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FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN AREA

***This document together with the Draft EIR and its appendices comprise the Final EIR
as required under the California Environmental Quality Act***

Warner Center Regional Core Comprehensive Specific Plan (Warner Center 2035 Plan)*

ENV-2008-3471-EIR

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

State Clearinghouse No.1990011055

Council District 3

Project Location: Generally, the Warner Center project area 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 Regional Core Specific Plan (WCRCCSP), the City is considering expanding the existing Warner Center Specific Plan Area (WCSP) area north up to the Los Angeles River.

Project Description: The proposed WCRCCSP updates the existing WCSP and is being developed to 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 WCRCCSP would provide 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 proposed WCRCCSP, 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, publicly 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 WCRCCSP 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 WCRCCSP 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 WCRCCSP 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 proposed WCRCCSP 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). The WCRCCSP 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 WCRCCSP would result in the direct addition of approximately 42,700 new residents and approximately 48,860 new employees. It is anticipated that the WCRCCSP would result in a net increase of 14 million square feet (sf) of new non-residential area (net changes: 12.5 million sf of office, 2.3 million sf of retail, and -0.8 million sf of industrial) and 23.5 million square feet of residential area (19,848 units). The project would require adoption of a Specific Plan Ordinance along with implementing ordinances and General Plan Amendments.

PREPARED BY:

Los Angeles City Planning Department, Valley Office

June 2012

* Name of Plan has changed since publication of the Draft EIR; future documents will use new name (Warner Center 2035 Plan)

**WARNER CENTER REGIONAL CORE COMPREHENSIVE SPECIFIC PLAN
(WARNER CENTER 2035 PLAN) *
FINAL ENVIRONMENTAL IMPACT REPORT**

RESPONSE TO COMMENTS

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* Name of Plan has changed since publication of Draft EIR; future documents will use new name (Warner Center 2035 Plan)

1.0 INTRODUCTION

Purpose

This document is the Final Environmental Impact Report for the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP). This document together with the Draft EIR and its technical appendices comprise the Final EIR. The document has been prepared by the City of Los Angeles Planning Department pursuant to the California Environmental Quality Act (“CEQA”) Guidelines Section 15088 et seq.

The Final EIR is required under Section 15132 of the CEQA Guidelines to include the Draft EIR or a revised version; comments and recommendations received on the Draft EIR either verbatim or in summary; a list of persons, organizations, and public agencies who commented on the Draft EIR; the responses of the Lead Agency to significant environmental issues raised by those comments in the review and consultation process; and any other relevant information added by the Lead Agency (including minor changes to the EIR); the Mitigation Monitoring and Reporting Program is a separate document that accompanies the Final EIR.

The evaluation and response to public comments is an important part of the CEQA process as it allows the following: (1) the opportunity to review and comment on the methods of analysis contained within the Draft EIR; (2) the ability to detect any omissions which may have occurred during preparation of the Draft EIR; (3) the ability to check for accuracy of the analysis contained within the Draft EIR; (4) the ability to share expertise; and (5) the ability to discover public concerns.

Process

As defined by Section 15050 of the CEQA Guidelines, City of Los Angeles Planning Department is the Lead Agency, preparing both the Draft and Final EIR for this project. A Notice of Preparation (NOP) was prepared and circulated June 8, 2009, through July 8, 2009 for the required 30-day review period.

The Draft EIR was prepared and circulated for a period of 61 days (in excess of the 45-day public review period required by State law), beginning on December 8, 2012, and ending on February 6, 2012. Comments on the Draft EIR were received during the comment period, and those comments are set forth and are responded to in this Final EIR.

The WCRCCSP together with this Final EIR will be submitted to the Planning Commission and City Council for requested certification of the Final EIR and action on the Plan. The City Planning Commission and City Council will review the Final EIR, together with the proposed WCRCCP and will decide whether to certify the Final EIR and approve the Plan Update.

