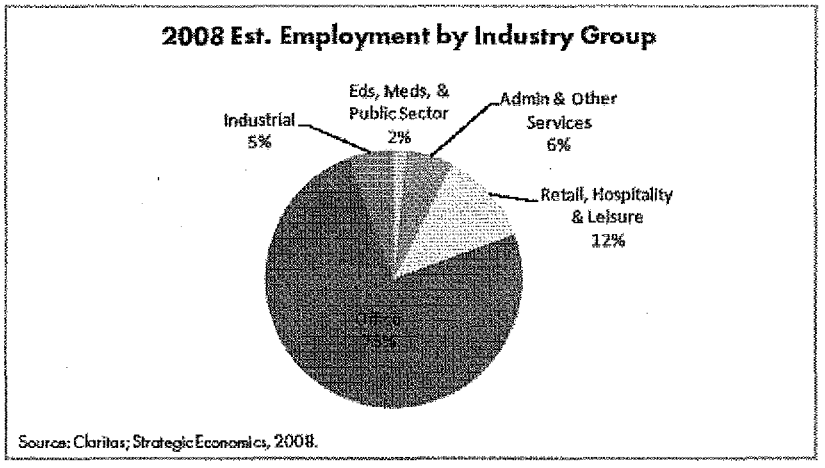
Source: Claritas; Strategic Economics, 2008

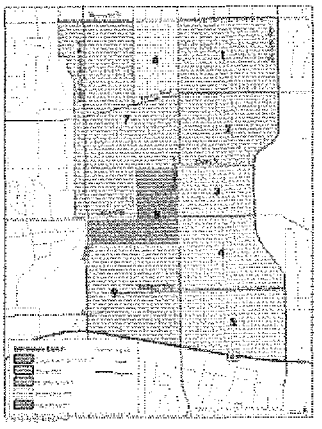
Summary

- Contains 1% of Warner Center's manufacturing jobs
- Most employment is in Retail Trade, Finance & Insurance, and Accomodation & Food Services
- In 2006-2007, Westfield invested $330 million in the Topanga Mall to make it more upscale
- Westfield plans to build lifestyle center connecting Topanga Mall with Westfield Promenade

District 8

Stable/ Mixed Use





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	81	1%
Manufacturing *	81	1%
Wholesale trade	158	3%
Retail trade	73	1%
Transportation & warehousing	2	0%
Information	175	3%
Finance & insurance	2,494	43%
Real estate & rental & leasing	317	5%
Professional, Scientific & Technical Services	1,261	22%
Management of companies & enterprises	2	0%
Admin, support, waste mgt, remediation services	317	5%
Educational services	50	1%
Health care and social assistance	47	1%
Arts, entertainment & recreation	34	1%
Accommodation & food services	565	10%
Other services (except public administration)	16	0%
Public Sector	0	0%
Unclassified	101	2%
Total	5,774	100%

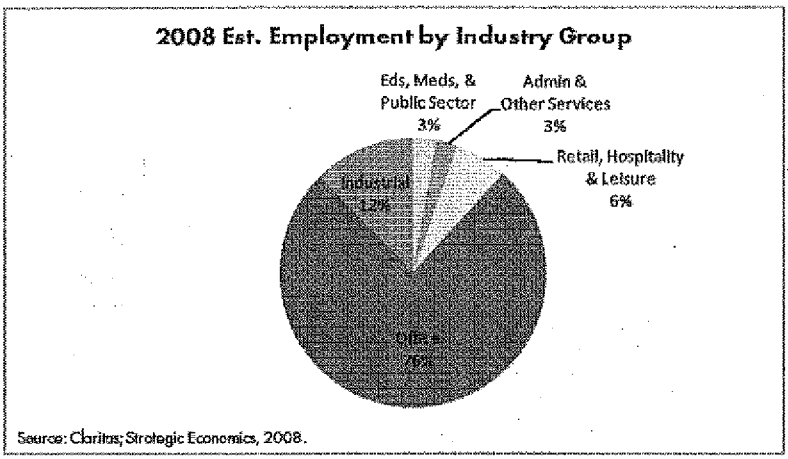
Source: Claritas; Strategic Economics, 2008

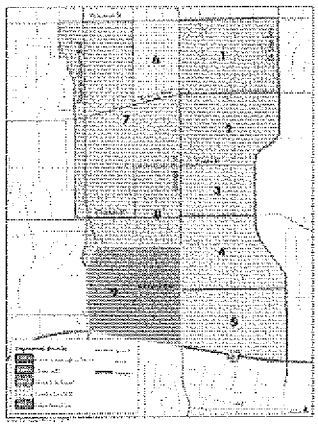
Summary

- Contains 2% of Warner Center's manufacturing jobs
- Brokers indicate that demand for office is high
- Finance & Insurance cluster around Blue Cross and AIG

District 9

Stable/ Mixed Use





Employment by Industry

Industry	Jobs	Share of Jobs
Construction	44	4%
Manufacturing	23	2%
Wholesale trade	49	4%
Retail trade	38	3%
Transportation & warehousing	23	2%
Information	30	3%
Finance & insurance	439	37%
Real estate & rental & leasing	124	10%
Professional, Scientific & Technical Services	269	23%
Management of companies & enterprises	0	0%
Admin, support, waste mgt, remediation services	13	1%
Educational services	20	2%
Health care and social assistance	13	1%
Arts, entertainment & recreation	2	0%
Accommodation & food services	32	3%
Other services (except public administration)	16	1%
Public Sector	0	0%
Unclassified	59	5%
Total	1,194	100%

Source: Claritas; Strategic Economics, 2008

Summary

- Contains 0.5% of Warner Center's manufacturing Jobs
- Brokers indicate that demand for office is moderate
- Approx. 80% of acerage is residential

Appendix B: Office and Residential Market Demand Methodology Notes

Office Employment Growth and Space Demand Projection Methodology

Strategic Economics used a top-down method to estimate job growth that could be captured in Warner Center; this job growth was then translated into potential demand for office and institutional space. The following steps were used to create the job-growth and space demand estimates in this document:

- The current San Fernando Valley shares of employment were determined for each office/institutional industry sector by dividing California Employment Development Department (via California State University – Northridge) San Fernando Valley jobs-by-sector numbers by California Employment Development Department jobs-by-sector numbers for Los Angeles County.
- San Fernando Valley job projections by sector were then created in a two step process: 1) Los Angeles County projections were created by applying countywide growth rate projections by sector from data service Woods & Poole to 2005 sector data for the county from the Southern California Association of Governments; 2) the San Fernando Valley employment shares by sector from step one were then applied to these projections.
- The present-day Warner Center employment capture rate was then determined by dividing the number of jobs by sector (from data service Claritas) by the 2008 number of San Fernando Valley jobs found in the first step above.
- This capture rate was then adjusted downward or upward based on sector trends for the Western San Fernando Valley, as derived from US Census County Business Patterns data for the 1998 to 2006 period. This adjustment was performed by carrying forward the 1998 to 2006 average annual increase/decrease in sector employment, resulting in 2035 projections for Warner Center by industry sector.
- These job projections were then translated into square feet by using a range of industry-specific square-feet-per-employee multipliers.

Residential Market Demand Projection Methodology: Jobs-Housing Linkage Method

Strategic Economics examined the potential housing unit demand being driven by the jobs-housing imbalance that currently exists in Warner Center. The following steps were used to create the jobs-housing linkage-based background information contained in this document:

- The employment projections indicate that Warner Center will add approximately 46,000 jobs by 2035, resulting in total employment of approximately 86,000. Using the San Fernando Valley's current jobs-household ratio to achieve a local jobs/housing balance generates demand for a total of nearly 80,000 households.
- About half of this demand is additional demand generated by projected job growth in Warner Center, while the other half is driven by current employment.
- Based on this data, the fewer than 7,900 dwelling units built or entitled in Warner Center represent less than 20% of *present* demand. Over 4,400 additional housing units would need to be built by 2035 just to maintain the current jobs to housing ratio.
- Given the higher-density nature of Warner Center housing, the area is best positioned to attract households that have a preference for TOD and/or are relatively small. The CTOD demand profile, as applied to the age ranges of Warner

Center workers in 2000, conservatively[1] indicates that approximately 19% of Warner Center householders are likely to prefer TOD housing.

- Alternately, the Census Transportation Planning Package (CTPP) shows that 40% of Warner Center workers resided in one- or two-person households in 2000.
- Adjusting for workers choosing to reside outside Warner Center, tempered by larger households that choose to locate inside the neighborhood, a 35 percent upper capture was determined to be reasonable.

Residential Market Demand Methodology: Transit-Oriented Development Demand Method

The CTOD methodology is a top-down means of estimating household demand. The following steps were used to create the TOD preference-based projections in this document:

- The current household formation rate in Los Angeles County by household type and age of householder was determined based on the 2006 US Census American Community Survey.
- These household formation rates were applied to age-based projections for Los Angeles County produced by the California Department of Finance, thus producing projections of numbers of households by household type and age of householder.
- Capture rates of households likely to live near transit were applied within each category of household projections. These capture rates come from the CTOD's national transit area database created as part of the research supporting the CTOD's publication "Hidden in Plain Sight: Capturing the Demand for Housing Near Transit" (2005). The 2030 and 2040 capture rates used are based on the assumption that the Los Angeles regional fixed-guideway transportation system will expand into the "Extensive" (or "Mature") category instead of its current "Large Emerging" category. The Extensive capture rates are based on average rates across San Francisco, Chicago, New York, Boston, and Philadelphia. Total TOD household demand in Los Angeles County was produced based on these rates.
- Total demand was apportioned across existing, under construction, and proposed transit stations in Los Angeles County. System expansion by 2030/2040 was assumed to include all stations currently under construction and the Orange Line extension to Chatsworth/Canoga Park, the Gold Line Foothill Extension, Gold Line Eastside Transit Corridor Phase 2, Westside Extension Transit Corridor ("Subway to the Sea"), and phase 2 of the Exposition Line. Corridors were weighted depending on their mode (this primarily affected the Orange Line since it is the sole non-rail line).

[1] Household formation rates are not available for Warner Center workers; therefore countywide household formation rates were applied to Warner Center workers. The rates are likely low given that they describe the entire population rather than just workers.

Characteristics of Warner Center Workers

U.S. Census Bureau CTPP, 2000

Worker Age (All Workers)	Warner Center Workers*	%
Under 16 years of age	0	0%
16 and 17 years of age	360	1%
18 to 24 years of age	4,965	11%
25 to 44 years of age	24,515	55%
45 to 64 years of age	13,620	30%
65 to 74 years of age	935	2%
75 years and over of age	280	1%
All workers	44,670	100%

Industry Sector (All Workers)	Warner Center Workers*	%
Agriculture, forestry, fishing and hunting, and mining	55	0%
Construction	1,005	2%
Manufacturing	8,250	18%
Wholesale trade	1,075	2%
Retail trade	4,865	11%
Transportation and warehousing, and utilities	360	1%
Information	3,285	7%
Finance, insurance, real estate and rental and leasing	11,740	26%
Professional, scientific, management, administrative, and waste management services	5,100	11%
Educational, health and social services	4,930	11%
Arts, entertainment, recreation, accommodation and food services	2,325	5%
Other services (except public administration)	920	2%
Public administration	720	2%
Armed forces	30	0%
All workers	44,670	100%

Occupation by Industry (All Workers)	Warner Center Workers*	%
Management occupations	5,215	12%
Farmers or farm managers	15	0%
Business and financial operations specialists	4,935	11%
Computer and mathematical occupations	2,590	6%
Architecture and engineering occupations	2,160	5%
Life, physical, and social science occupations	250	1%
Community and social service occupations	179	0%
Legal occupations	975	2%
Education, training, and library occupations	695	2%
Arts, design, entertainment, sports, and media occupations	1,510	3%
Healthcare practitioners and technicians occupations	1,915	4%
Healthcare support occupations	375	1%
Protective service occupations	425	1%
Food preparation and serving related occupations	1,230	3%
Building and grounds cleaning and maintenance occupations	905	2%
Personal care and service occupations	365	1%
Sales and related occupations	6,710	15%
Office and administrative support occupations	9,265	21%
Farming, fishing, and forestry occupations	20	0%
Construction and excavation occupations	870	2%
Installation, maintenance, and repair occupations	995	2%
Production occupations	2,275	5%
Transportation and material moving occupations	790	2%
Occupation in Armed Forces	0	0%
All workers	44,670	100%

Household Size (Workers Residing in Households)	Warner Center Workers*	%
1-Person Household	5,780	13%
2-Person Household	12,195	27%
3-Person Household	8,770	20%
4-Or-More-Person Household	17,850	40%
All workers	44,600	100%

Worker Earnings in 1999 (All Workers)	Warner Center Workers*	%
Less than $5,000	1,910	4%
$5,000 to $9,999	2,505	6%
$10,000 to $14,999	3,220	7%
$15,000 to $19,999	2,750	6%
$20,000 to $24,999	3,360	8%
$25,000 to $29,999	3,320	7%
$30,000 to $34,999	3,435	8%
$35,000 to $49,999	7,835	18%
$50,000 to $74,999	8,155	18%
$75,000 or more	7,050	16%
No earnings in 1999	1,130	3%
All workers	44,670	100%

Household Income in 1999 (Workers Residing in Households)	Warner Center Workers*	%
Less Than $10,000	885	2%
$10,000-$14,999	595	1%
$15,000-$29,999	3,770	8%
$30,000-$39,999	3,860	9%
$40,000-$49,999	3,730	8%
$50,000-$59,999	3,745	8%
$60,000-$74,999	5,495	12%
$75,000-$99,999	8,050	18%
$100,000-$124,999	5,805	13%
$125,000 Or More	8,665	19%
All workers	44,600	100%

Median Earnings in 1999 (Workers With Earnings)

Block group	Median Earnings In 1999
060371349023	32,725
060371351123	36,325
060371371029	40,335

Source: U.S. Census Bureau CTPP 2000, Tabulation 2, Tables 013, 014, 015, 030, 031, 047; Strategic Economics 2008

Categories may not add up to the 'total' or 'all worker' values due to data rounding implemented by the Census Bureau.

* Warner Center data aggregated from the three following block groups, which include some land just outside the Specific Plan area:
060371349023
060371351123
060371371029

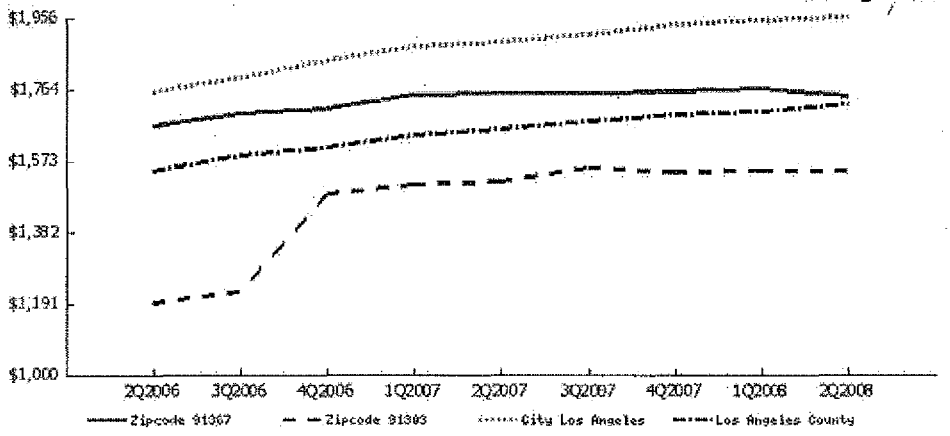
REAL FACTS

Market Comparison

2Q2008

	Zipcode 91367	Zipcode 91303	City Los Angeles	Los Angeles County
Average Rent				
ALL	$1,745	$1,547	$1,956	$1,725
studio	$1,230	$887	$1,255	$1,260
1bd 1bth	$1,478	$1,434	$1,708	$1,558
2bd 1bth	$1,710	$1,350	$1,909	$1,453
2bd 2bth	$1,943	$1,935	$2,446	$2,019
3bd 2bth	$2,316	$2,933	$3,021	$2,114
Average sf				
ALL	881	840	860	861
studio	438	445	471	476
1bd 1bth	711	672	732	726
2bd 1bth	849	755	907	899
2bd 2bth	1,061	1,038	1,097	1,050
3bd 2bth	1,273	1,375	1,351	1,225
Average $/sf				
ALL	$1.98	$1.84	$2.27	$2.00
studio	$2.81	$1.99	$2.66	$2.65
1bd 1bth	$2.08	$2.13	$2.33	$2.15
2bd 1bth	$2.01	$1.79	$2.10	$1.62
2bd 2bth	$1.83	$1.86	$2.23	$1.92
3bd 2bth	$1.82	$2.13	$2.24	$1.73
Avg. Occ.	94.6%	87.6%	93.2%	93.8%
Avg. Year Built	1979	1984	1979	1979

Average Rents



6/29/2008. Data source: RealFacts (415)884.2480. Data is deemed reliable but accuracy cannot be guaranteed.

Exhibit O:
Draft Environmental Impact Report (November 2011) and Final Environmental Impact Report (June 2012) – *Attached on Compact Disk*

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

Exhibit P:
Zoning Code Amendment to LAMC Section 12.04

CPC-2008-3470-SP-ZC-GPA-SUD

As Approved by the City Planning Commission
February 11, 2013

ORDINANCE NO. _____

An ordinance amending Section 12.04-A,4 of the Los Angeles Municipal Code by amending the reference to the WC Warner Center Specific Plan Zone.

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

Section 1. Section 12.04-A,4 of the Los Angeles Municipal Code is hereby amended by changing the Specific Plan reference classification from its existing reference of the "WC Warner Center Specific Plan Zone" to its revised reference of the "WC College, WC Commerce, WC Downtown, WC North Village, WC Park, WC River, WC Topanga, and WC Uptown Zones".

Section 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, by a majority vote of all of its members, at its meeting of

_____.

, City Clerk

By_____
Deputy

Approved_____

_____
Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By_____

KENNETH T. FONG
Deputy City Attorney

Date_____

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: November 29, 2012
Time: After 8:30 a.m.
Place: Van Nuys City Hall
Council Chambers (2nd Floor)
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearings: Public Hearing Required. Public Hearing held on September 18, 2012

Appeal Status: Not Applicable

Case No.:	CPC-2008-3470-SP-ZC-GPA-SUD
CEQA No.:	ENV-2008-3471-EIR SCH#1990011055
Incidental Cases:	None
Related Cases:	None
Council No.:	3 – Honorable Dennis P. Zine
Plan Area:	Canoga Park-Winnetka-Woodland Hills-West Hills
Specific Plan:	Warner Center Specific Plan (Ordinance Nos. 168873 and 168984)
Certified NC:	Woodland Hills-Warner Center Neighborhood Council and Canoga Park Neighborhood Council
GPLU:	Various
Zone:	Various
Applicant:	City of Los Angeles

PROJECT NAME: # THE WARNER CENTER 2035 PLAN

PROJECT LOCATION: **The Warner Center 2035 Plan** project area is the existing Warner Center Specific Plan (WCSP) project area which is currently bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard to the west. As part of the proposed Warner Center 2035 Plan, the City has expanded the Plan boundary north up to the south side of the Los Angeles River.

