

BUILDING SCALE AND MASSING STANDARDS

Guidelines for the size and scale of new development to ensure that it is contextually compatible with the surrounding area. These standards may include requirements for stepbacks, massing breaks, and other architectural techniques.

DEVELOPMENT STANDARDS

Objective standards that must be followed for the approval of new development projects. These standards typically address height, density, setbacks, and lot size, and may also include additional requirements for building scale, open space, and land use.

DENSITY

The number of people living in a particular area. Typically measured by the number of dwelling units per acre.

GROUND FLOOR ACTIVATION

The intentional location of active uses, such as shops and cafes, along the street-facing ground floor of a development to enhance the pedestrian experience and promote social interaction.

HEIGHT STANDARDS

Limits on the height of buildings. Different height standards may apply to different areas within the specific plan depending on location and adjacency to other uses.

MARKET ANALYSIS

A report that gathers information about market and economic conditions to determine what types of buildings and land uses are economically feasible and can reasonably be expected to be developed in a given area.

MEDIA DISTRICT OVERLAY ZONE

Regulates zoning classifications for the Media District and establishes land uses and development standards for density, height and setbacks, as well as specific aspects of parking, landscaping, landscaping for parking lots, design standards for parking lots, lighting, walls and fences, signs and design standards.

TRANSFER OF DEVELOPMENT RIGHTS

A policy that aims to preserve landowners' asset value by allowing the right to develop to be transferred from a location where development may not be desired or feasible to a location where development is encouraged.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Strategies and policies to reduce travel demand, such as carpooling, public transit, and telecommuting.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A list of upcoming transportation projects covering a period of at least 4 years, which includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities, and other transportation enhancements required by the federal government.

CLASS I BIKE LANE

A separated bike path not located on a street or highway designated for the exclusive use of bicycles and pedestrians (e.g., Burbank Channel).

CLASS II BIKE LANE

A Bicycle Lane that provides a restricted right-of-way designated for the exclusive in-street use of bicycles with through travel by motor vehicles or pedestrians prohibited, but crossflows may be allowed (e.g., Verdugo Avenue).

CLASS III BIKE LANE

A shared bike route designated by pavement markings (also called sharrows) or signage. Where vehicles and bicyclists share road space.

CLASS IV BIKE LANE

A bike lane designated exclusively for bicycle travel on a roadway and protected by devices such as flexible posts and physical barriers. (e.g., North Hollywood Way).

COMMERCIAL LIMITED BUSINESS (C-2)

Supports retail centers serving the shopping and personal service needs of the surrounding residential areas.

MD COMMERCIAL (MDC-2)

Intended to serve the retail/service needs of the Media District business community and the adjacent residential neighborhood. Similar to C-2 zone but specific to the Media District.

MD GENERAL BUSINESS (MDC-3)

Intended for general business establishments and other commercial uses which meet the goals and intent of the Media District Overlay Zone.

MD COMMERCIAL/MEDIA PRODUCTION (MDC-4)

Intended for general business establishments, other commercial uses, and certain restricted media production activities.

MD INDUSTRIAL (MDM-1)

Intended for motion picture, television, recording production, other media-related activities, hospitals and medical-related uses and other restricted commercial/industrial uses compatible with these uses.

PLANNED DEVELOPMENT

A type of overlay zone that establishes unique and specialized development standards for large or unique commercial uses. Planned Developments are approved by the City Council if the development can provide additional benefits to the city, will not create adverse impacts to their surrounding neighborhoods, and the proposed use will be compatible with the uses in the surrounding zones.