Contents of the Final EIR

As discussed above, the primary intent of the Final EIR is to provide a forum to air and address comments pertaining to the analysis contained within the Draft EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles Planning Department has reviewed and addressed

all comments received on the Draft EIR prepared for the WCRCCSP. Included within the Final EIR are written comments that were submitted during the required public review period.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this Final EIR has been prepared in four parts. A description of each part plus the separate Mitigation Monitoring and Reporting Plan is as follows:

- Chapter 1 provides a brief introduction to the Final EIR and its contents.
- Chapter 2 provides a list of commenting agencies, organizations and individuals as well as copies of each comment letter received.
- Chapter 3 provides responses to written comments made by both the public agencies and interested parties. Some of the comment letters received on the Draft EIR also provide comments on the Proposed WCRCCSP (not the anticipated environmental impacts). These Plan-related comments require no response in the EIR process, but the opinions expressed by the commenter will be forwarded to the Planning Commission and City Council for their consideration in the project decision-making process.
- Chapter 4 provides a list of corrections and additions to the Draft EIR. None of the changes significantly impact the conclusions presented in the Draft EIR.
- The Mitigation Monitoring and Reporting Program (“MMRP”) prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the CEQA Guidelines is prepared as a separate document to accompany the Final EIR.
- A new appendix is added in the Final EIR: Appendix G8: Mobility Fee Documentation.

Review and Certification of the Final EIR

Consistent with State law (Public Resources Code 21092.5), responses to agency comments are being forwarded to each commenting agency more than 10 days prior to the public hearing. In addition, at the same time responses are being distributed to all commenters who provided an address.

The Final EIR is available for public review at the following locations:

Tom Glick, Project Manager
City Planning Department -Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

City Planning Department -Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Central Library
630 West Fifth Street
Los Angeles, CA 90071

Canoga Park Branch Library
20939 Sherman Way
Canoga Park, CA 91303

Platt Branch Library
23600 Victory Boulevard
Woodland Hills, CA 91367

Woodland Hills Branch Library
22200 Ventura Boulevard
Woodland Hills, CA 91364

Additionally, the Final EIR can be downloaded or reviewed via the Internet at the Department of City Planning's website [<http://planning.lacity.org/> (click on "Environmental" and then "Final Environmental Impact Reports")]. The Final EIR can be purchased on cd-rom for \$7.50 per copy. Contact Tom Glick of the City of Los Angeles at Tom.Glick@lacity.org to purchase one.

2.0 LIST OF COMMENTERS AND COMMENTS

List of Commenting Agencies, Organizations and Individuals

The public comment period for the Draft EIR extended from December 8, 2011 to February 6, 2012. The table below lists the letters received on the Draft EIR. A public workshop was held January 9, 2012

Letter.	Organization	Commenter Name	Comment Date	Response Page Number
1	State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit	Scott Morgan, Director	February 7, 2012	3-1
2	Native American Heritage Commission	Dave Singleton, Program Analyst	December 5, 2011	3-1
3	South Coast Air Quality Management District	Ian MacMillan, Program Supervisor	February 3, 2012	3-1
4	Southern California Association of Governments	Jacob Lieb, Manager Environmental and Assessment Services	February 6, 2012	3-1
5	County of Los Angeles, Department of Public Works, Land Development Division	Toan Duong	February 1, 2012	3-1
6	City of Los Angeles, Bureau of Sanitation, Wastewater Services Division	Ali Poosti, Acting Division Manager	January 19, 2012	3-1
7	Santa Monica Mountains Conservancy	Elizabeth A. Cheadle, Chairperson	January 23, 2012	3-2
8	Woodland Hills Homeowners Organization	Gordon Murley, President	February 5, 2012	3-2
9	Warner Center Association	David Allison, Chairman	February 6, 2012	3-4
10	Elder Forest Property Investments	Scott Harper	January 30, 2012	3-4
11	Kids From the Valley III, LLC	Mark Cohen, CFO	December 13, 2011	3-4

Letter.	Organization	Commenter Name	Comment Date	Response Page Number
12	Turnberry Property Management	Pamela Aronoff	February 3, 2012	3-4
13	United Technologies Corporation	Charles Veley, Director of Real Estate Development	March (sic) 6, 2012	3-5
14	Latham & Watkins LLP, Representing Westfield LLC	Lucinda Starrett	February 6, 2012	3-5
15		Dick Schoen, FAIA-E, LEED-AP, UCLA Architectural Research Professor, Emeritus	February 6, 2012	3-6
16	Metro	Martha Welbourne, FAIA, Executive Director, Countywide Planning	February 14, 2012	3-7



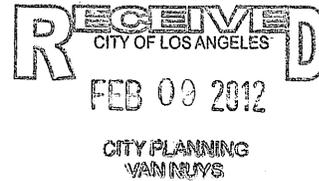
Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

February 7, 2012



Thomas Lee Glick
Los Angeles City Planning Department
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Subject: Warner Center Specific Plan Update
SCH#: 1990011055

Dear Thomas Lee Glick:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 6, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 1990011055
Project Title Warner Center Specific Plan Update
Lead Agency Los Angeles, City of

Type EIR Draft EIR
Description Note: Extended review to end on 2/6/12.