PROPOSED PROJECT: The proposed project, **The Warner Center 2035 (WC2035) Plan**, is a wholesale revision to the existing Warner Center Specific Plan, originally adopted by City Council on June 30, 1993 under Ordinance Nos. 168873 and 168984. Under **Council File No. 05-0240**, the City Council initiated this revision in a motion introduced on February 9, 2005 and approved on December 21, 2005. (See **Exhibit A.**) The new WC2035 Plan has been developed to specifically address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 Specific Plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The proposed Plan identifies an assumption (forecast) of growth for the year 2035 that represents development anticipated to occur by that year based on population

growth and market demand. Development beyond this assumed growth would require additional environmental review (the plan itself would not necessarily have to be revised). WC2035 would allow for considerable flexibility as to where development would occur and would plan for development beyond the year 2035. It is anticipated that development under the Plan would result in the direct addition of approximately 42,700 new residents and approximately 48,860 new employees. It is further anticipated that the Plan would result in a net increase of 14 million square feet of new non-residential area and 23.5 million square feet of residential area (19,848 dwelling units). The Project includes General Plan Amendments, Zone Changes, and Street Reclassifications.

REQUESTED ACTIONS:

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code Certification of an Environmental Impact Report (EIR) for the above referenced project, Adoption of the Statement of Overriding Considerations and the proposed mitigation monitoring program and the required findings for the adoption of the EIR.

2. Pursuant to the procedures set forth in Section 12.32 of the Los Angeles Municipal Code (LAMC), Zone and Height District changes from the existing zoning both under the Warner Center Specific Plan (WC zones) and the zoning in the expansion area {RS-1; R1-1; [Q]RD2-1; R3-1; (Q)R3-1; R4-1; (Q)R4-1VL; P-1VL; (Q)P-1VL; [Q]P-1VL; CR-1VL; [Q]CR-1VL; [T][Q]CR-1VL; C1-1VL; (Q)C1-1VL; [Q]C1-1VL; C1.5-1VL; (Q)C1.5-1VL; [Q]C1.5-1VL; C2-1; C2-1VL; [Q]C2-1VL; MR1-1VL; [Q]MR1-1VL; [Q]M1-1VL; and [Q]PF-1VL} to reflect the eight (8) new zoning Districts specified in the Warner Center 2035 Plan including the (WC) College, (WC) Commerce, (WC) Downtown, (WC) North Village, (WC) Park, (WC) River, (WC) Topanga, and (WC) Uptown.

3. A Zoning Code Amendment to Section 12.04-A,4 of the LAMC to modify the reference from its existing designation of WC Warner Center Specific Plan Zone to its revised designation of the WC College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown Zones.

4. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code, adoption of the Warner Center 2035 Plan and its enabling Ordinances including the Warner Center Signage Supplemental Use District Ordinance and amendments to the Los Angeles Administrative Code for the Warner Center Mobility Trust Fund Ordinance and the Warner Center Cultural Arts Trust Fund Ordinance.

5. Pursuant to City Charter Sections 555 and 558, amendments to the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan as part of the General Plan of the City of Los Angeles, as modified in the related Community Plan Resolution, the Community Plan Text, Community Plan Maps and Footnotes.

6. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and

City Charter Sections 555 and 558, amend the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Plan boundaries.

RECOMMENDED ACTIONS:

1. **Conduct** a public hearing on the Proposed Plan, its enabling Ordinances, and General Plan amendments, as modified in this staff report.

2. **Approve** the Staff Report as the City Planning Commission Report.

3. **Approve** and **Recommend** that the City Council **adopt,** pursuant to Section 12.04 of the Los Angeles Municipal Code (LAMC), replacement of the existing designation of WC Warner Center Specific Plan Zone to its revised designation of the WC College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown Zones.

4. **Approve** and **Recommend** that the City Council **adopt,** pursuant to the procedures set forth in Section 12.32 of the Los Angeles Municipal Code (LAMC), Zone and Height District changes from the existing zoning both under the Warner Center Specific Plan (WC zones) and the zoning in the expansion area {RS-1; R1-1; [Q]RD2-1; R3-1; (Q)R3-1; R4-1; (Q)R4-1VL; P-1VL; (Q)P-1VL; [Q]P-1VL; CR-1VL; [Q]CR-1VL; [T][Q]CR-1VL; C1-1VL; (Q)C1-1VL; [Q]C1-1VL; C1.5-1VL; (Q)C1.5-1VL; [Q]C1.5-1VL; C2-1; C2-1VL; [Q]C2-1VL; MR1-1VL; [Q]MR1-1VL; [Q]M1-1VL; and [Q]PF-1VL} to reflect the eight (8) new zoning Districts specified in the Warner Center 2035 Plan including the (WC) College, (WC) Commerce, (WC) Downtown, (WC) North Village, (WC) Park, (WC) River, (WC) Topanga, and (WC) Uptown.

5. **Approve** and **Recommend** that the City Council **adopt,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code, the Warner Center 2035 Plan and its enabling Ordinances including the Warner Center Signage Supplemental Use District Ordinance and amendments to the Los Angeles Administrative Code for the Warner Center Mobility Trust Fund Ordinance and the Warner Center Cultural Arts Trust Fund Ordinance.

6. **Approve** and **Recommend** that the City Council **adopt** an ordinance repealing and replacing the existing Warner Center Specific Plan (Ordinance No. 174,061).

7. **Approve** and **Recommend** that the City Council **adopt,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558; amendments to the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached Community Plan Resolution, the Community Plan Text, Community Plan Maps and Footnotes.

8. **Approve** and **Recommend** that the City Council **adopt,** pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558,

amendments to the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Plan boundaries.

9. **Instruct** the Department of City Planning to finalize the necessary zone change ordinances to be presented to City Council, and make other technical corrections as necessary.

10. **Authorize** the Director of Planning to present the resolution, Plan text and Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.

11. **Find** that the City Planning Commission has **reviewed** and **considered** the Environmental Impact Report ENV-2008-3471-EIR in its determination approving the proposed plan, and transmit the EIR to the City Council for **certification**.

12. **Approve** and **Recommend** that the City Council **adopt** the **Statement of Overriding Considerations.**

13. **Approve** and **Recommend** that the City Council **adopt** the attached **findings**, including the Environmental Findings.

MICHAEL J. LOGRANDE
Director of Planning

Ken Bernstein, AICP
Principal City Planner

Kevin Keller, AICP
Senior City Planner

Thomas L. Glick
City Planner
818-374-5062

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Exhibits (Attached)

A	Council Motion (February 9, 2005) and Council Action (December 21, 2005)
B	Warner Center 2035 Plan – Staff Recommended Ordinance
C	Zoning Ordinance
D	Zoning Map
E	General Plan Amendment Resolution
F	General Plan Amendment Map
G	General Plan Amendment Community Plan Text
H	General Plan Amendment Community Plan Footnote
I	Mobility Improvement Trust Fund Ordinance
J	Transportation Element Language – General Plan Amendment
K	Cultural Arts Trust Fund Ordinance
L	Supplemental Use District – Warner Center 2035 Plan Sign District Ordinance
M	Ordinance Repealing Existing Warner Center Specific Plan (Ordinance No. 174,061)
N	Warner Center Specific Plan Revision Market Study-Transit-Oriented Development Market Potential in Warner Center
O	Draft Environmental Impact Report (November 2011) and Final Environmental Impact Report (June 2012) – Attached on a Compact Disc
P	Zoning Code Amendment to LAMC Section 12.04

PROPOSED PLAN ANALYSIS

Project Location

The Warner Center 2035 Plan (see the Map 1 in **Exhibit B**) project area is the existing Warner Center Specific Plan (WCSP) project area which is currently bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. As part of the proposed Warner Center 2035 Plan, the City has expanded the Plan boundary north, up to the south side of the Los Angeles River.

Proposed Plan Summary

The proposed project, the Warner Center 2035 Plan (attached to this report as **Exhibit B**), is a wholesale revision to the existing Warner Center Specific Plan, originally adopted by City Council on June 30, 1993 under Ordinance Nos. 168873 and 168984. The new WC2035 Plan has been developed to specifically address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 Specific Plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions.

The proposed WC2035 Plan would provide for sustainable development where people could live, work and play and where day-to-day needs could be met through walking, bicycling and local transit. Under the proposed WC2035 Plan, Warner Center would have a mix of uses designed to promote a jobs/housing balance. These uses would have access to local and regional transit, aggregated, publically accessible open space, local services, neighborhood serving retail and other land uses promoting walkability and transit use in compliance with SB 375 and AB 32. The proposed Plan would include a balanced mix and concentration of jobs (including high-paying creative and industrial jobs) and housing to support a complete sustainable center.

The proposed WC2035 identifies several characteristics needed to attract development including having a balanced mix of uses: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service. Other characteristics that the Plan identifies as necessary to attract such development include high quality development, attractive, shaded, walkable streets with activity along the sidewalks and a network of open space around which development is oriented.

The proposed Plan identifies an assumption (forecast) of growth for the year 2035 that represents development anticipated to occur by that year based on population growth and market demand. Development beyond this assumed growth would also require additional environmental review (the plan itself would not necessarily have to be revised). WC2035 would allow for considerable flexibility as to where development would occur, and would plan for development beyond the year 2035. It is anticipated

that development under the Plan would result in the direct addition of up to approximately 42,700 new residents and up to approximately 48,860 new employees. It is anticipated that the Plan would result in a net increase of 14 million square feet of new non-residential area and 23.5 million square feet of residential area (19,848 dwelling units).

The highlights of the WC2035 Plan being proposed to the City Planning Commission include:

1. **District Zoning**: WC2035 is comprised of eight (8) Districts each with its own distinctive character and corresponding development standards. Map 1 displays the District boundaries in relationship to the entire Plan area and Maps 2 through 9 display each District. These Districts include the College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown. **(See Exhibits C and D for both the Draft Zoning Ordinance and Zoning Map).**

2. **Regional Center Floor Area Ratios (FAR)**: FAR's permitted up to 4.5 to 1 for most lots within Warner Center Regional Center, except the Topanga District, which permits up to 3.0 to 1 and the Downtown District which permits a base FAR of 5.0 to 1.

3. **Height**: Unlimited height permitted for most lots within Warner Center, excluding the Topanga and River Districts where transitional height provisions of the LAMC may apply.

4. **Density**: As opposed to the density limitations of the 1993 Specific Plan, the new Plan proposes only that residential projects provide a minimum unit size of 300 square feet within the parameters of the maximum FAR permitted.

5. **Use Matrix.** The Plan contains a Land Use Table Matrix which clearly indicates all the uses either "Permitted", "Not Permitted" or "Permitted by Discretion" in the Plan area.

6. **Parking:** Flexible parking requirements where sharing of parking is encouraged and excess parking is discouraged.

7. **Streamlined Project Processing**: Expanded Exempted Projects, Administrative Clearances, and streamlined Project Permit Compliance approvals including expedited Environmental and Transportation Review, and Master Planned Development approvals and Multi-Phased Project approval for those Projects meeting the intent of the Plan.

8. **Streamlined Entitlements:** Conditional Use Permits for entertainment uses will be issued by the Director of Planning in two Zoning Districts (Downtown and Uptown) in the WC2035 Plan.

9. **Community Plan and General Amendments.** As part of the revisions to the Plan, General Plan amendments to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan are necessary including redesignation of Warner Center as Regional Center Commercial land use. Additionally, amendments to the Transportation Element are necessary to provide for designation of new streets and existing street redesignations. **(See Exhibits E through H).**

10. **Hybrid Industrial.** Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The Hybrid Industrial provisions of this section are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are high-end, research and development uses. The proposed project includes a section designed to not only preserve those industrial uses but encourage their expansion.

11. **Mobility.** As part of the Plan and its environmental mitigation monitoring program, a Mobility Section is included which provides provisions for allowing development phased with mobility improvements including a Mobility Fee for most land uses in the Plan(see **Exhibit I**).

12. **Plan Implementation Board/Entity**: The WC2035 will create either a public-private or other entity that will undertake responsibility for implementing the Vision for Warner Center by the following activities:

    - Implement the Neighborhood Protection Program;
    - Establish an areawide assessment district to fund construction and maintenance of streetscape, open space improvements, utility undergrounding, and other improvements;
    - Manage and distribute fees collected to guarantee that funds are kept and spent in Warner Center and the surrounding areas;
    - Seek matching Federal, State and Local funds; Act as a public/private partner in future traffic and transit improvements/maintenance;
    - Develop street lighting and wayfinding signage master plans; Implement infrastructure, physical, and transit improvements;
    - Manage public/private projects directly;
    - Oversee maintenance of streetscape and open space improvements; Manage parking allocation/shared parking;
    - Monitor balance of residential/commercial development; and
    - Work to create a Business Improvement District including security, event management, promotion and marketing; and Monitor enforcement of and compliance with the Plan and other regulations.

13. **Extention of Variel Avenue and Redesignation.** Amendment to the General Plan – Highways and Freeway Plan to show the planned extension of Variel

Avenue south from its terminus on Califa Street to its new terminus on Burbank Boulevard. (See **Exhibit J**).

14. **Urban Design Guidelines and Plan Design Standards.** The Guidelines include recommendations to provide developments with a wide variety of techniques to develop consistent with the Plan. The Guidelines provide ideas for development of blocks, streets, street wall and ground floor, parking and access, open space, architecture, landscaping, streetscape, and cultural amenities. The Guidelines as attached as an Appendix to the Plan. Certain Standards of those Guidelines are incorporated as regulations and requirements of Project in the WC2035 Plan. (See Appendix F of **Exhibit B**.)

15. **Publically Accessible Open Space**. As opposed to the existing Specific Plan which provides for private open spaces through lot coverage limitations and landscape setback requirements, the WC2035 Plan requires that all Projects provide Publically Accessible Open Space (PAOS). These PAOS will be combined into a public open space network throughout the Plan area.

16. **Activity Nodes and Active Frontage Streets.** A key design characteristic of the WC2035 Plan is to provide that ground floor retail, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating activity along that street. Within the WC2035 Plan, Activity Nodes at key intersections and Active Street Frontages at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.

17. **New Streets and Pedestrian Adapted Pathways.** New publically accessible small streets and pedestrian accessways will break-up the large automobile oriented blocks of Warner Center providing pubic pedestrian access and linkages between Publically Accessible Open Spaces.

18. **Expansion Area - The River District.** The new Plan includes an expanded area not in the existing Plan. This new district is known as the River District due to its physical proximity to the Los Angeles River. This District includes the south side of the River between Topanga Canyon Boulevard to the west and De Soto Avenue to the east. Standards and design guidelines will apply to the northern edge of the Plan up to the River. Standards will apply to augment the goals of the Los Angeles River Master Plan.

19. **Cultural Amenities.** The Plan establishes a Cultural Arts Development Fee requirement that exceeds the LAMC requirements by assessing the fee on all building permits with a valuation of $500,000 or more as opposed to the Citywide requirement which does not apply to residential projects. (See Section 9 of **Exhibit B** and **Exhibit K.)**

20. **Signage:** The WC2035 Plan includes a Supplemental Sign District which will allow greater latitude for the Plan to provide for flexibility of sign standards and

provisions. The Plan's signage will: Support land uses and urban design standards and guidelines of the Plan; Reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; Contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and College Districts; and Contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts. (See **Exhibit L**.)

Finally, the proposed Project also includes the Ordinance for the Repeal of the Existing Warner Center Specific Plan. (See **Exhibit M**.)

BACKGROUND

Geographic Overview of the Warner Center Area

Warner Center is located in the southwestern corner of the San Fernando Valley within the City of Los Angeles and specifically within the communities of Woodland Hills and Canoga Park. Additionally, Warner Center is designated as a Regional Center within the City's Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. Historically, Warner Center is generally bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The area is comprised of approximately 924 acres or 1.5 square miles. (See Map 1 of **Exhibit B**.)

