

## MOTION

### PREAMBLE

WHEREAS, on June 10, 2019, City Council instructed the Planning Department to amend the Ventura-Cahuenga Boulevard Corridor Specific Plan after considering three Options:

**Option One** - Specific Plan Procedural Enhancements - Several procedures and processes in the Specific Plan could be enhanced with streamlining. Some of these procedures are difficult or time-consuming to implement, and have the effect of delaying or thwarting investment within the Ventura Boulevard corridor.

**Option Two** - This Option would use the Re:code process to more effectively implement the goals and Planning and Land Use Management (“PLUM”) Committee CF 17-1071 Page 3 objectives of the Specific Plan.

**Option Three** - Specific Plan Review and Revision includes a review and potential revision to all provisions of the Specific Plan including procedures, existing development regulations, permitted densities, heights, zoning classifications, and assessed fees. The Specific Plan would be rezoned.

WHEREAS City Council chose Option One, the least invasive and easiest, and instructed Planning Department to move forward on amending the Plan and beginning its public outreach.

WHEREAS, since June 10, 2019, Planning Department has been working on amending the Plan, with a minor update primarily to the Plan’s signage and other minor provisions, to a Plan that needs a major, comprehensive Update.

WHEREAS, during Planning’s outreach, most communities along the Boulevard realized that this Plan needs a complete overhaul / comprehensive review for it to be helpful to development over the next 10-15 years.

WHEREAS, many communities including Sherman Oaks, now want to see City Council re-evaluate their action of June 2019 and direct the Planning Department to conduct a comprehensive review of the Plan.

## MOTION

We, the Sherman Oaks Neighborhood Council Planning and Land Use Committee do hereby move, that the Los Angeles City Council re-evaluate their action in June 2019 and require the Planning Department to do a more comprehensive amendment to the Specific Plan, including the following provisions:

1. **TRANSPORTATION FUNDS.** Expansion of transportation funding or the definition of current funding (Project Impact Assessment “PIA” fees) to cover additional improvements and adding the needed maintenance of Sidewalks, Alleys, Streetscape, Landscaped Medians, Crosswalks, Traffic Controls, and Road Redesign of all intersections in the Plan, Street Lighting, Landscaping, and Street Trees.

2. **PARKING FEES.** Increase parking-in-lieu fees and provide for an adequate system to adjust for inflation that would enable true funding of alternate parking solutions. Parking-in-lieu fees and meter fees collected in the Plan area should be allocated to parking mediation within the Plan area.

3. **DESIGN GUIDELINES.** Update Urban Design and Streetscape Guidelines and incorporate some items, including selected architectural characteristics, into the ordinance as design standards. Include criteria for pedestrian oriented storefronts.

4. **PEDESTRIAN ORIENTED DISTRICT RE-EVALUATION.** Re-evaluate the areas designated as pedestrian oriented. Expand the pedestrian oriented area to include all areas within the jurisdiction of the Specific Plan. Redefine the pedestrian areas and the allowable uses within them. Establish transparency requirements, minimum and maximum setbacks, building entrance orientation, surface parking locations, open space, etc. to reinforce the Corridor as pedestrian oriented. Allow for more service-oriented uses such as medical offices and recognize the reduction in the need of retail uses.

5. **PATTERNED ZONING.** Include zoning organized so that nodes of increased activity are formed that create a variety in the pattern of development along the 17-mile Corridor. Consider selected intersections or landmark uses and structures as potential locations of increased activity.

6. **EXPANSION OF SPECIFIC PLAN.** Expand the Specific Plan area where adjacent Commercial properties are located and would benefit from or where the Boulevard would benefit from the expansion. Do not expand the plan into additional single family zoned properties.

7. **RE-EVALUATION DEVELOPMENT PARAMETERS.** Evaluate allowable development densities and intensities as follows:

a) Explore where larger sites adjacent to residential neighborhoods could be encouraged to be developed through increased Floor Area Ratios (“FARs”) and

height but would be mandated to protect the adjacent properties through transitional height restrictions and landscaping.

- b) Explore where sites adjacent to the freeway, the L.A. River, and only to commercial properties, could accommodate increased heights and FARs compared to what is currently allowed.
- c) Maintain height restrictions and FARs and explore further protections on sites adjacent to residential properties that are of a size and/ or shape that does not support the ability to implement transitional height restrictions.

8. EXPAND RESIDENTIAL DEVELOPMENT INCLUDING EXPANDING AFFORDABLE HOUSING UNITS. Require mixed use where residential is desired or allowed to support an activated Ventura Boulevard. Designate where residential is allowed and further define where commercial / retail would be required at the first floor and / or where residential units opening to the street would be required / allowed. Add design guidelines that regulate options for live / work residential units within developments. Provide for the state mandate for increased affordable housing unit construction by way of SB 1818 projects and other similar laws and ordinances.

9. INCREASE OPEN SPACE. The need for public open space including parks, pocket parks, plazas, pedestrian walkways, recreational space, linkages, outdoor dining, entertainment venues, civic gathering, and temporary seasonal uses needs to be reviewed. Appropriate development requirements, incentives, zoning, and possible land acquisition needs to be studied.

10. REDEFINE HEIGHT. Redefine height in the plan to not include roof top equipment, elevator towers, extensions of stairwells, trellises, photovoltaic cells and unoccupied towers. Add a limit to these elements however to an additional 20 feet. Reevaluate how height is measured, possibly from the high point along the sidewalk frontage.

11. ELIMINATE P AND PB ZONES. All zones designated as Parking zones (P or PB) should be eliminated and the properties appropriately rezoned.

12. REVISE THE TRANSPORTATION IMPROVEMENT AND MANAGEMENT PLAN. Study all intersections along the 17-mile Corridor and propose new traffic mitigations needed because of use of the Boulevard as an alternate to the 101 freeway.

13. ENHANCEMENT OF EXISTING ALLEY NETWORK. Preserve the existing alleys and further take advantage of their existence by supporting maintenance, and encouraging active uses off them. Encourage access to parking, and materials movement in the alleys.

14. UPDATE PARKING REQUIREMENTS. Make changes to Parking Requirements, including changes of uses. Additionally, standards established for parking for employees and valet parking must be reviewed with property owners and business

owners within a 500-foot radius where parking is limited and separately for each of the six community's needs.

WE, FURTHER MOVE, because the original Specific Plan includes a series of procedures and development regulations to guide growth along the Ventura Boulevard corridor in a generic way, ignoring the individual needs of the various communities along the 17 miles and each community has unique opportunities which the Specific Plan needs to respect, that City Council should consider breaking the Specific Plan into Overlays either by each individual community (Sherman Oaks, Studio City, Cahuenga Pass, Encino, Tarzana and Woodland Hills). Or, breaking the Specific Plan into two Overlay regions, east of the 405 and west of the 405.

*April 15, 2021*