The proposed WCRCCSP update is being developed to 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 SCRCCSP would provide 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 proposed WCRCCSP, 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, publicly 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.

Lead Agency Contact

Name Thomas Lee Glick
Agency Los Angeles City Planning Department
Phone 818-374-5062 **Fax**
email
Address 6262 Van Nuys Boulevard, Room 351
City Van Nuys **State** CA **Zip** 91401

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long 34° 10' 46" N / 118° 35' 49" W
Cross Streets Canoga Avenue/Oxnard Boulevard is approximately in the center of the project area
Parcel No. Various

Township	Range	Section	Base

Proximity to:

Highways US 101, SR 27
Airports
Railways Metro Orange Line
Waterways LA River
Schools Several LAUSD, Pierce
Land Use

Project Issues Air Quality; Archaeologic-Historic; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Cumulative Effects; Landuse; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 ds_nahc@pacbell.net



December 5, 2011

Mr. Tom Glick, Project Planner

City of Los Angeles City Planning Department

6262 Van Nuys Boulevard, Room 351
 Van Nuys, CA 91401

Re: SCH#1990011055 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "ENV-2008-3471-EIR; CPC 2008-3470-SP-GPA-ZC-SUD; Warner Center Regional Core Comprehensive Specific Plan Project;" located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area of the City of Los Angeles; Los Angeles County, California

Dear Mr. Glick:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This project is subject to required tribal consultation pursuant to California Government Code §§65352.3, 65352.4 *et seq.*

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified (e.g. 'area of potential effect' or APE). Also, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC

2-1

to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

2-1
cont.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

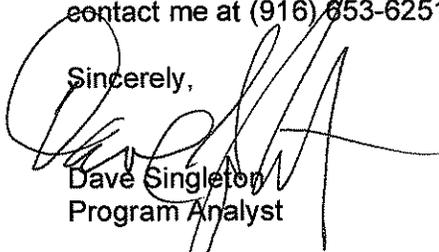
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

2-1
cont.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contacts

Los Angeles County

December 5, 2011

Charles Cooke
32835 Santiago Road
Acton , CA 93510
suscol@intox.net

(661) 733-1812 - cell
suscol@intox.net

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
601 South Brand Boulevard, Suite 102
San Fernando CA 91340
rsalas@tataviam-nsn.gov
(818) 837-0794 Office

(818) 837-0796 Fax

LA City/County Native American Indian Comm
Ron Andrade, Director
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Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Chumash
Fernandeno
Tataviam
Kitanemuk

Chumash
Tataviam
Fernandeño

Fernandeno
Tataviam

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
981 N. Virginia
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Tataviam
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Randy Guzman - Folkes
6471 Cornell Circle
Moorpark , CA 93021
ndnRandy@yahoo.com
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui
(805) 905-1675 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#1990011055; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Warner Center Regional Core Comprehensive Specific Plan, ENV-2008-3471-EIR; located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area of the City of Los



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-Mailed: February 3, 2012
tom.glick@lacity.org

February 3, 2012

Mr. Tom Glick
Department of City Planning
City of Los Angeles
Policy Planning-South Valley Unit
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Review of the Draft Environmental Impact Report (Draft EIR) for the Proposed Warner Center Regional Core Comprehensive Specific Plan Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

The AQMD staff is concerned that the lead agency has not demonstrated that the proposed project will have less than significant air quality impacts absent sufficient operational mitigation measures. The lead agency relies on nominal mitigation such as the use of air filters with a minimum efficiency reporting value (MERV) of 13 placed in the HVAC systems of residential and commercial buildings (excluding storage/warehouse areas or garages) to reduce the project's health risk impacts from the 101 Freeway to a less than significant level. However, the lead agency does not quantify the effectiveness of the proposed operational mitigation measures thereby failing to demonstrate that this impact is insignificant. While air filters can be effective against particulate pollution they do not have the ability to remove a wide variety of gaseous pollutants including NO_x, VOC's and TAC's associated with traffic-related pollution. Given, that the 101 Freeway is a potentially significant source of toxic air pollutants due to the approximate 228,000 vehicles per day that travel along this section the AQMD staff recommends that the lead agency include mitigation in the final CEQA document that precludes any sensitive land uses within 500 feet of the 101 Freeway.¹ None of these freeway proximate areas are located in a defined Transportation Oriented District (TOD). Further, AQMD staff recommends that the lead agency consider additional mitigation