The area was originally planned to relieve traffic to and from downtown Los Angeles, as well as generate jobs in the San Fernando Valley. It was first envisioned in the 1970s. In its present form, the area contains many low rise office buildings, as well as several high rise skyscrapers. There is also a wide variety of retail including large and small shopping centers. In October 2006, the Orange Line was established creating an east-west link across the San Fernando Valley connecting Warner Center with North Hollywood and the Metro Red Line. In June 2012, the Orange Line was expanded to include a north-south line connecting Warner Center with Chatsworth and the Metrolink system. The Warner Center area, in its existing condition, is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. The area surrounding Warner Center contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

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

A BRIEF HISTORY OF PLANNING IN WARNER CENTER	
Year	**Planning Effort**
1971	Warner Ranch Specific Plan is the first Specific Plan adopted under the Charter of the City of Los Angeles, approximating the current boundaries of the Specific Plan area.
1974	Concept Los Angeles (the Centers Concept) identifies Warner Center as a transit-served, multi-use Regional Center with mid- and high-rise development intensities.
1984	Warner Center Specific Plan is updated. It shows a future regional transit stop at Owensmouth and Oxnard, with high density (high rise) development along Owensmouth and medium density (mid-rise) along Canoga, with a goal at least a 3:1 FAR.
1993	Warner Center Specific Plan is updated. FARs are reduced due to traffic concerns as no regional transit is anticipated in the near future. All zones, including C/I , allow residential development.
1994	The City Council adopted an amendment (Ordinance No. 170,004) to the Warner Center Specific Plan related to Transportation Demand Management (TDM) requirements to provide more efficient permit processing and to assist businesses affected by the January 1994 Northridge earthquake.
1996	General Plan Framework refines the City's Centers Concept. Warner Center is elevated to the largest of 8 Regional Centers in the San Fernando Valley. Regional Centers are defined as major transit hubs with 6- to 12-story (or higher) buildings.
1997	Under Ordinance No. 171529, the City Council adopted another amendment to the Warner Center Specific Plan for the long-term revisions of the TDM section to clarify and streamline the overall TDM provisions of the Specific Plan. These revisions also included a minor clarification of the definition of "Project"; a minor clarification that intercept parking provisions apply only to office uses; and a minor revision to the shared parking provisions.
2000	The City Council adopted amendments to the Warner Center Specific Plan under Ordinance Nos. 173,071 and 173,072 consistent with the revised environmental analysis conducted by the City resulting from a July 1993 lawsuit in the case of Los Angeles Unified School District (LAUSD) vs. City of Los Angeles (58 Cal.App. 4th 1019). The City revised its 1992 EIR air quality and noise analysis in a subsequent SEIR dated May 1999. The amended Specific Plan ordinances, incorporating the mitigations measures for the air quality and noise impacts identified in the Draft and Final SEIR.
2001	The City Council amended the entire Specific Plan under Ordinance No. 174,061. The amendments were two-fold: 1) To update the Specific Plan, based upon the analyses for noise and air quality, to change it

	from a 20-year, four phase plan (establishing a maximum development level of 35.7 million square feet of non-residential development) to a Phase I only Specific Plan (establishing a maximum of 21.5 million square feet of non-residential development or to the end of the year 2010, whichever comes first); and 2) To refine the Specific Plan's development standards, as they relate to the Plan's Phase I only development requirements.
2005	The Orange Line, a dedicated bus rapid transit line, opened connecting Warner Center and North Hollywood began operation and soon had a higher ridership than the light rail Gold Line. Warner Center has 3 stops: 2 on the Orange Line ROW – DeSoto Avenue and Canoga Avenue - and one off line at the Warner Center Transit Hub at Owensmouth Avenue/Oxnard Street.
2005	Under Council File No. 05-0240, the Los Angeles City Council initiates the restudy of the Warner Center Specific Plan including the creation of a Citizen's Advisory Committee, comprised of members from both the development community and the Neighborhood Council, to work with the City on the development of the new Specific Plan. (See **Exhibit A** attached to this report.)
2006	In February 2006, the Warner Center Citizen's Advisory Committee (CAC) holds its first meeting at the Woodland Hills Country Club. This would be the first of over 120 meetings held by the CAC over the next 6-plus years.
2008-2009	An update of land use and urban design elements of the Specific Plan begins in July. At all 5 community workshops, each workshop attended by several hundred community members, the concept of a sustainable, transit-oriented, mixed use regional center was supported by attendees.
2009	Orange Line extension north along Canoga to Chatsworth was approved in January. The construction began in June 2009 and opened in early summer of 2012. This north-south connection makes the Canoga station even more important to Warner Center.
2009	Urban Designer and Economic Consultant recommendations issued for the new Plan.
2009	The EIR scoping meeting for the new Warner Center 2035 Plan held in Warner Center.
2011	The Warner Center 2035 Plan Draft EIR released to the public in November 2011 for 60-plus day review period to February 6, 2012.
2012	The Final EIR released in June 2012 and the City held both Open House (September 10) and Public Hearing (September 18) on the proposed Plan.

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

Warner Center is named for Harry Warner, the eldest of the Warner Brothers, who had owned the land since the 1940s as a small part of his 1,100 acre horse ranch. The Harry Warner family donated 20 acres of land in 1967 that became the Warner Center

Park (also known as the Warner Ranch Park), located east of Topanga Canyon Boulevard between Califa Street and Marylee Street.

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

Due to a considerable amount of development of the Warner Center area during the 1970s, in the mid-1980s, a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and to provide design and aesthetic standards for the Warner Center area. As a result, in 1984, the Specific Plan was reviewed under recommendation from the Los Angeles City Council. In 1985 the Los Angeles City Council authorized preparation of a Transportation Demand Management Plan for Warner Center. The Department of City Planning began the restudy in 1985 in conjunction with a Citizen's Advisory Committee (CAC).

The restudy was completed in 1987 and work on a Transportation Management and Improvement Plan (TIMP) began. The TIMP recommended a number of improvements including a Transportation Impact Assessment (TIA) Fee of $14,990 per pm peak hour trip. In August of 1991, a Draft EIR on the Specific Plan and TIMP was published. In response to public concern regarding density as well as information becoming available regarding long-term transit planning in the region a revised Specific Plan was prepared allowing development to occur in four (4) phases: Phase I would allow up to 21.5 million square feet (MSF) of non-residential development, Phase II would allow 27.5 MSF, Phase III would allow 31.5 MSF and Phase IV would allow 35.7 MSF.

Background of the Existing Specific Plan (1993-PRESENT)

All the community and governmental efforts over a decade culminated in the adoption the Warner Center Specific Plan (Ordinance Nos. 168873 and 168984) by the Los Angeles City Council in June 1993. The 1993 Specific Plan became effective in August 1993.

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

Also, the Specific Plan was designed to encourage residential uses in all of Warner Center. No limit was placed on residential development but the EIR analyzing the Specific Plan assumed 3,000 units. Approval of each phase was based on demonstrating that performance standards had been met. Timing of phases was linked to transportation improvements and further environmental review to be completed by January 1, 2011.

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

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

The 2000 amendments were consistent with revised environmental analysis. Amendments to the Warner Center Specific Plan have also addressed ways to clarify and/or improve procedural elements. These non-transportation amendments have included procedural changes to the Specific Plan's sign provisions, land use categories, application processes, childcare provisions and urban design standards.

Specific Plan Restudy (2005-PRESENT)

When the Warner Center Specific Plan was adopted in 1993, commercial development in Warner Center was greater than residential development. In order to encourage residential growth and create more jobs-housing balance, transportation fees and other restrictions were not required. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet with no Specific Plan limit on the residential development with the exception that the Plan's environmental clearance (i.e., the Final EIR) only analyzed 3,000 units with any residential development proposed in excess of the 3,000 units would be required to conduct additional environmental analysis.

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

At the same time, Council District 3 (Hon. Dennis P. Zine) initiated a motion to restudy the 1993 Specific Plan on February 9, 2005. As part of this motion a Citizen's Advisory Committee was formed to advise the City of Los Angeles Planning Department staff on planning, development and quality of life issues in Warner Center and to provide input to the proposed update to the Warner Center Specific Plan (proposed WCSP or WC2035 Plan). City Council adopted the motion on December 21, 2005.

Since February 2006, the Citizen's Advisory Committee has been working with the City and their consultants on the development of the WC2035 Plan. Their hard work in this effort is unprecedented. After several years and hundreds of meetings, this work has translated into the Plan version presented in the succeeding pages, including a Community Vision Statement which details the contributions of the CAC in specific and the community in general.

Since 2006, the City in conjunction with the CAC has held over 120 public meetings on the development of the Warner Center 2035 Plan.

Comparison of the Existing Warner Center Specific Plan (1993) vs. the Warner Center 2035 Plan (WC2035)

The Warner Center Specific Plan, in effect since 1993, was adopted during a climate of uncertainty on the future of development in the West Valley. Back then, the vision for the Plan was to prevent over-development in Warner Center from impacting the surrounding communities. While Warner Center was considered a Regional Commercial Center and a future Transit Oriented District (i.e., a proposed future light rail station), there was still the concern in the community that the West Valley would become severely impacted because of the potential future development in Warner Center. The 1993 Plan's provision as a result are restrictive and in many cases limiting to commercial and industrial growth. In fact, the 1993 Plan has been in effect for almost twenty years with little non-residential growth that was anticipated to occur in the late 1980s. The 1993 Plan cites several key objectives including:

- The proposed Specific Plan is intended to implement the goals and policies of the Canoga Park-Winnetka-Woodland Hills Community Plan.

- The intensity of non-residential development permitted in Warner Center would be coordinated with improvements to the transportation system and implementation of the Transportation Demand Management programs.

- Within Warner Center, the greatest building intensity and height would be permitted within the Core Subarea to provide a pattern and scale of land use development that promotes and allow convenient access to future transit improvements. Both height and building intensity would be reduced in stages moving outward from the Core with the least intense at the edges of the Warner Center area.

- Pedestrian movement within Warner Center would be encouraged by the provision of open space, landscaped setbacks, ground-level commercial and retail uses or other pedestrian-serving uses where appropriate and an internal shuttle system.

- Existing high-quality, high-technology industrial research uses in Warner Center Industrial/Office parks would be preserved.

Most of these objectives have not been fully achieved and in fact some have not been achieved at all.

In contrast to the 1993 Plan, the proposed Warner Center 2035 Plan is a wholesale revision to the vision for Warner Center as a Transit Oriented District (TOD). The original light rail proposals changed to a Bus Rapid Transit system which was developed, constructed and currently in operation as the East-West Orange Line connecting Warner Center to North Hollywood in the Los Angeles Metro system. The Orange Line, since its opening in 2005, has been a success in attracting ridership numbers surpassing all expectations. The Orange Line system was augmented in 2012 with the opening of the North-South line from Chatsworth to Warner Center.

With the success of this regional transportation system, a TOD-based plan for the Warner Center, as a prime transit-served Regional Center in the Los Angeles Region, became the natural direction of the City's planning effort in this area. In 2008, the City of Los Angeles hired an economic consultant, Strategic Economics, to perform a market analysis study Warner Center for its TOD potential. The results of this analysis are attached in **Exhibit N** and are the basis of the core vision and recommendations in the Warner Center 2035 Plan. This new vision is based upon the economic analysis stating that Warner Center, in order to be a successful Transit Oriented District, needs to become a vibrant, high-quality, jobs-rich, and walkable destination for residents of the Western San Fernando Valley. The study stated that:

> *"The Western San Fernando Valley lacks a downtown-type core that serves as an appealing public gathering space; Warner Center, currently a regional focal point for shopping and jobs, holds the strongest potential for becoming such a destination. Fortunately, conversion of Warner Center to a transit-oriented development district would also mitigate the negative impacts of growth and provide the vibrant, walkable environment sought by many community members. As an existing regional transit hub, which includes three stops on the Orange Line bus rapid transit (BRT), Warner Center is uniquely positioned to become a transit-oriented district. However, this transformation will require significant changes to the existing land use mix, urban design, and street network. Therefore, this report evaluates the economic and market potential for development types that could support this transition."*

The Warner Center 2035 Plan offers a 180-degree departure from the 1993 Plan to the WC2035 Plan which celebrates the TOD and all that it brings to the West San Fernando

Valley including new amenities, businesses and jobs and new residential units for all income levels.

The following is a table to demonstrate the fundamental differences between the regulations in the 1993 Plan and those in the WC2035 Plan:

PLAN PROVISIONS	WARNER CENTER SPECIFIC PLAN (EXISTING)	WARNER CENTER 2035 PLAN (PROPOSED)
ZONING	LAMC Zoning Categories Including C1, C1.5, C2, CR, C4, R3, OS, PF, and C/I Zones. Warner Center Will Be Designated As Regional Center Commercial Under The General Plan.	District Zoning In Eight (8) Zoning Districts: College, Commerce, Downtown, North Village, Park, River, Topanga And Uptown.
INTENSITY/ FLOOR AREA RATIO (FAR)	FAR Limits Ranging From 1.0:1 Up To 2.0:1 With The Average Far Throughout The Plan Approximately 1.25:1 For Non-Residential Projects. Residential Projects Permitted A 3:0:1 FAR.	4.5:1 FAR Base For Six Districts: College, Commerce, North Village, Park, River And Uptown 5.0:1 FAR Base For One District Only, Downtown 3.0:1 FAR Base For One District Only, Topanga.
FAR BONUSES	None.	Up To 1.5:1 FAR Bonus For All Districts Except For The Downtown Which Is Permitted A Maximum Bonus Of 1.0:1 FAR.
OTHER FAR PROVISIONS	FAR Increase, Averaging And Transferring.	Limitation On Far Devoted To Residential In 4 Districts: College, Commerce, Downtown And Uptown. A Residential Only Project Is Prohibited In These 4 Districts.

HEIGHT	45 Feet, 60 Feet, 75 Feet, 145 Feet, 165 Feet And Unlimited In The Core Area Only.	Unlimited Height In All Districts With The Topanga District's Heights Subject To Transitional Height.
INCENTIVISED USES	None	Libraries, Community Centers, Theaters, Green Buildings, Child-Care, Museum, Local Serving Retail, Grocery Store, Elder Care, Open Space, And Fully Subterranean Parking.
PUBLICALLY ACCESSIBLE OPEN SPACE	Lot coverage limitations and Landscape setback requirements. Mainly private open space networks.	The WC2035 Plan requires that all Projects provide Publically Accessible Open Space (PAOS). These PAOS will be combined into a public open space network throughout the Plan area.
PARKING	With The Exception Of Office Parking, LAMC Requirements Apply. Office Parking Is Capped At A Maximum Of 3.7 Per 1,000 Square Feet.	Parking Minimums As Little As Zero Parking Spaces And Maximums Up To 4 Spaces Per 1,000 Square Feet For Both Residential And Non-Residential Projects.
SETBACKS	Most Landscape Setbacks 25 Feet Or 40 Feet.	12-Foot Minimum/Maximum Setback. Provisions To Allow An Additional 8-Feet If In An Activity Node Or Active Frontage Street.

STREET WALL	None.	A Minimum Building Height Of 25 Feet To 35 Feet If Adjacent To A Public Street Or Highway.
GROUND FLOOR PROVISIONS	None.	Ground Floor Retail Required For Projects In An Activity Node, On An Active Frontage Street, Or On A New Street.
SIGNAGE	Limited Signage Standards.	Supplemental Sign District – A Wider Range Of Sign Options Permitted.
URBAN DESIGN	Limited Provisions For Additional Height, Articulation And Landscaping. No Urban Design Guidelines And Standards. No Design Review.	Retention Of Urban Design Provisions Of The Existing Plan, However, New Urban Design Standards And Guidelines.
STREET STANDARDS	Limited Standards Consistent With The Highways And Freeways Plan.	Comprehensive Street Standards Per The Urban Design Guidelines In The Plan's Provisions.
AUTOMOBILE USES	Limited Prohibitions.	Automobile Uses Only Permitted In The Topanga District With Limits On Automobile Sales In The Other 7 Districts.
GENERAL PLAN CHANGES	Various Land Use Designations Including But Not Limited To Medium Residential, Community Commercial, And Limited Industrial.	All Of Warner Center Will Be Designated Regional Center Commercial On The Community Plan.

MOBILITY	Transportation Section. Trip Fees Per Each New Trip Created By Land Use Per The Trip Tables. Traffic Studies Usually Required For Project Generating 43 Trips Or More.	Mobility Section. Mobility Fee Per Each New Sq. Ft. By Land Use Per The Mobility Tables. Limited Traffic Studies May Be Necessary.
HIGHWAYS AND FREEWAYS PLAN	No New Streets Or Redesigations Of Streets.	Variel Avenue Extended From Califa Street To Burbank Boulevard And Designated As A Collector. Variel Redesignated As A Collector From Oxnard Street To Califa Street.
HYBRID INDUSTRIAL USES	None	To Retain An Industrial Base In Warner Center, The Plan Allows For Hybrid Industrial Uses Consistent With Regional Center Commercial Purposes.
PROJECT CLEARANCE	Project Permit Compliance Approval Only. Some Limited Exemptions.	3 Levels Of Clearance: 1) Exemption, 2) Administrative Clearance & 3) Project Permit Compliance Approval.
IMPLEMENTATION OF THE PLAN	Limited – The Plan Has Procedures For Implementation Of The Specific Plan's Transportation Improvement Program.	A Public-Private Corporation Or Joint Powers Authority Is Envisioned To Implement The Plan.
ALCOHOL SALES	Conditional Use Permit To Zoning Administrator.	Conditional Use Permit To Zoning Administrator.

ENVIRONMENTAL MITIGATIONS	Most Projects Require A Full Environmental Review.	Full Mitigation Monitoring Program (MMP). Most Projects Benefit From The Plan's Environmental Analysis. Some Projects Will Need Additional Environmental Review Per The MMP.

DISCUSSION OF THE KEY ISSUES

Characteristics Needed to Attract Development

Based upon analysis by City consultants for the Project, Warner Center is not expected to attract the development identified above unless it has a synergistic combination of characteristics that set it apart from other places in Southern California, including:

- A balanced mix of uses - a variety of jobs; a range of housing types; a mix neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities.
- Uses that are within walking distance and connected by frequent transit service.
- High quality development.
- Attractive, shaded, walkable streets with activity along the sidewalks.
- A network of open space around which development is oriented.

Focusing Growth in Regional Center and Near Transit Infrastructure

The WC2035 Plan is a plan for sustainable, transit-oriented development. As State law requires that the City plan for projected growth in population, housing, and employment levels, the Proposed Plan focuses this possible growth in the Regional Center and near existing transit infrastructure, such as the Metro Orange Line. The Proposed Plan does not create or induce growth; it directs growth in a planned fashion if and when it occurs. Subsequent discretionary project approvals will require additional environmental clearance. Focusing growth around transit helps to reduce dependency on automobiles, expands mobility choices, encourages development with less impact on our roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planning transit infrastructure. By directing the greater

percentage of growth around these Regional Center areas, existing lower-density and historic neighborhoods are maintained.

Jobs Growth and Housing

The success of a Regional Center TOD is dependent upon the ability to attract large, medium and small businesses to invest in that area. The Warner Center 2035 Plan core vision is to provide an attractive framework by which businesses of all sizes and types are encouraged to locate in Warner Center. Through the vibrant Downtown District as the core of Warner Center, the business and light industrial parks will continue to be supported so that each is able to renovate, grow, and adjust to new market conditions. The WC2035 Plan is designed to attract and support highly creative and innovative businesses and industries. The Plan will support business, commercial, and light industrial activity to generate a variety of jobs for its local community. In turn, these businesses will provide innovative ways to become environmentally, socially, and economically sustainable. Creative sector jobs are promoted by the WC2035 Plan with specific incentives provided so that they can play an important role in diversifying the Warner Center economy.

Moreover, a balanced mix and concentration of jobs and housing is needed to support a sustainable Regional Center and successful TOD. The Plan's goal is to:

- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035, including Research/Development, Professional/ Technical and other "creative class" jobs.

- To create an environment to attract those jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, adding 20,000 new residential units between by 2035.

Additionally, the necessity of a "rich mix" of a diversity of housing for all income levels is also a key to the Plan's success. As a result of the economic analysis performed for the Project in 2008, by 2035 the long range demand for additional housing in Warner Center will range from 7,000 up to 21,000 new households. At the low end, 7,000 additional households could tentatively be interested in living in Warner Center as a result of local job growth. At the high end, demand for transit-oriented development on the Orange Line combined with job growth could attract up to 21,000 new households to development in Warner Center.

The Plan's housing incentives and density provisions will promote and provide for housing for a range of income levels and at a variety of price points.

Finally, to ensure that the plans' Regional Center job goals are achieved, the plan includes key regulations to ensure future residential development is permitted only in conjunction with significant non-residential job producing uses in specified areas. The Plan provides a Table outlining the required minimum mix of non-residential uses in the

College, Commerce, Downtown, and Uptown Districts. Lower scale projects are generally limited to residential components of 10% or 20% of total floor area. In addition, the plan places a minimum dwelling unit size of 300 square feet to promote smaller units in addition to standard and larger units, creating a greater mix of housing types and accessibility.