4-1

¹ California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>

measures to minimize the project's significant construction air quality impacts pursuant to Section 15126.4 of the California Environmental Quality Act (CEQA) Guidelines. Details regarding these comments are attached to this letter.

4-1
cont.

AQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

LAC111206-04
Control Number

Potential Health Risk Impacts to Sensitive Land Uses

1. Based on the lead agency’s discussion regarding toxic air contaminant (Page 36 of Section 4.2) of the Draft EIR the proposed project includes sensitive land uses (i.e., residences) within 500 feet of the 101 Freeway. As a result, the AQMD staff is concerned about the potential health risk impacts from toxic air pollutants emitted by the significant volume of traffic that would travel in close proximity to these homes and the insufficient mitigation to reduce these impacts. Specifically, the lead agency relies on a list of nominal mitigation measures that include requirements for the use of air filters with a minimum efficiency reporting value (MERV) of 13 placed in residential and commercial (excluding storage/warehouse areas or garages) HVAC systems to mitigate significant health risk impacts from the 101 Freeway. While air filters can be effective against particulate pollution they do not have the ability to remove a wide variety of gaseous pollutants (i.e., NOx, VOC’s and TAC’s) associated with traffic-related pollution. Also, these filters have no effectiveness on outdoor activities associated with residential uses and require long term and potentially costly maintenance. Without quantifying the effectiveness of the proposed mitigation measures, the lead agency has not demonstrated that this impact is insignificant. Therefore, AQMD staff recommends that the lead agency maintain the 500-foot buffer specified in the CARB Land Use Handbook for any new residential uses built in close proximity to the 101 Freeway.

4-1
cont.

Further, the AQMD staff notes that the objectives of the Draft EIR identify the project as a TOD, therefore, the lead agency should consider providing future residents with maximum access to the nearest transit center (Orange Line) by placing residential land uses closest to the transit hubs. Contrary to this concept the lead agency allows housing next to the 101 Freeway that is furthest from the Orange Line bus station/transit hub and outside of the primary TOD boundary and centroid identified in Figures 2-3 and 2-4 of the Draft EIR. Also, the lead agency does not mention any future plans for a transit stop within 500 feet of the 101 Freeway. Therefore, it appears that the lead agency has an opportunity to prevent future residents from being exposed to high levels of TAC’s while still achieving the project’s TOD objectives by providing a 500-foot buffer between the 101 Freeway and the residential uses associated with the proposed project.

2. Given that the lead agency concluded that the proposed project will have significant construction related air quality impacts, the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15126.4. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below.
 - Reroute construction trucks away from congested streets or sensitive receptor areas,

4-2

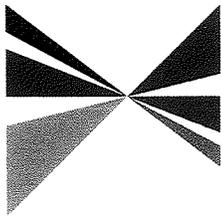
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
- Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113,
- Construct or build with materials that do not require painting,
- Require the use of pre-painted construction materials,
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements,
- During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following:
 - ✓ Project Start, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
 - ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: <http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

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cont.

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

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SOUTHERN CALIFORNIA



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February 6, 2012

Mr. Tom Glick
City Planner
City of Los Angeles Department of City Planning
Policy Planning – South Valley Unit
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Tom.glick@lacity.org

RE: SCAG Comments on the Draft Environmental Impact Report for the Warner Center Regional Core Comprehensive Specific Plan Project [I20120020]

Dear Mr. Glick:

Thank you for submitting the **Draft Environmental Impact Report for the Warner Center Regional Core Comprehensive Specific Plan Project [I20120020]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act (CEQA) Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act Guidelines, Sections 15125 and/or 15206. The proposed project includes a sustainable development where people could live, work and play and where day-to-day needs could be met by walking, bicycling and local transit located in the southwestern portion of the San Fernando Valley in the City of Los Angeles.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision Principles that may be applicable to your project. The RTP and Compass Growth Visioning Principles can be found on the SCAG web site at: <http://scag.ca.gov/igr>. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please send a copy of the Final Environmental Impact Report (FEIR) ONLY to SCAG's main office in Los Angeles for our review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895. Thank you.