A Sustainable Center for the West Valley

As the West San Fernando Valley's downtown, Warner Center has maintained its neighborly character as it has grown into a cosmopolitan center. It is a safe, friendly, green community in which growth has occurred in a manner that is sensitive and responsive to the needs and varied capacities of its residents and businesses. Key components of the WC2035 Plan include: sustainability, community connectedness, accessible public transit, and promotion of innovative businesses, job diversity, and a safe and friendly-pedestrian environment. It is an urban center where people can live, work and play.

Warner Center is a vital mixed-use, transit-oriented community. The WC2035 Plan will energize Warner Center's city streets with the activity of many uses proximate to each other. The Plan's infrastructure goals, including but not limited to street improvements will continue to offer residents easy access to a broad range of pedestrian-friendly, transit, and "small, slow vehicle" options. Green, dynamic, and eco-friendly streets will be inviting and walkable with retail at ground level and work/live space above.

Though in the past Warner Center has been developed as a collection of neighborhoods, none has been left disconnected or ignored. Low-emission public transit will continue to be available, and augmented, for shuttling within its 8 Districts and to adjacent communities. Transit reliably connects all parts of Warner Center and is easily accessible to young, old, and those who are physically challenged. The Orange Line will connect Warner Center to the region, making many daily work commutes and other trips car-free.

Under the WC2035 Plan, buildings will be designed around open spaces and all sidewalks in Warner Center are planned to be shaded, comfortable and walkable. Warner Center will be comprised of extensive paths for bikes, other "small slow vehicles" and pedestrians - safe, aesthetic, and well integrated into the dense, urban fabric - stretch to older, residential neighborhoods and to Pierce College, the Orange Line bike path and Calabasas Creek bike path.

Publically Accessible Open Space and Breaking Up the Superblocks

Like much of Downtown Los Angeles, Warner Center is composed of superblocks. These superblocks have historically dissuaded any significant pedestrian-activity in Warner Center. The Plan will provide the regulatory framework to break-up the superblock in Warner Center through requirements on developments to provide publically accessible open space and pocket parks incorporated into the dense, mixed-

use areas and provide the space both on- and off-street for multiple uses providing a revitalizing feature to the pedestrian experience.

Recognizing that many portions of Warner Center have large existing developments, the regulatory framework provides for a process to accurately apply feasible design improvements to additions to existing developments, while recognizing that full compliance may not be possible with existing building footprints.

Additionally, the Plan provides for requirements on Projects to provide either New Streets or Pedestrian Adapted Pathways (PAP) through a private development in order to break-up the superblock grid in Warner Center and foster walkability with the goals of creating a Warner Center walking experience shorter, more efficient, and safer. Promoting walking and circulation reduces the reliance on single-occupant automobile trips. These pathways and smaller private streets will inspire walkable opportunities for those who would typically drive to a destination. Also, the City has designated one public street to be expanded. Variel Avenue is proposed to be expanded south from its terminus at Califa Street to a new terminus at Burbank Boulevard.

The Plan, through the Publically Accessible Open Space networks, will allow Warner Center to develop an open space network providing its citizens with the opportunity to connect with nature and to provide a variety of activities like:

- Sports fields, skate parks and other recreational facilities for youth.
- Community gardens.
- Fitness paths, nature trails, pathways, bike and other small slow vehicle paths
- Community gathering spots with picnic facilities.

The Plan supports the commitment of the Community Plan to maintain and expand green areas.

Walkability - Activity Nodes and Active Frontage Streets

As stated earlier, a key design characteristic of the new WC2035 Plan is to provide ground floor non-residential, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating pedestrian activity along that Warner Center street. The Plan provides for 14 Activity Nodes at key intersections and Active Street Frontages along key street frontages which are intended to insure that development at these locations activates that locale and provides for pedestrian scale, interaction and activity.

Design and Architecture

Warner Center will come to represent a completely unique sustainable paradigm to its surrounding suburban neighbors. LEED certified building technology will be

implemented to generate "healthy" buildings that rely on renewable energy. Existing buildings can be remodeled sustainably until their sites are ready for new urban development. Warner Center will continue to seek innovative architecture, design and public art to shape a creative, healthy environment, making Warner Center a unique place to live, work and play. A key component to the Plan is its Urban Design Guidelines (attached as an Appendix) and its codified design standards. These include standards and guideline recommendations to provide developments with a wide variety of techniques to develop consistent with the Plan's design and architectural goals. The Guidelines provide information for development of blocks, streets, street wall and ground floor, parking and access, open space, architecture, landscaping, streetscape, and cultural amenities. (See Appendix F of **Exhibit B**.)

Supplemental Sign District

The proposed Project includes a Supplemental Sign District. Under the proposed Project, Warner Center 2035 Plan area will be designated as Regional Center Commercial in the Community Plan. This proposed District is attached in **Exhibit L**. This District is consistent with other Districts proposed throughout the City including Downtown and Hollywood. The District gives special emphasis to the Plan's Downtown and Uptown Districts.

Los Angeles River Master Plan

The new Plan proposes a River District located in Canoga Park. This area is an expansion of the boundaries of the existing Warner Center Specific Plan to extend the new Plan reach up to the Los Angeles River. The Plan has developed provisions to support the goals of the Los Angeles River Master Plan for that portion of the River in Warner Center/Canoga Park. The Plan will support access to Calabasas Creek and its confluence with the LA River and promotes an environmentally, sustainable lifestyle, including the use of native and/or drought tolerant landscaping as well as permeable sidewalks, roads, and parking lots. The new Plan includes standards and design guidelines which will apply to the northern edge of the Plan (i.e., north side of Vanowen Street).

Cultural Resources

Community connectedness is highly valued within the Warner Center residents. Cultural resources and events such as public art, museums, theatres, or nature centers will continue to be brought to Warner Center through Plan requirements. This will continue a diversity of culture and art to Warner Center to support the TOD and offer a way for the community to come together. Through the Plan's Section 9, a Warner Center Cultural Arts fee is required for all Projects with a building permit valuation of $500,000 or more. Like the Citywide fee, the fee would be charged at the time of building permit at a rate of 1% of the total permit valuation. Unlike the Citywide fee which just applies to commercial and industrial projects, the Warner Center fee would apply to residential projects, as well.

Additionally, several Projects are exempt from this fee including those uses which are Incentivized Uses and Residential Uses with a percentage of the Project's total number of residential units reserved for either Very Low Income or Low Income.

Mobility

A Mobility Section is included in the Plan which provides provisions for allowing development phased with mobility improvements including a Mobility Fee for most land uses in the Plan. The study area for the WC2035 Plan's traffic study included a total of 152 intersections and 52 arterial segments within the western San Fernando Valley which were selected for detailed level of service (LOS) analysis. Improvements for studied intersections and arterial segments were analyzed in part, for the following reasons:

- High levels of existing and projected future travel demand;
- Existing traffic congestion;
- Projected worsening of congestion in the future; and
- Constrained transportation facilities.

Based upon the WC2035 traffic study, the Plan and the individual Projects approved consistent with the Plan, will significantly impact the level of service at 87 intersections (out of 152 analyzed) and 4 arterial roadway segments (out of 52 analyzed). The intent of the Mobility Section is to insure that those individual Projects, analyzed as part of the WC2035 Plan's traffic study, provide for the necessary mitigations.

Additionally, in 2019, the City will conduct a supplemental traffic study and analysis, funded by the Mobility Trust Fund, to insure that the Plan's impacts and mitigation are balanced.

Parking

Since the adoption of the 1993 Warner Center Specific Plan, the assumptions have changed for this area. The public investment in public transportation has been significant. The Center is now served by a regional transportation system (i.e., the Orange Line). The public investment in transportation systems is continuing to grow with more systems coming on-line in the near future. The automobile is of less importance as a means to travel to and from Warner Center and its surroundings.

The premise of the Parking provision of the WC2035 Plan is that a strong parking policy can play an important role in reducing transportation demand and the environmental problems caused by traffic related to automobile travel. In reducing the supply of parking and increasing the costs of parking reduce demand for parking, people consider transportation alternatives to the single-occupy vehicle which translates to less congestion, less air pollution, and reduced fuel consumption. Alternatives include the public transportation systems that are currently in place as well as those proposed. The Plan proposes parking rates designed to be fair and flexible in the allocation of

parking while preventing any excesses which could upset the delicate balance between too much parking and too little.

Streamlined Project Processing and Entitlements

An important concern expressed early in the restudy process by member of the community was to provide the framework for accelerated project processing. The proposed Plan creates a process that rewards projects seeking to follow the Plan's provisions through streamlined review procedures. Another key component of the Plan is expanded Exempted Projects, Administrative Approvals, and streamlined Project Permit Compliance approvals including expedited environmental and transportation Review.

Infrastructure and Environmental Analysis

An Environmental Impact Report (EIR) has been prepared as part of the Proposed Plan to fully analyze the impact of the plan, develop feasible mitigations, identify significant impacts, and create a mitigation monitoring plan. As a Program EIR, this environmental clearance is not at the project level, and all future discretionary development projects shall require their own environmental clearance for environmental issues unique to their particular site which were not studied on a macro-level by the Programmed EIR. Projects may tier off Plan's EIR on those areas where the macro-level analyses can be applied to individual projects (i.e., mobility).

A Final EIR was released in June 2012, which included detailed responses to these comments. A copy of the Draft and Final EIR was sent to the City Planning Commission prior to this report, and is attached again as an exhibit, **Exhibit O** to this report. This report also includes Findings to support the adoption of the proposed plan, including environmental findings in detail. There is also a Statement of Overriding Considerations in this report recommended for adoption by the City Planning Commission and City Council. The Proposed Plan does not modify any of the existing infrastructure monitoring language contained in the General Plan Framework, an element of the City's General Plan.

Section 15088 of the CEQA Guidelines require the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses.

A full analysis of the environmental setting, plan impacts, mitigations, and unavoidable significant impacts are contained in the Draft EIR and Final EIR, **Exhibit O** of this report. This includes traffic impacts and corresponding mitigations as part of the Transportation Improvement and Mitigation Program.

Local Development Corporation or Implementation Agency

The Plan provides for either a public-private or other entity to be developed which will take the lead in implementing the Vision for Warner Center. The proposed Plan

specifies within twenty-four (24) months from the adoption date of this Plan, the Department of City Planning, in conjunction with the Department of Transportation and City Attorney's Office, shall submit a draft of an enabling Ordinance for review and consideration. The WC2035 will create an entity that will be responsible for implementing the Vision for Warner Center with a public-private partnership or other partnership.

Zoning Code Amendment

Per **Exhibit P**, a code amendment is proposed to revise Section 12.04's reference to the WC Warner Center Specific Plan Zone to reflect the new zoning nomenclature, (WC) College, (WC) Commerce, (WC) Downtown, (WC) North Village, (WC) Park, (WC) River, (WC) Topanga, and (WC) Uptown. Additionally, the zoning designations in the City Planning's on-line zoning information system, ZIMAS, will reflect these new zoning Districts.

AREAS OF CONTINUED COMMUNITY CONCERN

Residential Development Boom

The 1993 Specific Plan was developed under a climate of concern about the over concentration of commercial development of Warner Center. As a result, Plan limitations and checks were placed upon non-residential development with little concern over residential developments in Warner Center.

In 2005, the climate changed dramatically with the City's housing boom, residential development in Warner Center sky-rocketed. Residential developments were being proposed in the Specific Plan area, primarily east of Canoga Avenue. In fact, in the four year period between 2005 and 2009, over 3,000 residential units were proposed, approved and in most cases developed. In the process, approximately 2,000,000 square feet of non-residential structures (mostly older industrial stock) were removed in place of residential mid-rise developments.

As stated previously, this boom in residential was the impetus for Council District 3 initiating the restudy of the 1993 Plan in the 2005 City Council motion attached in **Exhibit A**. That motion expressed the concern from the community regarding the over-concentration of new residential development in Warner Center. In fact, the concern over too much commercial development from the community resulted in the 1993 Specific Plan and has been more recently juxtaposed into concerns over too much residential development and the loss of valuable commercial and industrial lands.

To be very clear, throughout the six-year preparation of the Warner Center 2035 Plan, the emphasis has been that the new Plan must be a "jobs plan" and that checks on over-concentration of residential development must be in place. The CAC and the City

have developed this Plan with this central concept in mind and the proposed Plan reflects this emphasis.

Despite the efforts over the past six years working with the communities surrounding Warner Center, the concern over too much residential development continues today. However, a balanced residential component is an important part of future commercial and office development. The WC2035 Plan has been carefully crafted to protect the Plan from allowing too much residential. The proposed plan requires that residential projects devote significant portions of floor area to non-residential uses. A Graduated FAR Table is part of the regulatory framework in the Plan, applicable in the four main Districts (College, Commerce, Downtown and Uptown). The Table follows:

COLLEGE DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	*100%*	0%
>1.0 Up To 1.25	*90%*	10%
>1.25 Up To 1.5	*80%*	20%
>1.5 Up To 1.75	*70%*	30%
>1.75 Up To 2.0	*60%*	40%
>2.0 Up To 2.25	*50%*	50%
>2.25 Up To 2.5	*40%*	60%
>2.5 Up To 2.75	*30%*	70%
>2.75 Up To 3.0	*20%*	80%
>3.0	*15%*	85%
COMMERCE DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	95%	5%
>1.25 Up To 1.5	90%	10%
>1.5 Up To 1.75	85%	15%
>1.75 Up To 2.0	80%	20%
>2.0 Up To 2.25	75%	25%
>2.25 Up To 2.5	70%	30%
>2.5 Up To 2.75	65%	35%
>2.75 Up To 3.0	60%	40%
>3.0	50%	50%
DOWNTOWN DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	92%	8%
>1.25 Up To 1.5	84%	16%
>1.5 Up To 1.75	76%	24%
>1.75 Up To 2.0	68%	32%
>2.0 Up To 2.25	60%	40%
>2.25 Up To 2.5	52%	48%
>2.5 Up To 2.75	44%	56%
>2.75 Up To 3.0	36%	64%
>3.0	25%	75%
UPTOWN DISTRICT		
Floor Area Ratio (FAR)	Minimum % Non-Residential	Maximum % Residential
≤1.0	100%	0%
>1.0 Up To 1.25	91%	9%
>1.25 Up To 1.5	82%	18%
>1.5 Up To 1.75	73%	27%
>1.75 Up To 2.0	64%	36%
>2.0 Up To 2.25	55%	45%
>2.25 Up To 2.5	46%	54%
>2.5 Up To 2.75	37%	63%
>2.75 Up To 3.0	28%	72%
>3.0	20%	80%

This tool is designed to ensure that non-residential land uses throughout the Plan's core areas are protected from over-concentration of residential development. Moreover, in the Downtown area where the Orange Line ends and where the Plan emphasizes the Downtown District, the plan places minimum heights on new residential development to ensure key sites are developed with the appropriate intensity adjacent to transit. Residential development here must have a habitable unit at a minimum of 100 feet in height.

Additionally, in the Topanga District, new residential development is prohibited under the proposed Plan provisions because of the historic nature of Topanga Canyon Boulevard as an automobile-oriented retail highway with much of Warner Center's Shopping Malls located on its east side. Moreover, the Commerce District requires District-wide that the ground floor must be devoted solely to non-residential land uses.

Finally, the range of FAR and allowable building heights in each of the four affected Districts in the above Table will permit a residential development which is designed more vertically (i.e., high-rise) rather than horizontally (i.e., wrapped developments). The Plan requires that phased projects will have to set aside a minimum jobs-producing component in the applicable Districts of the Plan.

Traffic Concerns

Traffic is always one of the main concerns related to any Plan where growth in population and housing is proposed. Based upon population projections, more traffic in the West Valley is certain whether the Warner Center 2035 Plan is adopted or not. The WC2035 Plan will concentrate development in Warner Center, which would otherwise spread throughout the Valley and thus would be harder to mitigate. To mitigate the increases and keep traffic moving, many intersections around the Valley will be improved, more buses will be provided, funds for transit studies and implementation and other programs will be provided as development occurs.

It is anticipated that with a balance of jobs, services, and housing being located in the same area, about 20% of the trips that would have been by car under other circumstances will not occur as drivers will decide walk to their destinations instead. The plan provides for a mandatory re-evaluation after five years by Department of Transportation (DOT) to study the balance of uses that have been built. DOT will be required to make recommendations based on their findings at the time. It was noted during work on the new plan, that traffic studies show that the interior streets can take more traffic without much impact. As much as 80% of traffic in Warner Center is just passing through the area. The bordering streets and the surrounding areas will be where the correcting measures will be concentrated. Developers will be paying for the improvements and programs as part of their project approvals.

Neighborhood Protection Plan

The community has always prized the provision of the 1993 Plan which allocates funds from the Transportation Trust Fund for neighborhood protection measures resulting

from traffic and other impact from the development under the Plan. The community has been frustrated that those funds are not easy to secure. In fact, over the life of the 1993 Plan, only a small amount of the total allocated for neighborhood protection has been spent.

The WC2035 Plan continues the Neighborhood Protection Program in order to provide those areas surrounding Warner Center a procedure established within the Plan to allow for access and funding of localized mitigations to impacts not anticipated. In many cases, those impacts will be specific to an area either in the form of traffic, parking, crime, noise, or many other types of localized impacts related to the short-term construction and long-term operation of development in Warner Center. Funds remain dedicated to use in the Warner Center area. The creation of a local implementation organization will assist in identifying opportunities and the implementation of neighborhood protection measures.

Specific Plan Implementation

The proposed Plan's limits per the EIR (i.e., Build-out Assumption) allow for development of up to an aggregate (or build-out) total of 26,048 dwelling units, 32,600,000 square feet of residential development, and 30,100,000 square feet of non-residential development through December 31, 2035. (Note: Even though the original base year was 2008, the Base development assumption under the Plan will include all development under the existing Plan at the time that the proposed WC2035 Plan takes effect.) With these overall limits, not all parcels in the 1,000 acre Center will be able to take advantage of the Plan provisions.

At its core, the WC2035 Plan and the related environmental clearance establishes floor area parameters for non-residential development and dwelling unit/floor area parameters for residential developments to insure that development is phased with environmental mitigations, especially mobility.

Finally, existing properties which may or may not want to choose to develop under the Plan are still provided incentives to redevelop, modernize, and renovate through Exemptions and expedited review and approval.

Open Space Requirement Too Restrictive for Smaller Lots

As stated above, the Plan provides provisions for Projects to provide Publically Accessible Open Space (PAOS). The Plan establishes that a Project of less than five acres must provide a minimum of 15% of the lot area for PAOS. Conversely, a Master Planned Project (i.e., over 5 acres or more) must only provide a minimum of 10% of the lot area for PAOS if the open space provided is contiguous.

It is important to note that under the existing Warner Center Specific Plan, there are requirements for all Projects to adhere to the Landscape Setback requirements which are predominantly 25 feet and 40 feet. These Landscape Setbacks previously served as a Project's open space; however, they provided only limited utility as useable open

space. These Setbacks are being replaced by more modest setback requirements under the proposed Plan. As a result, the open spaces that would have been previously located along the perimeter of a development under the existing Plan are now focused inward in the form of public open spaces like pocket parks, pathways, and new streets.

Alcohol Sales and Entertainment Uses

The draft Plan attached to the DEIR in December 2011 included provisions allowing for the Director of Planning through Project Permits to assume the authority of the Office of Zoning Administration to issue Conditional Use Permits and to approve requests for on-site alcohol sales and entertainment uses in the Downtown and Uptown Districts only. While the intent of City staff in allowing Director review and approval of on-site consumption of alcohol applications in order to help expedite the process, valid concerns were expressed that the conditional approval for alcohol sales is a complicated process and the Office of Zoning Administration is better equipped to review and approval requests of this nature. In the proposed Plan issued to the public in August 2012, staff removed the provisions to allow alcohol sales to be approved by the Director in the Plan but retained the Director's ability to approve entertainment uses in the Downtown and Uptown Districts.

Mobility Table

The Plan's Mobility Table attached to the Plan provides for fees for all types of land uses. These fees will fund the Plan's Mobility Improvement Plan (formally known as the TIMP). The existing Specific Plan charges this fee based upon a per trip increase by a Project. The new Plan revises the Table to be easier to be calculated by basing the fee upon a per square foot calculation. As an example, a 100,000 square-foot new office building under the old Plan generating 300 net new Trips would be assessed a fee of approximately $5,000 per Trip for a total of $1.5 million. Under the new Plan, that same office proposal will be assessed the fee based upon a rate which incorporates the size of the development (FAR) and its use. So, under the new Table, an office with a total FAR of 1.25 or less would be charged approximately $11 per square foot or $1.1 million.

The new Table ~~accesses~~ residential developments, not upon square footage, but by their density. As an example, a residential development at a density of 220 dwelling units or more per acre will be assessed a lower fee than a less dense project at 53 units or less per acre.

CHANGES TO THE PUBLIC HEARING PROPOSED PLAN BASED UPON STAFF REVIEW OF PUBLIC COMMENTS

On September 18, 2012, the Department of City Planning held a public hearing on the Warner Center 2035 Plan. The public, approximately 30 days prior to that hearing, was provided with a draft Proposed Plan based upon six years of work and over 120 CAC meetings, public workshops, working groups, scoping sessions, presentations to

Neighborhood Council and homeowners groups, and other public outreach. The Plan that is recommended by City staff to City Planning Commission is essentially that Proposed Plan with some minor corrections, clarifications, and technical modifications.

Additionally, at the public hearing, a representative of the Woodland Hills-Warner Center Neighborhood Council spoke and requested that the City hold the public record open for 60 days to allow the neighborhood council a reasonable time to review the full document. Since that time, City staff has worked diligently with representatives of that Neighborhood Council to make technical corrections to the Plan and continue to work responsibly with the involved community organizations to deliver a proposed plan that best reflects the input of the community. The Plan that is being recommended to City Planning Commission is essentially the same plan as that unveiled to the public in September.

FINDINGS

I. CHARTER FINDINGS

1. **Warner Center 2035 Plan Area**[1] - The area is generally bounded by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The Plan area is approximately 1,000 acres or 1.5 square miles.

2. **Charter Section 556** – That in accordance with Charter Section 556, the proposed Warner Center 2035 Plan and implementing ordinances (Proposed Plan) are in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plan is consistent with and helps to further accomplish goals, objectives, and policies contained in portions of the General Plan, including the Citywide General Plan Framework Element. Specifically, with respect to land use, the General Plan Framework states the following:

   > *Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
   >
   > *Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitation a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

   The Proposed Plan provides for a variety of different land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the community as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in the City of Los Angeles through the year 2035. The Proposed Plan includes a recommended pattern of land use that directs future growth to an area of the City where new development can be supported by transportation infrastructure and different types of land uses can be intermingled to reduce the length and number of vehicle trips. Mixed-use development adjacent to the Orange Line transit corridor would give residents and visitor's mobility choices that would enable reduction in the number and length of vehicle trips thus reducing greenhouse gas emissions associated with local trip generation, in accordance with recent legislation (Senate Bill 375).

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[1] *The Warner Center 2035 Plan was previously referred to (including in the Draft EIR) as the Warner Center Regional Core Comprehensive Specific Plan.*

By encouraging transit oriented development and making a strong connection between transportation and land use planning, the proposed plan promotes several principles that are key to creating livable communities, including: improved mobility options for residents, employees, and visitors; increased access to a wide range of uses; and expanded opportunity for location-efficient housing in the city.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

The City's General Plan Framework identifies Warner Center a Regional Center. The Regional Center, which includes three existing Metro Orange Line stations and one future station, is an existing employment hub that contains some residential uses. The Proposed Plan provides for the area to transition to a more transit-oriented district, with a balanced mix and denser concentration of jobs and housing to support a sustainable center of development. The Proposed Project would allow for the development of residential, retail, institutional, open space, office and manufacturing uses similar to uses that currently occupy the Specific Plan area. These proposed uses would be located within walking distance of each other and would be connected by frequent transit service, thereby connecting them with the surrounding area. The Proposed Plan also expands the area designated for Regional Center Commercial land use in a manner consistent with that identified in the Framework.

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

There are three Orange Line stations within Warner Center (De Soto Avenue, Canoga Avenue and the Owensmouth Avenue Transit Hub). A fourth station is proposed (as an immediate first step) as part of the Proposed Project (in the vicinity of Oxnard Street and Variel Avenue). In addition, Warner Center is served by Rapid Bus, commuter buses and local buses. The Proposed Project aims to provide transit access throughout the district, so that all of Warner Center can support Transit Oriented Development (TOD). The Proposed Plan builds upon this proximity to transit by providing for an increased intensity of development as well as a balanced mix of uses, including: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service.

> *Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

The Proposed Plan supports the expansion of housing opportunities near transit stations and within activity centers by allowing for substantial residential infill opportunities in an existing regional center that is well served by both local and regional transit services. The Plan allows for the addition of over 19,000 housing units, appropriately oriented to Warner Center's rich transit facilities, and planned in such a way as to provide adequate buffers from surrounding lower-density residential areas.

The Proposed Plan is also consistent with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. With respect to housing, the Proposed Plan helps achieve the following Community Plan objectives:

> *Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.*
>
> *Objective 1-2: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.*

As stated above, the Proposed Plan provides for the addition of nearly 20,000 new residential units by the year 2035. The Plan encourages a mix of housing types to meet the needs of persons of various income levels. Housing is encouraged to be located in mixed-use, transit oriented development, linked by streets with enhanced pedestrian amenities, allowing for more trips to be made on foot. A minimum percentage of land area in each of the eight districts of the Specific Plan Area would be

devoted to non-residential uses, which allows flexibility while also ensuring an appropriate mix of uses in close proximity.

With respect to commercial land use, the Proposed Plan is consistent with the following Community Plan objectives:

Objective 2-2: Enhance the appearance of commercial districts.

Objective 2-4: Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

The Proposed Plan includes design requirements that would supplement the Los Angeles Municipal Code provisions and improve the appearance of the district. These requirements include standards for the design of streets and sidewalks, building setbacks, street frontages, building massing and articulation, parking facility design, landscaping, and signage. The focus of the requirements is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, connections to transit, and the public realm.

In regards to recreation, parks, and open space, the Proposed Plan helps meet each of the following Community Plan objectives:

Objective 4-1: To conserve, maintain and better use existing recreation and park facilities.

Objective 5-1: To preserve existing open space resources and develop new open space resources.

The Proposed Plan encourages the development of a "Great Park" which would include a sports field, Farmers Market, community gardens, skate parks and nature trails. Additionally, under the proposed project each development project would be required to improve and maintain open space equal to 15% of the site area. In general, open space would be located at street level, open to the public during daylight hours, and least three-quarters of an acre in size. If additional open space is required, payment of fees would provide adequate mitigation. The Proposed Plan includes design standards to establish a clear hierarchy of common open spaces that are distinguished by design and function. These open spaces will be linked by a connected pedestrian realm, resulting in an integrated network of active and passive open spaces that are well utilized and supported by activity from surrounding mixed-use development.

The Proposed Plan is consistent with the City's General Plan in that it provides for an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the community, within the larger framework of the City of Los Angeles. At its heart, the Proposed Plan is a

plan for sustainable, transit-oriented development. As State law requires that the City plan for growth in population, housing, and employment levels and in consideration of new state requirements contained in SB 375, the Proposed Plan focuses this possible growth in the Regional Center near existing transit infrastructure. This approach helps to reduce dependency on automobiles, and offers mobility choices, encourages development with less impact on roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planned transit infrastructure. By directing growth around a Regional Center area, existing lower-density and historic neighborhoods are maintained.

3. **Charter Section 558** – That in accordance with Charter Section 558(b)(2), the Proposed Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element for the reasons stated above. In addition, the Proposed Plan will be in conformity with public necessity, convenience, general welfare and good zoning practice. One of the objectives of the Proposed Plan is to promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The Proposed Plan accomplishes this by including policies that concentrate potential future growth in a Regional Center near public transportation. The Proposed Plan follows good zoning practice in implementing policies such as FAR limitations and including development incentives to encourage new housing near jobs and in locations with multimodal transportation options.

4. **LAMC 12.32 C.2** – That in accordance with LAMC 12.32 C.2, the Proposed Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan is consistent with the City's General Plan and directly implements the policies of the Framework Element (as indicated above). In addition, the Proposed Plan will be in conformity with public necessity, convenience, general welfare and good zoning practice (as described above). The Proposed Plan promotes economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The Proposed Plan concentrates potential future growth in an existing designated center near public transportation. The Proposed Plan follows good zoning practice in implementing policies that provide transition between higher and lower density and including development incentives to encourage new housing near jobs and in a location with multimodal transportation options.

5. **Warner Center 2035 Plan Provisions** - As codified within the Plan's Sections, the intent of this proposed Project is to support the community vision of a successful Transit Oriented District (TOD) in the West Valley. As a result, the Plan establishes the following standards for development in Warner Center to the year 2035 and up to both approximately 14,000,000 square feet of new non-residential square footage and 23,500,000 square feet of new residential square footage:

- **District Zoning**: WC2035 is comprised of eight (8) Districts each with its own distinctive character and corresponding development standards. Map 1 displays the District boundaries in relationship to the entire Plan area and Maps 2 through 9 display each District. These Districts include the College, Commerce, Downtown, North Village, Park, River, Topanga, and Uptown.

- **Regional Center Floor Area Ratios (FAR)**: FAR's permitted up to 4.5 to 1 for most lots within Warner Center Regional Center, except the Topanga District, which permits up to 3.0 to 1 and the Downtown District which permits a base FAR of 5.0 to 1.

- **Height**: Unlimited height permitted for most lots within Warner Center, excluding the Topanga and River Districts where transitional height provisions of the LAMC may apply.

- **Density**: As opposed to the density limitations of the 1993 Specific Plan, the new Plan proposes only that residential projects provide a minimum unit size of 300 square feet within the parameters of the maximum FAR permitted.

- **Parking:** Flexible parking rates where sharing of parking is encouraged and excess parking is discouraged.

- **Streamlined Project Processing**: Expanded Exempted Projects, Administrative Approvals, and streamlined Project Permit Compliance approvals.

- **Streamlined Entitlements:** Conditional Use Permits for entertainment uses, normally issued by the Office of Zoning Administration, will be issued by the Director of Planning in the WC2035.

- **Hybrid Industrial.** Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The Hybrid Industrial provisions are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has

transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. The proposed project includes a section designed to not only preserve those industrial uses but encourage their expansion.

- **Plan Implementation Board/Entity**: The WC2035 will create an public-private or other entity that will be responsible for implementing the Vision for Warner Center by the following: Implement the Neighborhood Protection Program; Establish an area-wide assessment district to fund construction and maintenance of streetscape, open space improvements, utility undergrounding, and other improvements; Manage and distribute fees collected to guarantee that funds are kept and spent in Warner Center and the surrounding areas; Seek matching Federal, State and Local funds; Act as a public/private partner in future traffic and transit improvements/maintenance; Develop street lighting and wayfinding signage master plans; Implement infrastructure, physical, and transit improvements; Manage public/private projects directly; Oversee maintenance of streetscape and open space improvements; Manage parking allocation/shared parking; Monitor balance of residential/commercial development; Work to create a Business Improvement District including security, event management, promotion and marketing; and Monitor enforcement of and compliance with the Plan and other regulations.

- **Urban Design Guidelines.** The Guidelines include recommendations to provide developments with a wide variety of techniques to develop consistent with the Plan. The Guidelines provide ideas for development of blocks, streets, street wall and ground floor, parking and access, open space, architecture, landscaping, streetscape, and cultural amenities. The Guidelines as attached as an Appendix to the Plan. Certain Standards of those Guidelines are incorporated as regulations and requirements of Project in the WC2035 Plan.

- **Publically Accessible Open Space**. As opposed to the existing Specific Plan which provides for private open spaces through lot coverage limitations and Landscape Setback requirements, the WC2035 Plan requires that all Projects provide Publically Accessible Open Space (PAOS). These PAOS will be combined into a public open space network throughout the Plan area.

- **Activity Nodes and Active Street Frontages.** A key design characteristic of the WC2035 is to provide that ground floor retail, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating activity along that street.

Within the WC2035, Activity Nodes at key intersections and Active Street Frontages at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.

- **New Streets and Pedestrian Adapted Pathways.** New publically accessible small streets and pedestrian accessways will subdivide the large automobile oriented blocks of Warner Center providing pubic pedestrian access and linkages between Publically Accessible Open Spaces.

- **Cultural Amenities.** The Plan establishes a Cultural Arts Development Fee requirement that exceeds the LAMC requirements.

- **Community Plan and General Amendments.** As part of the revisions to the Plan, the amendments to the General Plan and the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan are necessary including redesignation of Warner Center as a Regional Center Commercial. Additionally, amendments to the Transportation Element are necessary to provide for designation of new streets and existing street redesignations.

- **Mobility.** As part of the Plan and its environmental mitigation monitoring program, a Mobility Section is included which provides provisions for allowing development phased with mobility improvements including a Mobility Fee for most land uses in the Plan.

- **Signage:** The WC2035 is designated as a Supplemental Sign District which will allow greater latitude for the Plan to provide for flexibility of sign standards and provisions. The Plan's signage will: Support land uses and Urban Design Guidelines of the Plan; Reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; Contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and College Districts; and Contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts.

The success of the Plan as a TOD is dependent upon a variety of features of the Plan including:

Types of Uses. In addition to the presence of quality transit and dense development with managed automobile parking, the WC2035 Plan calls for a variety of uses within walking distance of one another. The amount of residential development within Warner Center should grow as development occurs, resulting in a more balanced Regional Center. The

number of jobs is expected to increase from the existing approximately 40,000 jobs to 80,000 jobs by 2035, which includes research and development (R&D), professional, technical and other "creative class" jobs. In the future, most Districts in Warner Center will have a mix of land uses. While existing uses such as offices, commercial, retail, public facilities, and most residential projects will remain, there will also be redevelopment of uses such as single-story industrial, strip retail centers and large surface parking lots. Providing a mix of uses (either through vertical or horizontal development) on these redeveloped sites will encourage people to walk, bike or take transit rather than drive to complete daily tasks.

Land Use Pattern. The intended land use pattern in Warner Center promotes the concentration of the projected growth within walking distance of current and proposed Orange Line stations and a proposed internal circulator (per Section 7 of this Plan). Warner Center will be a leading Transit Oriented Development (TOD) area upon completion of a fourth Orange Line station (near Oxnard Street and Variel Avenue) and with operation of a modern streetcar or other transit system connecting Warner Center from north to south. Most Districts in Warner Center will include a mix of uses, with retail and office uses concentrated on Active Street Frontages. The street grid and open space network will be integrated into Warner Center's land use fabric.

Activity Nodes, Active Street Frontages, and Publically Accessible Open Spaces. A key design characteristic of the WC2035 Plan is to provide ground floor retail, flexible community space office, and other pedestrian-oriented uses with a focus on cultivating pedestrian activity along the street. Within the WC2035 Plan, Activity Nodes at key intersections, and Active Street Frontages with residential and non-residential use, are intended to insure that development at locations (as specified on Map 1) provide for pedestrian scale and activity.

As detailed in the District requirements, 14 identified areas within Warner Center are envisioned as Activity Nodes for a concentration of pedestrian and commercial activity that will also function as District focal points. Although commercial and pedestrian activity will be found outside these areas, the Activity Nodes will be distinguished by a concentration of commercial development, including but not limited to: pedestrian serving retail, and restaurants with outdoor seating/dining that is intended to spur pedestrian activity. This pedestrian activity will also be facilitated by greater investment in infrastructure and promotion of walkability through streetscape improvements and building design. Portions of the streets near an identified Activity Node may also be designed to include public art and tailored signage requirements.

As detailed in the District requirements, many of Warner Center's streets are designated as Active Street Frontages. These Active Street Frontages

focus on both non-residential and residential uses with connections to the adjacent street, including transparent frontages regulations and pedestrian serving uses, signage and other design and landscaping elements at the ground level. The regulations established are designed to ensure that large Projects on existing large blocks provide adequate pedestrian and vehicular circulation publically accessible small streets called New Streets.

New Streets and Pedestrian Adapted Pathways. New publically accessible new streets and pedestrian pathways will break-up the large automobile oriented blocks of Warner Center providing public pedestrian access and is an integral part of a Master Planned Development. It is envisioned that as development occurs on these lots over the life of the WC2035 Plan, they will be subdivided by New Streets and Pedestrian Adapted Pathways that provide pedestrian access and linkages between Publically Accessible Open Spaces and other uses within the District. The required walkways and parkways associated with any New Streets shall be counted towards the requirements for Publically Accessible Open Space (vehicular portions of streets shall not be counted except for emergency vehicle access areas which have incorporated landscaping). Projects shall also be required to provide pedestrian-oriented walkways and accessways called Pedestrian Adapted Pathways. Over the life of the WC2035 Plan, these publically accessible pathways will create a network of circulation points for non-motorized vehicles and pedestrians. Any Pedestrian Adapted Pathway within a Project shall count towards the requirements for Publically Accessible Open Space.