Sincerely,

JACOB LIEBER, Manager
Environmental and Assessment Services

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**COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
WARNER CENTER REGIONAL CORE COMPREHENSIVE SPECIFIC PLAN
PROJECT [I20120020]**

PROJECT LOCATION

The project area is located in the southwestern portion of the San Fernando Valley in the City of Los Angeles. The current Warner Center Specific Plan (WCSP) project area consists of 924 acres (1.5 square miles) within the City of Los Angeles' Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, specifically within the communities of Woodland Hills and Canoga Park and is 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 proposed project includes the addition of 42.8 acres and extends the planning area to the Los Angeles River, rather than stopping Vanowen Street as in the current WCSP.

The existing condition the project area 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. Retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

PROJECT DESCRIPTION

The proposed update is being developed to address: 1) previous identified concerns, 2) the environmental analysis required by the current plan, 3) Transit Oriented Development (TOD) and the Metro Orange Line; and 4) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The proposed project would provide 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 proposed project, Warner Center is anticipated to have a mix of uses to promote a jobs/housing balance. These uses would have access to local and regional transit, publicly accessible open space, local services, neighborhood service retail and other land uses promoting walkability and transit use.

The proposed project provides for a balanced mix and concentration of jobs and housing to support a sustainable center. The proposed project 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 identified as necessary to attract 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 project 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 proposed project would allow for considerable flexibility as where development would occur, and would plan for development beyond the year 2035.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most recently adopted SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

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Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted City of Los Angeles Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	4,140,516	4,214,082	4,292,139	4,367,538	4,440,017	4,509,435
Households	1,386,658	1,445,177	1,506,564	1,554,478	1,600,754	1,638,823
Employment	1,860,672	1,905,337	1,933,860	1,967,393	2,003,196	2,037,472

Adopted City of Los Angeles Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	4,057,484	4,128,125	4,204,329	4,277,732	4,348,282	4,415,773
Households	1,366,985	1,424,701	1,485,519	1,532,998	1,578,850	1,616,578
Employment	1,820,092	1,864,061	1,892,139	1,925,148	1,960,393	1,994,134

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

SCAG Staff Comments:

Page 4.10-1, indicates that the DEIR population analyses were based on 2008 RTP Regional Growth Forecasts.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2** *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3** *Preserve and ensure a sustainable regional transportation system.*
- RTP G4** *Maximize the productivity of our transportation system.*
- RTP G5** *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6** *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7** *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

SCAG Staff Comments:

Where applicable, SCAG staff finds that the proposed project meets consistency with Regional Transportation Plan Goals.

Per RTP G1, SCAG staff finds the proposed project meets consistency. The proposed project coordinate future land use development with public transit and the existing transportation system to ensure that mobility within the area is maintained and the traffic congestion is minimized (Page 1-2).

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The proposed project is not applicable to RTP G2 in that it is not a transportation project and would not interfere with the reliability or travel safety of the regional transportation system.

SCAG staff finds the proposed project consistent with RTP G3. Per page 6-9, the proposed project aims to be a sustainable center maximizing the existing public transportation infrastructure, such as the Metro Orange Line.

In regards to RTP G4, SCAG staff finds the proposed project to meet consistency. The proposed project expects a growth in transit demand of 6,740 PM peak hour transit trips. However, significant measure will be employed to ensure sufficient transit system will accommodate the 2035 projections. The WCRCCSP includes funding for an internal circulator system and a new Mobility Fee imposed on all new development, encouraging alternative modes of transportation to lessen the peak hour transit trips (Page 4.12-53).

Per RTP G5, the proposed project meets consistency. Per page 4.3-23, the proposed project site does not contain sensitive plant communities or habitats and no impacts would occur related to temporary loss of habitat used by animal species for foraging, nesting or cover.

SCAG staff finds the proposed project to meet consistency with RTP G6. Per page 1-2, the proposed project plans to coordinate future land use development with existing and new public transportation and transportation system improvements.

The proposed project is not applicable to RTP G7 in that it is not a transportation project and would not interfere with the security of the regional transportation system.