District Wide Development Standards. The WC2035 Plan establishes eight (8) Districts. Each District includes a comprehensive set of development standards that shall be applied along with the design standards. The development standards set forth by this Plan are organized by District, and will ensure that new Projects and the re-use of existing structures are of high-quality and are designed to support the goals of the WC2035 Plan.

Incentivized Uses and Bonuses. The intent of this Section is to encourage incentives through bonuses for Projects to provide Public Benefits (i.e., Incentivized Uses) that are desirable to support the transit and pedestrian orientation of Warner Center.

Parking. The public investment in public transportation has been significant. The Center is now served by a regional transportation system (i.e., the Orange Line). The public investment in transportation systems is continuing to grow with more systems coming on-line in the near future. The automobile is of less importance as a means to travel to and from Warner Center and its surroundings. The premise is that a strong parking policy can play an important role in reducing transportation demand and the environmental problems caused by traffic related to automobile travel. In reducing the supply of parking and increasing the costs of parking

reduce demand for parking, people consider transportation alternatives to the single-occupy vehicle which translates to less congestion, less air pollution, and reduced fuel consumption. Alternatives include the public transportation systems that are currently in place as well as those proposed. The Parking provisions of the Plan are designed to be fair and flexible in the allocation of parking while preventing any excesses which could upset the delicate balance between too much parking and too little.

Hybrid Industrial. Warner Center is a Regional Center. As a Regional Center, Warner Center is designed to allow a wide range of uses which co-exist to form a self-sustainable and livable community. The intent of the Hybrid Industrial provisions are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center in specific has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are the high-end, research and development uses. This section is designed to not only preserve those industrial uses but encourage their expansion.

Automobile and Truck Uses. Intent of the provision of the Plan related to automobile uses is to emphasize that, throughout the Plan area, there are many existing uses which continue to service automobile demand either through purchase, service, and maintenance. In particular, the Topanga District is comprised of parcels fronting the west side of Topanga Canyon Boulevard between Burbank Boulevard and Bassett Street. These parcels are mostly small and narrow and are generally improved with single- and multi-story commercial buildings and surface parking lots. The uses associated with these commercial buildings include fast-food restaurants, retail shopping centers, offices and new automobile dealership franchises. The auto-oriented nature of Topanga Canyon Boulevard, a State Highway, has attracted auto-oriented uses including new Automobile Dealership franchises. These uses should be permitted to expand and flourish in the Topanga District only. It is not the intent to permit the wide variety of automobile and truck vehicle sales and service that are available to the public in the present day including recreational vehicles, motorcycles, recreation vehicles, all-terrain vehicles, trailers, and the like. The intent is a narrow one which is to continue the rich history of automobile sales and service along Topanga.

Mobility Section. As stated in the environmental finding below, the study area for the WC2035 Plan's traffic study included a total of 152 intersections and 52 arterial segments within the western San Fernando Valley which were selected for detailed level of service (LOS) analysis. All signalized and stop controlled intersections within the WC2035 boundaries were analyzed. Intersections and arterial segments outside of the WC2035 area that were most likely to be impacted by the WC2035 were also analyzed. These intersections and arterial segments were identified based upon proximity to the WC2035 area, access routes, existing travel

patterns and forecasted travel patterns. The highway system in the study area was comprised of a grid pattern of arterials and collectors generally following a north-to-south/east-to-west orientation. Improvements for studied intersections and arterial segments were analyzed in part, for the following reasons:

- High levels of existing and projected future travel demand;
- Existing traffic congestion;
- Projected worsening of congestion in the future; and
- Constrained transportation facilities.

Based upon the WC2035 traffic study, the Plan and the individual Projects approved consistent with the Plan, will significantly impact the level of service at 87 intersections (out of 152 analyzed) and 4 arterial roadway segments (out of 52 analyzed). The intent of the Mobility Section is to insure that those individual Projects, analyzed as part of the WC2035 Plan's traffic study, provide for the necessary mitigations. The mitigations are embodied into the Mobility Standards established.

Neighborhood Protection Program Section. The intent of the Neighborhood Protection Program is to provide those areas surrounding Warner Center a procedure established within the Plan to allow for access and funding of localized mitigations to impacts not anticipated. In many cases, those impacts will be specific to an area either in the form of traffic, parking, noise, or many other types of localized impacts related to the short-term construction and long-term operation of development in Warner Center.

Cultural Resources. Community connectedness is highly valued among the Warner Center residents. Cultural resources and events such as public art, museums, theatres, or nature centers will continue to be brought to Warner Center through Plan requirements. This will continue a diversity of culture and art to Warner Center to support the TOD and offer a way for the community to come together. Through the Plan's Section 9, a Warner Center Cultural Arts fee is required for all Projects with a building permit valuation of $500,000 or more. Like the Citywide fee, the fee would be charged at the time of building permit at a rate of 1% of the total permit valuation. Unlike the Citywide fee which just applies to commercial and industrial projects, the Warner Center fee would apply to residential projects as well.

6. **California Environmental Quality Act (CEQA)** – See below under "II. Environmental Findings".

II. ENVIRONMENTAL FINDINGS

California Environmental Quality Act (CEQA) – Having received, reviewed and considered the following information as well as all other information in the

administrative record of all proceeding on this matter, the City Planning Commission hereby finds and recommends that the City Council of the City of Los Angeles finds, determines and declares the following:

1. CERTIFICATION OF THE FINAL EIR

The City Council of the City of Los Angeles (the "City") hereby finds that the Final Environmental Impact Report State Clearinghouse No. 1990011055, dated June 2012 (the "Final EIR") for the proposed Project described below has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq. This Final EIR is being certified in connection with all approvals required to implement the Project.

The City determined an EIR was necessary to analyze the potential environmental effects of the Proposed Plan. The Notice of Preparation (NOP) for a Draft EIR (the "Draft EIR") was circulated for a 30-day review period starting on June 8, 2009 and ending on July 8, 2009. A scoping meeting was held on June 22, 2009. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas:

Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use; Noise; Population and Housing; Public Services; Transportation, Circulation and Parking; Utilities.

On December 8, 2011, the City released the Draft EIR for public comment. The comment period was 63 calendar days (and therefore in excess of the 45-day public review period required by State law) and ended on February 6, 2012. The lead agency received 16 written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

2. CEQA FINDINGS

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines) require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1));

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091(a)(2)); or

- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines, Section 15091(a)(3)).

For those significant effects that cannot be mitigated to a level below significance, the City is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

All Final EIR mitigation measures, as discussed herewith and as set forth in the Plan's Mitigation Monitoring Program (the "MMP" is included in Section 5 of the Final EIR) are incorporated by reference into these Findings. In addition, any revisions to the Plan that have occurred during the administrative process are incorporated by reference into these findings. In accordance with the provisions of CEQA (California Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, §§ 15000 et seq.), these findings are hereby adopted as part of the certification of the Final EIR along with adoption of a Statement of Overriding Considerations for the Plan.

3. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITHOUT MITIGATION

The Final EIR found that the following environmental impacts of the Proposed Plan will be less-than-significant without mitigation measures:

Agricultural Resources

Description of Effects: The proposed project area is developed and zoned for urban uses and is not currently used for agricultural purposes. Implementation of the proposed project would not result in the conversion of farmland. No loss of farmland would result from the implementation of the proposed project. No Williamson Act contracts are applicable within the proposed project area.

Air Quality

Description of Effects: Implementation of the proposed project could incrementally provide new sources of regional air emissions but they would be consistent with development assumptions for the City of Los Angeles and would therefore not conflict with or obstruct implementation of the Air Quality Management Plan.

It is not anticipated that the Warner Center 2035 Plan would result in significant construction and operational odor impacts.

Hazards and Hazardous Materials

Description of Effects: The Warner Center 2035 Plan is not located within an airport land use plan, within two miles of a public airport, or located within the vicinity of a private airstrip. The Warner Center 2035 Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Warner Center 2035 Plan would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Hydrology and Water Quality

Description of Effects: The Warner Center 2035 Plan area is located outside of a designated flood plain. Implementation of the Warner Center 2035 Plan would entail the recycling of existing urban land uses and would not convert natural lands that provide or substantially contribute to groundwater recharge. They would not include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. Therefore, no demonstrable and sustained reduction of groundwater recharge capacity would occur. The Warner Center 2035 Plan would not cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.

Land Use

Description of Effects: The Warner Center 2035 Plan would encourage medium to high-density mixed-use development adjacent to enhanced transit on sites that are currently developed with various urban uses. Proposed development would not physically divide an established community. The Warner Center 2035 Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project. The Warner Center 2035 Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.

Mineral Resources

Description of Effects: The proposed project area is already substantially urbanized and thus implementation of the proposed project would have no impact on mineral resources.

Population and Housing

Description of Effects: The project would result in increased population, housing and employment in the area.

Transportation, Circulation and Parking

Description of Effects: Mainline volumes along the study area freeway network would not significantly increase as a result of the Warner Center 2035 Plan. Significant parking impacts are not anticipated and the proposed parking requirements are expected to meet anticipated aggregate demand. Peak hour on-street parking restrictions are proposed in order to achieve some of the mitigation measures. The loss of peak hour on-street parking is not considered significant, as it would not be a complete removal of parking supply. In addition, the areas with proposed restrictions consist of predominantly residential land uses, which tend to require less parking during peak periods and more parking during off-peak periods (when restrictions will be lifted). Accident rates for the study area would be reduced by the Warner Center 2035 Plan. This would be achieved through the increase in the rate of transit usage and non-auto modes of travel, which historically have experienced lower rates of injuries, and fatalities in the Southern California region. The Warner Center 2035 Plan is not expected to significantly impact emergency access throughout the study area.

4. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

The Final EIR found that the following environmental impacts of the Proposed Plan will be less-than-significant with the implementation of mitigation measures:

Aesthetics

Description of Potentially Significant Effects: The proposed project could result in damage to scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or other locally recognized desirable aesthetic natural features. The proposed project could increase the overall lighting and illumination of the area.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to aesthetics and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Air Quality

Description of Potentially Significant Effects: Anticipated construction activities within the Warner Center 2035 Plan area would exceed SCAQMD regional significance thresholds. Average emissions would exceed thresholds for ROG. Peak construction activity would vary depending on project size; larger projects

would result in additional thresholds being exceeded. It is anticipated that localized significance thresholds could be exceeded in the vicinity of some construction sites.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to air quality and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Biological Resources

Description of Potentially Significant Effects: The proposed project could impact nesting birds protected by the Migratory Birds Act. In addition, protected bats may be present beneath bridges in the area. The proposed project could conflict with local policies and ordinances regarding tree preservation. Project construction activities near the Los Angeles River could require permits from ACOE and/or CDFG.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to biological resources and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Cultural Resources

Description of Potentially Significant Effects: Implementation of the Warner Center 2035 Plan could cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5. (As time goes by more buildings will be older than 50 years and may become potential resources.) Development in the Warner Center 2035 Plan area would require ground-breaking activities. This could cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5. Ground-breaking activities in the Warner Center 2035 Plan area could disturb human remains, including those interred outside of formal cemeteries. Ground-breaking activities in the Warner Center 2035 Plan area could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to cultural resource impacts and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation

of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Geology and Soils

Description of Potentially Significant Effects: No known active faults or faults that could result in ground rupture traverse the project area. However, the project area contains areas that are potentially subject to liquefaction, expansive soils and slope stability issues. Development within the Warner Center 2035 Plan would include grading activities prior to the construction of multi-story structures that could affect soils in the area.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to geology and soils and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Hazards and Hazardous Materials

Description of Potentially Significant Effects: A number of contaminated areas exist within Warner Center and development on these sites could result in these contaminants coming in to contact with site workers, passers-by and/or future occupants. In addition uses within Warner Center would store, use and generate routine hazardous materials/wastes (gasoline, cleaning products, paint, etc.). In addition, certain uses may involve the use/generation of non-routine hazardous materials or wastes. Therefore development within the Warner Center 2035 Plan area could create a significant hazard to the public or the environment through the routine transport, use, handling, or disposal of hazardous materials or through accidental conditions involving the release of hazardous materials.

Finding. The mitigation measures are feasible and would avoid potentially significant impacts related to hazards and hazardous wastes and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Hydrology and Water Quality

Description of Potentially Significant Effects: The Warner Center 2035 Plan could cause regulatory standards to be violated, as defined in the applicable NPDES

stormwater permit or water quality control plan for the receiving water body. Proposed construction activities are not anticipated to result in interruption of flow as little or no construction would occur in the Los Angeles River. Much of the project area is currently paved. Storm water flows would drain in a similar manner as today; runoff would be required to be treated and retained as necessary. The Warner Center 2035 Plan could affect the rate or change the direction of movement of existing contaminants. See also discussion of hazardous materials.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to hydrology and water quality and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Public Services

Description of Potentially Significant Effects: The Warner Center 2035 Plan would result in an increase in residents as well as daytime population in Warner Center. This would result in an increased need for fire protection services on the site and Add Area. The Warner Center 2035 Plan would increase the number of residents as well as daytime population within Warner Center. This would result in an increased need for police services in the area. The Warner Center 2035 Plan would increase the number of residents as well as daytime population in Warner Center, thereby, increasing the number of students in the area. The proposed Warner Center 2035 Plan would increase residential and daytime population in the area. This could impact the need for new parks and/or recreational facilities in the area. The Warner Center 2035 Plan could result in a significant impact to local libraries and the need for new or physically altered libraries or library facilities.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to public services and would reduce such impacts to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Transportation, Circulation and Parking

Description of Potentially Significant Effects: Unforeseeable circulation impacts to residential streets may occur as a result of the Warner Center 2035 Plan update. Generally, with high congestion levels (LOS F) and project-generated traffic, the likelihood that drivers may seek alternate routes and cut through adjacent

neighborhoods increases. A total of 41 intersections were identified to pose a significant risk of generating cut-through traffic in adjacent neighborhoods.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to transportation, circulation and parking and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

Utilities

Description of Potentially Significant Effects: The Warner Center 2035 Plan would increase the need for wastewater facilities in the area (both conveyance facilities and treatment). This could have a significant impact on wastewater and sewer services. The Warner Center 2035 Plan could increase the need for water in Warner Center. This could have a significant impact on water supply and conveyance. The Warner Center 2035 Plan could increase solid waste generation during construction and operational activities. Implementation of the Warner Center 2035 Plan could substantially increase demand for electricity and natural gas.

Finding: The mitigation measures are feasible and would avoid potentially significant impacts related to utilities and such impacts would be reduced to a less than significant level for the reasons set forth in the Final EIR. The City Council hereby directs that these measures be adopted. Implementation of these measures, which have been required or incorporated into the Project, and included in the Mitigation Monitoring Program, would substantially lessen the severity of a potentially significant effect to a less-than-significant level.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR includes mitigation measures that will either avoid or provide substantial mitigation of the Plan's identified potentially significant environmental effects, including potentially significant cumulative effects; however, certain environmental effects cannot be feasibly mitigated to a level of insignificance. Consequently, in accordance with CEQA Guideline 15093, a Statement of Overriding Considerations has been prepared to substantiate the City's decision to accept these unavoidable significant effects when balanced against the significant benefits afforded by the Plan.

Aesthetics

Description of Significant Effects: New signage has the potential to negatively impact visual quality. The proposed project could result in significant shade and shadow impacts to nearby sensitive uses including new uses that would be developed as part of the Warner Center 2035 Plan as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new mid- and high rise development).

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The mitigation measures would substantially reduce (if not eliminate) aesthetic impacts related to signage and shade shadow, but significant impacts could still remain. Without details of specific projects it was not possible to determine the extent of potential project-specific impacts; therefore, the Final EIR, conservatively, identifies these impacts as significant.

Air Quality

Description of Significant Effects: Anticipated construction activities within the Warner Center 2035 Plan area would exceed SCAQMD regional significance thresholds. Average emissions would exceed thresholds for ROG. Peak construction activity would vary depending on project size larger projects would result in additional thresholds being exceeded. It is anticipated that localized significance thresholds could be exceeded in the vicinity of some construction sites. In 2035 the net regional operational emissions resulting from the Warner Center 2035 Plan would exceed SCAQMD significance thresholds for PM2.5, and PM10. The Warner Center 2035 Plan could expose sensitive receptors to substantial pollutant concentrations. The Warner Center 2035 Plan would result in a significant increase in greenhouse gas emissions. However, development of the Warner Center 2035 Plan is anticipated to be offset by changes in regional development patterns (less development in places without transit and in locations without mixed-use).

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The Proposed Plan would have a significant impact on construction air quality and greenhouse gas emissions if it would: (1) violate any air quality standard or contribute substantially to an existing or project air quality violation; (2) expose sensitive receptors to substantial pollutant concentrations; (3) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or (4) conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The following facts, together with mitigation measures, indicate that the significant effects of the Proposed Plan have been reduced or avoided to the extent feasible, but that certain significant air quality impacts are

unavoidable. The Proposed Plan sets forth planning goals and objectives to improve air quality and includes a number of Transportation System Management (TSM) strategies to increase the efficiency of the existing transportation infrastructure. The Proposed Plan also includes policies to improve transit and transit ridership, policies to improve access to transit, policies to encourage non-motorized transportation, policies to support pedestrian mobility, policies to facilitate the use of transit and shared car options, and policies to invest in capital improvements to maintain the transportation infrastructure.

Construction: Implementation of the Proposed Plan would increase development capacity in the Warner Center Area. Construction activities associated with such development may result in criteria pollutant emissions from fugitive dust associated with ground disturbance during grading and exhaust emissions from construction equipment as well as worker and delivery vehicles traveling to and from the site. Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects allowed under the Proposed Plan cannot be quantified; however, there is sufficient data available to determine the types of construction that may occur (e.g., residential, commercial, and industrial), and associated square footage. Emissions would be anticipated to be lower during years where, economically, the area is experiencing a slow down, and higher during years where the economy is at peak. It is anticipated that the daily average emission (between 2005 and 2035) would exceed the SCAQMD's recommended thresholds for construction emissions and impacts would be significant and unavoidable. However, individual years (and months and days) would vary substantially over the planning horizon.

Sensitive Receptors and LSTs: Localized Significant Thresholds (LST) have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants during construction under the Proposed Plan. LSTs have been established only for construction of projects and do not apply to emissions during operation. Each sensitive receptor area (SRA) in the Basin has a unique LST for pollutants. Because specific construction activity under the Proposed Plan cannot be determined at this time, this impact is considered significant and unavoidable.