COMPASS GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

SCAG Staff Comments:

SCAG staff finds that the proposed project meets consistency with Principle 1.

Per GV P1.1, SCAG staff finds the proposed project meets consistency. The proposed project would concentrate development around existing transit stations and an internal transit system to encourage both regionally and local transit (Page 2-8).

SCAG staff finds the proposed project to meet consistency with GV P1.2. The proposed project plans to include a mix of uses that will promote a jobs/housing balance (Page 2-4).

Per GV P1.3, SCAG staff finds the proposed project meets consistency. Per page 4.1-17, the

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proposed project aims to include a mix of building types (low-, mid- and high-rise) with an emphasis on taller buildings to achieve a development intensity appropriate to a transit-oriented urban center.

SCAG staff finds the proposed project meets consistency with GV P1.4. Per page 4.2-34, the proposed project expects to reduce regional VMT generated by projected growth and will be designed to encourage alternative modes of transportation other than cars, including increasing amenities for public transit, walking and biking.

Principle 2: Foster livability in all communities.

- GV P2.1** *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2** *Promote developments, which provide a mix of uses.*
- GV P2.3** *Promote "people scaled," walkable communities.*
- GV P2.4** *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

SCAG staff finds that the proposed project meets consistency with Principle 2.

Per GV P2.1, SCAG staff finds the proposed project to meet consistency. The proposed project provides for infill development that would maximize the use of existing infrastructure. Majority of the development that would occur under the proposed project would be infill or redevelopment (Page 4.10-9).

SCAG staff finds the proposed project meets consistency with GV P2.2. The proposed project includes 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 all within the project site and within walking distance or connected by frequent transit service (Page 4.10-11).

In regards to GV P2.3, the proposed project meets consistency. The urban design and mixes of uses included in the proposed project are intended to promote more walk trips and increase pedestrian activity throughout the project site (Page 4.12-113).

SCAG staff finds the proposed project meets consistency with GV P2.4. The proposed project would regulate future development to preserve the character of the existing community and would support the preservation of single-family neighborhoods (Page 4.10-12).

Principle 3: Enable prosperity for all people.

- GV P3.1** *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2** *Support educational opportunities that promote balanced growth.*
- GV P3.3** *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4** *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5** *Encourage civic engagement.*

SCAG Staff Comments:

SCAG staff finds that the proposed project partially meets consistency with Principle 3 where applicable.

Per GV P3.1, SCAG staff finds the proposed project to meet consistency. The proposed project would add approximately 20,000 new residential units by 2035 that would include a mix of housing types and accommodate persons of various income levels (Page 4.8-29).

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SCAG staff cannot determine consistency with GV P3.2, GV P3.3, GV P3.4 and GV P3.5 based on the information provided in in the DEIR.

Principle 4: Promote sustainability for future generations.

- GV P4.1** *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2** *Focus development in urban centers and existing cities.*
- GV P4.3** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4** *Utilize "green" development techniques*

SCAG Staff Comments:

Where applicable, SCAG staff finds that the project is partially consistent with Principle 4.

The proposed project is not applicable to GV P4.1 as it is not located near rural, agricultural, recreational or environmentally sensitive areas (Page 5-6).

SCAG staff finds the proposed project to meet consistency with GV P4.2. The proposed project is located in a highly urbanized area within the City of Los Angeles (Page 6-5).

Per GV P4.3 and GV P4.4, SCAG staff finds the proposed project to meet consistency. The proposed project aims to be a sustainable center through emphasizing sustainable development by encouraging sustainable building design, massings and material choices. The Warner Center also intends to emphasize walkability and other programs for its residents that will include multi-family recycling programs, sustainable artwork and sustainable landscapes (Page 4-11.28).

CONCLUSION

Where applicable, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and also meets consistency with Compass Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here:
http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

When a project is of statewide, regional, or area wide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21081.7, and CEQA Guidelines Section 15097 (g).

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cont.



Tom Glick <tom.glick@lacity.org>

Warner Center Specific Plan Update- DEIR Comment

Duong, Toan <TDUONG@dpw.lacounty.gov>

Wed, Feb 1, 2012 at 2:30 PM

T. : tom.glick@lacity.org

Cc: "Yanez, Jarrett" <JYANEZ@dpw.lacounty.gov>, "Ibrahim, Amir" <AIBRAHIM@dpw.lacounty.gov>

Mr. Glick,

Warner Center Specific Plan Update

DRAFT ENVIRONMENTAL IMPACT REPORT

CITY OF LOS ANGELES

We have reviewed the Draft Environmental Impact Report for the subject project and have the following comment:

- The Los Angeles County Flood Control District is scheduled to begin construction on the Los Angeles River Headwaters Project in summer 2012. The Project extends along the north and south banks of the Los Angeles River between Owensmouth Avenue and Mason Avenue. Please note this project in the Environmental Impact Report.