Greenhouse Gas (GHG) Emissions: Impacts from GHG emissions associated with the Proposed Plan were evaluated based on CARB's interim tiered threshold. The Proposed Plan is not applicable with respect to the first tier as it is not categorically exempt under CEQA. With regard to the second tier, the City published a climate action plan in 2007 titled "GreenLA." In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled "ClimateLA." ClimateLA presents the existing GHG inventory for the City, including enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow ClimateLA to be revised in order to meet targets. By 2030, ClimateLA aims to reduce GHG emissions by 35 percent from 1990 levels. ClimateLA sets goals to reduce waste, increase renewable energy, improve

efficient use of water resources, reduce emissions from vehicles, and increase open space and greening. The Proposed Plan contains policies that help promote these goals. Estimated future emissions from area sources, electricity consumption, and landfills do not account for reductions that would occur under such policies. This is due to 1) such reductions are uncertain as most policies will only "encourage" or "promote" various measures, and 2) the reductions that could be achieved by these measures are difficult to quantify without specific data. Furthermore, a large amount of the increase in emissions is a direct result of increased vehicle miles traveled (VMT). When compared to existing levels, 2035 With Project Daily VMT grows by 49,448 vehicle miles, or 11.58 percent. 2035 With Project Daily VHT grows by 2,588 vehicle hours or 15.67 percent. As a result of increased development in Warner Center under the Warner Center 2035 Plan, the 2035 With Project conditions are anticipated to generate slightly more than double the growth in VMT and VHT of the 2035 No Project conditions. Even if emissions from electricity, area sources, and landfills would not increase (a number of Scoping Plan requirements are applicable to these industries and emissions are anticipated to go down, however specific per capita emission factors have not yet been developed for these industries), VMT increases would still result in increased GHG emissions. This increase in emissions would have the potential to interfere with implementation of the ClimateLA plan, and could interfere with the State's ability to meet its goals under AB 32. However, with development concentrated in areas such as Warner Center it is anticipated that growth in other areas of the region (further from transit) will not occur and therefore region-wide trips and emissions are anticipated to decrease – consistent with SB 375. Nonetheless, impacts from the Proposed Plan are considered significant and unavoidable due to the uncertainty associated with quantifying greenhouse gas emission reductions from certain industries (notably the power industry) in meeting AB 32 requirements.

Cumulative Impacts: Because the Proposed Plan is a planning project with a long-term horizon, and not an individual development project, cumulative projects are other plans and policies. Continued development in the Metro Los Angeles Subregion, in conjunction with developments in other communities in the City of Los Angeles and in the South Coast Air Basin, will increase pollutant emissions associated with construction; although, as a whole, criteria pollutants are anticipated to go down. Growth permitted by the Proposed Plan could incrementally contribute to exceedances of localized air quality standards, which could be cumulatively considerable. Development under the Proposed Plan would contribute to greenhouse gas emissions in the region.

Noise (Construction and Operational Impacts)

Description of Significant Effects: During construction of individual projects, the Warner Center 2035 Plan could cause exposure of persons to noise in levels in excess of standards established in the Los Angeles General Plan and/or Noise Ordinance, or applicable standards of other agencies. Vibration as a result of construction could also affect fragile buildings and/or people. The Warner Center 2035 Plan could result in significant operational noise impacts on Variel between

Victory and Vanowen.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The impacts from the Proposed Plan would be considered significant if it would: (1) expose people to or generate noise levels in excess of standards established in the General Plan or noise ordinance, or applicable standards of other agencies; (2) expose people to or generate excessive ground-borne vibration or ground-borne noise levels; (3) cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; (4) cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; (5) for a project located within an airport land use plan area, or where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, expose people residing or working in the area to excessive noise levels; or, (6) for a project located in the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels. City guidelines recommend analyzing noise associated with both construction and operation, with corresponding thresholds designated for each. The Proposed Plan could result in significantly increased noise levels during construction activities, especially construction activities that occur adjacent to sensitive receptors. The Proposed Plan could expose people and/or structures to substantial ground-borne vibration levels as a result of construction activities that occur under the Proposed Plan. Increased traffic in the Plan Area would significantly increase noise levels at sensitive receptors along certain street segments. These impacts would be considered significant and unavoidable. It is anticipated that project-specific environmental analyses of discretionary projects will address this issue in more detail in some cases potentially identifying further mitigation.

Because the Proposed Plan is a planning project with a long-term horizon, and not an individual development project, cumulative projects are other plans and policies. The project's contributions to cumulative noise impacts relate primarily to increase in vehicular traffic on freeways and surface streets and, to a lesser extent due to its temporary nature, during construction activities. In some cases the noise levels associated with vehicular traffic are not significantly different from the No Project Scenario. Growth permitted under the Proposed Plan would contribute to increased noise levels in the region compared to 2008 conditions, resulting in a cumulatively significant impact. Typically construction noise is a localized effect, but when multiple construction projects are underway in the same general area, cumulative construction impacts can occur.

Transportation

Description of Significant Effects: The Warner Center 2035 Plan has the potential to significantly impact the level of service at 87 intersections (out of 152 analyzed) and 4 arterial roadway segments (out of 52 analyzed). The Warner Center 2035 Plan would significantly contribute to cumulative growth in VMT and

VHT for the study arterial network. Approximately half (5.25%) of the total 11.58% cumulative growth in VMT would be attributed to the Warner Center 2035 Plan. Similarly, 7.28% of the total 15.57% cumulative growth in VHT would be attributed to the Warner Center 2035 Plan.

Findings: The City adopts CEQA Findings 1 and 3.

Facts in Support of Findings: The Proposed Plan would have a significant transportation impact if: (1) the volume-capacity (V/C) ratio under the Proposed Plan conditions at any of the analyzed intersections substantially exceeds that of 2008 Existing Conditions (using LADOT Criteria), and/or, (2) any arterial segment exceeded LOS E for 2035 With Project conditions (unless the operating LOS for future base conditions already exceeded LOS E); and/or (3) a substantial increase in total arterial VMT or VHT; and/or (4) parking supply could be inconsistent with the goals and objectives of the proposed project and could cause substantial detrimental affects to traffic circulation; and/or (5) proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥.0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).

The Proposed Plan includes a host of recommendations for mitigating the projected increase in traffic volume and shift in traffic patterns associated with land use changes. The major emphasis of the Proposed Plan is to encourage alternative modes of transportation – transit use, bicycling, walking, or ridesharing, to reduce vehicle trips generated in Warner Center. The Proposed Plan also includes significant improvements to area roadways. The Proposed Plan provides opportunities for use of alternate modes of transportation (non-motorized trips and transit) by concentrating development in mixed-use areas within walking distance of the regional transit system. One intersection (Variel and Victory), and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street) would remain significantly impacted after mitigation. Due to the redistribution of land use and the policies that support alternative modes, the Proposed Plan would reduce VMT and VHT in 2035 compared to the No Project Condition.

Because the Proposed Plan is a planning project with a long-term horizon, and not an individual development project, cumulative projects are other plans and policies. The Proposed Plan's anticipated contribution to transportation impacts was examined using a regional analysis performed in compliance with the Los Angeles County Congestion Management Program (CMP) requirements and documented in the Final EIR. This analysis concluded that the Proposed Plan's transportation impacts would be cumulatively considerable, resulting in a cumulatively significant impact.

While the Proposed Plan is anticipated to result in impacts as indicated above, the project is consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012. It is expected that as a result of increased

development adjacent to transit in areas such as Warner Center, this will correspondingly relieve development pressure in other areas further from transit. Thus although traffic and Greenhouse Gas emissions may increase in Warner Center, it is anticipated that regionally vehicle miles traveled and greenhouse gas emissions will be less.

6. ALTERNATIVES TO THE PROJECT

Warner Center Goals and Objectives. The Goals and Objectives of the Proposed Plan, as identified in the Final EIR, are:

- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035 (consistent with the Market Demand study for the area), including Research/Development, Professional/Technical and other "creative class" and high-paying industrial jobs.

- Provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity.

- Integrate public art in the overall vision of the project's architecture, landscape and open space design.

- To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add at least 20,000 new residential units by 2035 (consistent with the Market Demand study for the area).

- Provide transit access throughout Warner Center, so that all of Warner Center can support transit oriented development (TOD), thereby reducing trips and energy consumption in compliance with SB 375 and AB 32.

- Create a walkable community.

- Reduce the need for driving and, therefore, parking.

- Provide a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle ridership and transit usage.

- Encourage sustainability by meeting or exceeding regulatory requirements. Encourage sustainable building practices including use of recycled materials, water conservation and recycling, integration of alternative energy into building design, and other methods and practices to reduce the carbon footprint of the City as it develops in accordance with sustainable planning.

- Preserve industrially zoned land for industrial, research and development, creative and other uses consistent with industrial zoning.

GENERAL FINDINGS.

Based on these findings, the Final EIR, and the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of Plan alternatives that would feasibly attain most of the basic objectives of the Plan, but would not fully realize project objectives. Project alternatives would not allow the flexibility to increase growth in this transit-adjacent area to the extent allowed for by the Proposed Plan. The City finds that the alternatives would incrementally lessen significant impacts compared to conditions under the Proposed Plan, and that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, the Final EIR considered the following two (2) alternatives:

1. No Project, Continuation of existing Warner Center Specific Plan, or Revert to Underlying Basic Development Right (FAR 0.35:1). This alternative would result in growth in accordance with the SCAG forecast.

2. Reduced Development Alternative (75% Project)

[Note: Additionally, Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the analyzed alternatives. See below in Section 7.]

Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these alternatives is hereby found to be infeasible based on the Final EIR's analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. These considerations include the provision of development opportunities adjacent to transit, the flexibility to address land use incompatibilities, and employment opportunities for highly trained workers, of importance to the City, all as supported on the evidence contained the whole of the administrative record and the evidence and testimony presented in this matter.

ALTERNATIVE NO. 1

No Project, Continuation of existing Warner Center Specific Plan, or Revert to Underlying Basic Development Right (FAR 0.35:1)

This Alternative is required by CEQA. Under the No Project Alternative, the existing Specific Plan would remain in place. Future development opportunities would remain open. The current plan requires that additional environmental review be undertaken in 2010 prior to any further development being approved

(Section 17A of the 1993 Warner Center Specific Plan). The existing Specific Plan allows for development to occur beyond the year 2010, even without updated environmental review of the existing Specific Plan, subject to project-specific environmental review. The underlying basic development right for Warner Center is 0.35:1.

Impact Summary: The following significant and unavoidable impacts would occur under the No Project Alternative: Aesthetics (shading), Air Quality, Noise (Construction), Transportation.

Finding: With this Alternative, many of the environmental impacts projected to occur from development allowed under the Proposed Plan would be reduced as a result of decreased development. However, significant and unavoidable impacts would remain. This Alternative would be an environmentally superior alternative to the Proposed Plan. The No Project Alternative does not meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities and the considerations identified in the Statement of Overriding Considerations, make infeasible the No Project Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Warner Center, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

Rationale for Finding: The No Project Alternative, in general, is anticipated to result in less growth potential as compared to the Proposed Plan; it would continue the existing plan but project specific review would be required and the basic development right would revert to 0.35:1, which may not accommodate the growth in population anticipated by SCAG for the City of Los Angeles. As such, this Alternative would not meet an underlying purpose of the Proposed Plan to accommodate such growth. Additionally, this Alternative would not include components of the Proposed Plan designed to address the Project's objectives. The No Project Alternative would not include land use changes designed to promote land use compatibility, would not add urban design guidelines to ensure that buildings and neighborhoods are well-designed, and would not modify street standards to improve mobility options.

ALTERNATIVE NO. 2

Reduced Development (75% Project)

Impact Summary: The following significant and unavoidable impacts would occur under the Reduced Development Alternative: Aesthetics, Air Quality, Noise (construction), Transportation.

Finding: With this Alternative, all of the environmental impacts projected to occur

from development allowed under the Proposed Plan would continue to occur, although some would be incrementally reduced. Due to reduction in impacts, this Alternative would be an environmentally superior alternative to the Proposed Plan but benefits would be similarly reduced. This alternative would not fully meet the Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations of importance to the City, including the provision of employment opportunities for highly trained workers and the considerations identified in the Statement of Overriding Considerations, make infeasible the Reduced Development Alternative described in the Final EIR. Additionally, it is anticipated that increased development adjacent to transit in areas such as Warner Center, as in the Proposed Plan, will allow other areas not well served by transit to maintain the existing scale of development, consistent with SB 375 and the recently adopted Sustainable Communities Strategy.

Rationale for Finding: The Reduced Development Alternative is anticipated to result in a lesser growth potential than the Proposed Plan, but more than the No Project Alternative. It could potentially result in fewer land use impacts than the Proposed Plan but more than No Project Alternative. The Reduced Development Alternative would provide decreased levels of housing and employment capacity adjacent to transit infrastructure. This alternative would not include the same level of transportation improvements as the Proposed Plan since fewer fees would be available (increasing fees would not be feasible as higher fees would reduce development). Additionally, it is anticipated that increased development adjacent to transit in areas (beyond the SCAG forecast analyzed in the Final EIR) such as Warner Center, as in the Proposed Plan, will allow other areas of the region not to develop, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

7. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As stated above, Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the analyzed alternatives. From a strictly environmental standpoint, excluding social or economic issues, the No Project: Continue Existing Specific Plan (Alternative 1)/Revert to Basic Development Right (FAR of 0.35:1) would be environmentally superior to the proposed project because it would result in less development and therefore fewer impacts. However, this alternative would not address state and regional policies to focus development near transit and reduce vehicle trips and vehicle miles traveled. The No Project Continue Existing Specific Plan (Alternative 1)/Revert to Basic Development Right (FAR of 0.35:1) would reduce all the significant unavoidable environmental impacts of the proposed project but at least the potential would exist for impacts to remain that would have to be addressed project by project. This alternative, in and of itself, would not meet any of the project's objectives.

Therefore, Alternative 2 is identified as the environmentally superior alternative.

It would address many of the proposed project objectives although not to the same extent as the project. With less development not all of the transportation improvements may be funded, and although less development would lead to generally fewer impacts, there exists the potential for traffic impacts to be worse than for the proposed project. This alternative would have the same significant impacts as the project, but they would be reduced in intensity or duration.

8. FINDINGS REGARDING GENERAL CEQA IMPACT CATEGORIES

Short Term versus Long Term Impacts

The Proposed Plan is intended to replace and update the existing Warner Center Specific Plan that, since its adoption, has anticipated urban uses in the majority of the area. The Proposed Plan as approved by the City Council is intended to provide land use carrying capacity in areas already slated for urban uses, consistent with state and regional policies encouraging densification of land uses in urban areas, especially adjacent to transit. Short term impacts related to traffic, energy and water consumption would occur. It is important to resolve these problems in the near term to ensure that the quality of life and the quality of the environment in the Warner Center Area are maintained.

Growth Inducing Impacts of the Proposed Plan

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss growth-inducing impacts of a proposed project. Growth-inducing impacts are ways in which the project could "...foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This includes projects that would remove obstacles to growth. However, as stated in the Guidelines, "it must not be assumed that growth in any areas is necessarily beneficial, detrimental, or of little significance to the environment."

The proposed project would include approximately 62.7 million square feet of residential and non-residential development, including the development of approximately 20,000 dwelling units. The proposed project would result in an increase in the number of employees from about 40,000 employees under existing conditions to more than 89,000 employees under anticipated 2035 development levels. This compares to 54,037 anticipated by SCAG in 2035 without the proposed project (the No Project alternative).

As noted in the CEQA Guidelines, increases in population may tax existing community service facilities, requiring construction of new facilities that could themselves cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental or of little significance to the environment. As analyzed in the Plan's EIR Section 4.10, the population, housing and employment associated with the proposed project would be consistent with the growth anticipated for the City of

Los Angeles as a whole.

The proposed project would remove impediments to growth to the extent that it would allow for increased development in Warner Center that may not be permitted under present planning regulations (although project-by-project incremental approvals would still be possible). It is the intent of the proposed project to focus growth that might otherwise occur in other areas of the City (further from transit and in areas without the mix of uses designed to reduce trips). The proposed project is designed to induce growth within Warner Center at the expense of growth elsewhere.

With regard to infrastructure-induced population growth, all roadway improvements planned for the proposed project, or as mitigation, are intended to provide for better circulation flows throughout the area and/or to improve pedestrian safety and would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades would also meet project-related demand. The proposed project's demand for commercial goods and services would be met by new retail, services and community facilities and by existing retail, service and other resources all located within the project site (Warner Center).

The proposed project is expected to provide for population and employment growth anticipated for the City of Los Angeles through the year 2035. The proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled.

The project would result in greater density of uses, would encourage walking and the use of transit both internal and external to the site (Warner Center). The project would not induce growth in an area that is not already developed with infrastructure to accommodate such growth. Implementation of the proposed project would likely result in improvements to infrastructure in the area including water, sanitation, police and fire facilities as necessary to meet growth anticipated within Warner Center.

Overall, while the project would result in an increase in the population that could tax existing community service facilities that would need to be improved in the Warner Center area (police, fire, parks, libraries, water, sewer, solid waste facilities) it is not anticipated to encourage or facilitate other activities outside of Warner Center. Thus, the project would not result in significant growth-inducing impacts, other than those anticipated from implementation of the proposed project.

Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) requires that an EIR analyze significant irreversible environmental changes that would be caused by the proposed project. This includes the use of nonrenewable resources during construction and operation of a project to such a degree that the use of the resources

thereafter is unlikely. It also includes significant and irreversible environmental changes that could result from environmental accidents associated with the project.

Implementation of the proposed project would include the construction of individual projects that that would result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources would include certain types of lumber and other forest products; metals such as steel, copper, and lead; aggregate materials used in concrete and asphalt (e.g., stone, gravel, and sand); and other construction materials such as plastic. In addition, fossil fuels used in construction vehicles would also be consumed during construction of the project.

Implementation of the proposed project would involve the continued consumption of limited, nonrenewable, and slowly renewable resources similar to other mixed-use projects. These resources would include natural gas and electricity, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating and cooling of buildings, transporting people and goods to and from the site, heating and refrigeration for food storage and preparation, heating and cooling of water, and lighting. Operation of the project would occur in accordance with Title 24, Part 6 of the California Code of Regulation, which sets forth conservation practices that would limit the amount of energy consumed by the project. In addition, the project would be subject to energy efficient planning and construction guidelines set forth by the City of Los Angeles. Nonetheless, the use of such resources would still continue to represent a long-term, irreversible commitment of these resources.

9. OTHER CEQA CONSIDERATIONS

Recirculation of Final EIR

CEQA Guidelines Section 15088.5 does not require recirculation of the Final EIR based on the following:

- No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;

- The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;

- There are no significant new environmental impacts resulting from the Project or from a new mitigation measure proposed to be implemented;

- There is no substantial increase in the severity of an environmental impact that has not been mitigated to a level of insignificance;

- The Applicant has not declined to adopt any feasible project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the Project; and

- The Final EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded. The City Council finds that, after considering the Final EIR, there is substantial evidence to conclude that none of the conditions requiring recirculation of the Final EIR are present and therefore recirculation of the Final EIR is not required.

Project Description

CEQA requires that the description of the project include "the whole of an action" and must contain specific information about the Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Plan. A proper project description is important to ensure that "environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences." (Bozung v. Local Agency Formation Commission (1975) 13 Cal.3d 263, 283-284.) The Final EIR contains a project description that describes the whole of the proposed action consistent with CEQA requirements.

Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR and other related materials, each of which are incorporated herein by this reference. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, Department of City Planning, located at 200 North Spring Street, Los Angeles, California 90012.

Miscellaneous

a. The concept of "feasibility" encompasses the question of whether a particular alternative promotes the underlying goals and objectives of a Project. "Feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors.

b. CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The City has conducted its own review and considered the Final EIR, and is exercising its independent judgment when acting as herein provided.

c. CEQA requires decision-makers to adopt a mitigation monitoring program for those mitigation measures identified in the Final EIR that would mitigate or avoid each significant impact identified in the Final EIR and to incorporate the mitigation monitoring program, including all mitigation measures, as conditions of Project approval.

d. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.

e. CEQA requires the Lead Agency approving a Project to adopt a Mitigation Monitoring Program (MMP) for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the City Council and included in the MMP as adopted by the City Council serves that function. The MMP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the Final EIR and adopted by the City Council in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts the MMP and incorporated by reference into these findings.

The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the Final EIR.

f. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

g. The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

h. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the Final EIR. The City Council finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City Council finds that it has independently reviewed and analyzed the Final EIR for the Project, that the Draft EIR that was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City Council.

i. The City Council finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

j. The Planning Department evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on a full evaluation of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.

k. The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft and Final EIR.

l. The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the

Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

10. MITIGATION MONITORING

The Mitigation Monitoring Plan (MMP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a plan where a Final EIR has identified significant environmental effects to adopt a "reporting or monitoring program for the changes to project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The City is the Lead Agency for the Plan.

The MMP is designed to monitor implementation of all feasible mitigation measures as identified in the Final EIR for the Plan. All departments listed are within the City unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the City unless otherwise noted.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

The City of Los Angeles hereby adopts this Statement of Overriding Considerations concerning the unavoidable significant impacts of the Warner Center 2035 Plan (previously referred to as the Warner Center Regional Core Comprehensive Specific Plan – Warner Center 2035 Plan) to explain why the benefits of the Warner Center 2035 Plan outweigh and override its unavoidable impacts.

The Final Program Environmental Impact Report (PEIR) for the Warner Center 2035 Plan has identified and discussed significant environmental impacts that may occur as a result of implementation of the Warner Center 2035 Plan:

Visual quality has impacts with new signage that has the potential to significantly impact.

Shade and shadow impacts are potentially significant as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space).

Construction air quality impacts are potentially significant as a result of development projects and infrastructure construction (roadways, bridges, and utility lines) in the area.

Operational air quality impacts are potentially significant as a result of mobile source and energy use.

Greenhouse gas emissions impacts are potentially significant as a result of construction and operation.

Construction noise and vibration impacts are potentially significant at individual construction sites.

Operational noise impacts are potentially significant at Variel Avenue between Victory Boulevard and Vanowen Street.

Transportation impacts are potentially significant at one intersection (Variel Avenue and Victory Boulevard) and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street), due to increased vehicle miles traveled (VMT) and vehicle hours traveled (VHT).

The City of Los Angeles has made specific Findings, pursuant to the California Environmental Quality Act (CEQA), on each of the significant environmental impacts of the Warner Center 2035 Plan and on mitigation measures and alternatives. Nevertheless, even with implementation of feasible mitigation, many of the significant and unavoidable impacts still remain.

In accordance with Section 15093 of the CEQA Guidelines, the City of Los Angeles City Council hereby finds that following economic, legal, social, technological, environmental and other benefits of the Warner Center 2035 Plan outweigh its unavoidable, adverse environmental impacts discussed in the Findings, based on the considerations set forth herein:

Benefits of the 2012-2035 RTP/SCS:

The Warner Center 2035 is consistent with Senate Bill 375. While increasing vehicle miles traveled and greenhouse gases in the immediate area, the Warner Center 2035 implements a condensed development pattern adjacent to transit, consistent with SB 375 and the Regional Transportation Plan/Sustainable Communities Strategy, adopted by the Southern California Association of Governments (SCAG) in April 2012 (2012 RTP/SCS), and therefore would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions.

The Proposed Plan would support the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allow for the conservation of existing low-scale residential neighborhoods throughout the City. The Warner Center 2035 Plan will improve overall mobility and provide congestion relief in the Warner Center area. The Warner Center 2035 Plan includes a mix of land uses designed to reduce vehicle trips. In additions the Warner Center 2035 Plan includes numerous transportation improvements in the

Warner Center area.

The Warner Center 2035 Plan provides a funding mechanism (mobility fee) for the preservation of the existing and future transportation systems. Funding the transportation improvements included in the Warner Center 2035 Plan will guarantee optimizing the productivity of our transportation system, thereby, accruing greater benefits associated with mobility, congestion relief, economic activity, safety, and accessibility.

The Warner Center 2035 Plan promotes development that would accommodate anticipated population growth and guide physical development towards a desired form and quality that is consistent with the social, economic and aesthetic values of the City.

The Final EIR provides a programmatic mitigation framework to guide development projects in order to reduce environmental impacts.

The Warner Center 2035 Plan promotes active transportation modes (i.e., bicycling and walking) by providing an attractive pedestrian-oriented environment as well as lanes for bicycles. In general in the region (according to the 2012 RTP/SCS), active transportation spending is expected to increase the region's bikeways from 4,315 miles to 10,122 miles and bring significant portions of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA), along with implementing other safety improvements. The Plan's emphasis on transit and active transportation will allow the region's residents to lead a healthier and active lifestyle.

The Warner Center 2035 Plan provides air quality and public health benefits by providing a compact growth pattern that would reduce regional trips, and therefore reduce regional air quality as compared to a distributed growth pattern. Compared to existing conditions ROG, CO and NOx would be substantially less than today (as a result of statewide emission controls). In addition, the Plan requires that health risks within 500 feet of the US 101 freeway be evaluated and avoided consistent with SCAQMD guidelines.

While the Warner Center 2035 Plan would result in a significant increase in greenhouse gas emissions, it would be consistent with policies included in the 2012-2035 RTP/SCS by promoting a compact urban form that would result in more efficient energy and water use as compared to a distributed land use pattern that could otherwise occur without the Plan.

The development pattern of the Warner Center 2035 Plan accommodates population, housing, and employment growth while improving access to jobs and services. The Warner Center 2035 Plan provides for new housing and job growth in an area served by high quality transit. The Plan's focus on multi-family development will help the City and region accommodate the projected housing demand. The compact land use patterns described in the Warner Center 2035 Plan, combined with the transportation network improvements and strategies

identified in the Plan, would result in improved pedestrian and bicycle access to community amenities, shorter average trip length, and reduced vehicle miles traveled per person.

The Warner Center 2035 Plan would reduce land consumption in Greenfield areas compared to the No Project Alternative which would increase development in accordance with a dated SCAG forecast. Compact and urban infill development patterns would result in reduced water consumption.

The Warner Center 2035 Plan encourages and creates incentives for energy efficiency by supporting compact land uses that substantially reduce consumption of transportation fuel, electricity, and natural gas. The overall energy savings resulting from developing more compactly translates to meaningful savings in transportation fuel costs and residential energy bills.

Implementation of the Warner Center 2035 Plan is expected to provide economic benefits to the City of Los Angeles. These benefits are expected to be experienced directly through the jobs created by projects in the Warner Center 2035 Plan and through the benefits of a more efficient transportation system. The transportation investments in the Warner Center 2035 Plan would foster economic and household growth and improve accessibility to transportation infrastructure and many other amenities.

Implementation of the Warner Center 2035 Plan would generate jobs from construction as well as operation of development projects as well as transportation improvements. The job growth related to the Warner Center 2035 Plan would create wealth in the City, raise the household income level, and enhance the City's competitiveness.

The Warner Center 2035 Plan would reduce annual household costs associated with driving and residential energy and water use.

The land use plan as well as the goals, strategies, and improvements proposed in the Warner Center 2035 Plan were derived from extensive public participation and consultation efforts and reflect broad agency and public support.

The Warner Center 2035 Plan balances the policy goals and objectives of the City better .than the alternatives, as discussed in the Findings.

For all of the above-mentioned reasons, the City of Los Angeles City Council hereby concludes that the benefits of the Warner Center 2035 Plan outweigh and override any adverse environmental impacts associated with the Plan.

PUBLIC HEARING AND COMMUNICATIONS

Public Participation

In 2005, as part of the budget request for the revisions to the Warner Center Specific Plan, Council allocated monies for the City to hire a consultant team specifically to help the Planning Department and the Department of Transportation perform technical analyses for mobility and environmental. In 2006, after an extensive bid process, the City selected Iteris, Inc. as the primary contractor. Iteris teamed with Sirius Environmental to form the total consultant team. In 2008, the consultant team was augmented with an urban designer, Pat Smith, and an economic consultant, Strategic Economics.

The consultants have spent the better part of six years working with the City on developing the proposed Plan which is currently before the City. This consultant team has provided the background and justification for all aspects of the Project.

The result of this total team effort involved not only the analysis and the preparation of the Warner Center 2035 Plan, but also involved extensive outreach with Certified Neighborhood Councils (CNCs), local business groups, and other stakeholder organizations. Over the past six years since February 2006, over 120 meetings have been held in the community including two large Public Workshops during the summer of 2008, over 100 CAC and CAC subcommittee meetings, an EIR scoping meeting, and a workshop during the public review of the Draft Environmental Impact Report, to name the major milestones.

Other key community groups and organizations have provided comments during the preparation of the Plan including but not limited to:

- Canoga Park Neighborhood Council
- Woodland Hills-Warner Center Neighborhood Council
- Reseda Neighborhood Council
- Tarzana Neighborhood Council
- Winnetka Neighborhood Council
- West Hills Neighborhood Council
- Woodland Hills Homeowners Organization
- Valley Industry and Commerce Association (VICA)
- Warner Center Association

Two public workshops, conducted in the summer of 2008 at Kaiser Woodland Hills, were attended by over 450 persons. The format of the workshops enabled attendees to engage with representatives from various City departments and City consultants, and have in-depth discussions of planning issues related to the revised Plan.

Those two workshops, as well as subsequent meetings with the CAC, became the basis of the recommendations by the urban design consultant (Pat Smith) and the economic

consultant (Strategic Economics) on the future direction of the Plan. That direction is the Proposed Plan and became the basis for the Proposed Project.

On June 8, 2009, the City issued the Notice of Preparation (NOP) and on June 22, 2009 the City held its EIR scoping meeting on the Project at Kaiser Woodland Hills. The scoping meeting was attended by approximately 100 persons. The comments from the scoping meeting and Notice of Preparation are attached in the Final EIR.

The Draft Environmental Impact Report was released on **December 8, 2011** and circulated for 61 days for public review until February 6, 2012. The DEIR was made available to over 200 persons and organizations. Copies were also available at several libraries including the Central Library, Reseda Branch, Canoga Park Branch, West Hills Branch, Woodland Hills Branch, Encino-Tarzana Branch and Platt Library. During this period, staff attended CNC meetings and gave presentations and answered questions on the Draft Plan and EIR, in addition to other meetings with neighborhood and business groups.

The Final Environmental Impact Report was released on **June 8, 2012**, and a Notice of Availability of the Final EIR was published.

In August 2012, a Public Hearing Notice was sent to approximately 8,000 property owners and residents announcing an Open House on **Monday, September 10, 2012**, and the Public Hearing was held on **Tuesday, September 18, 2012**. The details of both meetings included:

Open House
Date: Monday, September 10, 2012
Location: Kaiser Permanente Medical Center, 5601 N. De Soto Avenue, Auditoriums A and B, Woodland Hills, CA 91367
Times: 5:00 PM - 8:00 PM

Pre-Hearing Q & A / Public Hearing
Date: Tuesday, September 18, 2012
Location: Kaiser Permanente Medical Center, 5601 N. De Soto Avenue, Auditoriums A, B, and C, Woodland Hills, CA 91367
Times: 4:00 PM – 5:00 PM (Q & A) and 5:30 PM – 8:30 PM (Public Hearing)

At the Open House and Public Hearing, both held at Kaiser Woodland Hills, approximately 130 people attended. Approximately 13 persons gave verbal testimony on the Proposed Plan during the three-hour hearing. Approximately five written comments were received at the public hearing and subsequent to it.

Approximately 30 days prior to the Public Hearing, stakeholders and interested members of the public were provided with a Proposed Plan based upon six years of work and over 120 CAC meetings, public workshops, working groups, scoping sessions, presentations to Neighborhood Council and Homeowners groups, and other public outreach. During the summer of 2012, planning staff met with representatives of neighborhood councils, homeowners groups, and other community leaders and

business groups to give briefings prior to the September 2012 Open House and Hearing.

At the public hearing, the President of the Woodland Hills-Warner Center Neighborhood Council spoke to request that the City hold the public record open for 60 days to allow the Neighborhood Council a reasonable time to review the full document. Since that time, City staff has worked with representatives of that Neighborhood Council to make technical corrections to the Plan and continue to work with the affected communities at making the best proposed Plan.

This Proposed Plan that is the Planning Department's recommended Plan to the City Planning Commission is not only the result of the larger community working with the City for more than six years but also a small and dedicated group working with the City over the past two months to make the recommended Plan the best it can be.

Summary of Public Hearing Testimony and Communications

Comments were received on a range of topics addressed by the proposed plan, including issues of density, circulation, parking, urban design, residential compatibility, industrial land, parks and open space, infrastructure, signage, and the growth forecasting. The majority of speakers spoke in general support of the plan, with some commenters expressing concern as to the potential for increases in density as well as local traffic congestion, which many noted is already at very high levels.

Speakers generally supported the Proposed Plan and its Community Vision. The majority of speakers generally supported a strong and successful Warner Center that will provide for more jobs and a key to the success is to provide for greater intensity and density.

Other speakers valued Warner Center as a TOD that will be a model for the rest of the City and that, if successful, Warner Center will benefit the region in terms of jobs and housing and create a Center which will be a great place to live, work and play.

Speakers generally backed efforts to preserve and expand open space in the area.

Several comments were received expressing support for establishing development impact fees for transportation improvements as part of the plan's recommended nexus study, including comments that such a fee should be included in the plan concurrent with adoption.

Several comments expressed concern that the Plan would allow for too much housing and would create a housing-rich Warner Center. One speaker testified that the Plan fails to attract the high-tech industry into Warner Center: the Plan is too oriented toward residential and should look to provide more industrial and commercial uses. Also, this speaker stated that the Plan gives too much authority to the Director of Planning for implementing its provisions and does not provide enough contiguous green space, since berms and road medians are not true open space.

A speaker testified that the Plan's proposed District boundaries are jagged and should be straightened, particularly in the case of the Downtown District's eastern boundary with the College District.

Another speaker testified in support of the Plan but felt that the vision sections of the Plan needed to be augmented with greater detail.

Another speaker testified that the unlimited height was a concern especially because of the earthquake threat in southern California.

Two speakers from the law firm of Latham and Watkins, representing a retail stakeholder in Warner Center, testified in general support of the Plan and the tremendous effort from the community. These speakers detailed their concerns in a submitted letter. They stated that the Plan needed to have development standards providing flexibility, especially for existing developments in Warner Center, specifically with the land use table and the urban design guidelines and standards. They also felt that the Sign District is positive but needs refinement, especially in the total amount of signage allowed and the type of signs permitted. They felt that the new Plan reduces the total sign area permitted versus the existing Specific Plan and, more importantly, the new Plan is not consistent with the amount of signage proposed in other sign districts throughout the City.

A representative for the Warner Center Association testified in support of the Plan and stated that this Plan was the first time where community was as involved as City staff in creating the Plan. The representative stressed that the Plan is jobs-oriented and is intended to create jobs in Warner Center.

A representative from the office of the Honorable Dennis P. Zine, Councilman for the 3rd District, testified by thanking City staff and community volunteers for their many years spent building this Plan from the ground up. He stated that the Plan is a good product with some details still to be worked out.

Finally, the chair of the CAC testified in support of the Plan and the tremendous effort from both the community and the City in making the Plan representative of the community's vision. He stated that the outreach that he and his committee provided was unprecedented and that this outreach resulted in a Plan that truly represents the community's vision for Warner Center.

Summary of South Valley Area Planning Commission Comments

The Warner Center 2035 Plan and accompanying changes were presented to the South Valley Area Planning Commission on **Thursday, November 8, 2012,** for review and comment. There were no speakers providing public comment at the hearing. Commissioners were very supportive of staff recommendations for the proposed Plan, and supported the conceptual revisions to the plan being made in response to community input at the public hearings.

Valley Industry and Commerce Association (VICA)

At their general meeting on September 28, 2012, VICA executive board voted to support the Warner Center 2035 Plan. (Letter is in file.) In fact, VICA current webpage (www.vica.com) has the following statement of support:

> *"VICA supports the efforts to revamp the Warner Center space in Woodland Hills. The Warner Center 2035 Plan will replace the 1993 specific plan, shifting its focus towards developing the necessary characteristics for attracting development to the West Valley. The new plan creates a variety of jobs and a range of housing types through the expansion of shopping, entertainment, cultural and recreational facilities. Its design increases the allowable floor area ratios, height and density for commercial and mixed use lots, particularly in the "Downtown" commercial district of Warner Center. Ultimately, the goal is to encourage the Warner Center to be an even more flourishing mixed use, transit-oriented regional center while still acting in accordance with the Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Recommended by the VICA Land Use committee for support, it will incorporate the new trends in urban design that have occurred since the 1993 plan."*

Warner Center Association

At its meeting of July 19, 2012, the Warner Center Association, the organization representing major property owners and businesses in Warner Center, unanimously voted to approved the Warner Center 2035 Plan. (Letter is in file.)

Woodland Hills-Warner Center Neighborhood Council

At its full Council meeting of November 14, 2012, the Woodland Hills-Warner Center Neighborhood Council unanimously voted to approve the Warner Center 2035 Plan. The Council commended the six-year effort by all parties dedicated to the development of the Plan including the CAC and the City. (Letter is in file.)

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RESIDENT
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SCAQMD
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RICHARD BRIGHT
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4650 VON KARMAN AVENUE
NEWPORT BEACH, CA. 92660

CB RICHARD ELLIS
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19600 FAIRCHILD ROAD
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COMMON WEALTH PACIFIC
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