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If you have any questions regarding this comment, please call Lee Alexanderson at (626)458-4322, Extension 4370.

If you have any other question or need additional information, please contact me directly. Thank you.

Toan Duong

Land Development Division

Los Angeles County Department of Public Works

(626) 458-4945

tduong@dpw.lacounty.gov

Letter 6
CITY OF LOS ANGELES
 INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: January 19, 2012

TO: Tom Glick, City Planner
 Policy Planning – South Valley Unit
 Department of City Planning

FROM: Ali Poosti, Acting Division Manager
 Wastewater Engineering Services Division
 Bureau of Sanitation



SUBJECT: **Warner Center Regional Core Comprehensive Specific Plan – Notice of Completion Draft EIR**

This is in response to your December 8, 2011 letter requesting a review of your proposed Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP) project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

The City of Los Angeles sewer system consists of primary sewers (16-inches and larger in diameter) and secondary sewers (less than 16-inches in diameter). The secondary sewers service the property laterals and feed into the primary sewer lines. The primary sewers constitute the trunk, interceptor, and outfall portions of the system. These sewers ultimately convey the wastewater to the Hyperion Treatment Plant which has sufficient capacity for current and future development.

The sewer lines within the proposed plan project area mainly consist of secondary lines. The secondary sewer reaches run along Topanga Canyon Blvd, Owensmouth Ave, Variel Ave, De Soto Ave, Victory Blvd, Erwin St, Oxnard St, Califa St, and Burbank Blvd. The primary sewer reaches run along Topanga Canyon Blvd, Canoga Ave, De Soto Ave, Vanowen St, and Victory Blvd. Outfall sewer lines within the proposed project area run along Vanowen St and consist of the Valley Outfall Relief Sewer (VORS), North Outfall Sewer (NOS), and Additional Valley Outfall Relief Sewer (AVORS) lines. Gauging within the project area show relatively low flows which indicates the existing sewer system might be able to accommodate future discharges related to this project. Figure 1 shows the existing sewer lines and gauging locations along the alignment of the proposed project.

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Existing structural condition of the local sewers are evaluated through the use of closed-circuit television (CCTV) inspection. Based on the CCTV inspection, each sewer reach for which CCTV data are available is assigned a rank that reflects the structural condition. This rank is based upon defects noted during the inspection. Pipes ranked “A” indicate the pipe is in very good condition; “B” indicate good condition; “C” indicate fair condition; and pipes ranked “D” indicate the pipe is in poor condition and should be scheduled for rehabilitation.

Inspection results for the project area are taken from available CCTV inspection records dated from 2003 to 2008. Majority of the available CCTV records denote the pipes as fair to very good condition with only one D ranked reach sewer identified which has been sent for emergency repair. Table 1 provides a summary of structural conditions based on pipe inspected date. The CCTV inspection results are shown graphically in Figure 2.

PIPE_ID	DATE_TV	RANK	TV_FTG	PIPE_LENGTH	STREET
3951606939516070	21-Mar-06	B	318	315.2	SCHOOLCRAFT ST
3951607039516071	21-Mar-06	B	316	315	SCHOOLCRAFT ST
3951613039613113	24-Feb-04	C	421	421.4	VANOWEN ST
3961310539613114	07-Dec-05	C	276	279	N OWENSMOUTH AVE
3961310839613117	30-Mar-06	A	343	350	ALABAMA AV
3961310939613110	22-Mar-06	C	112	110.4	CANOGA AV
3961311039613118	22-Mar-06	C	283	348.3	CANOGA AV
3961311839613123	22-Mar-06	C	44	48	CANOGA AV
4310102143101022	12-Aug-08	C	419	426.8	VICTORY BL
4310102243101023	12-Aug-08	B	48	53	VICTORY BL
4310103243101023	14-Aug-08	A	179	180	VARIEL AV
4310103443101020	05-Jul-07	A	481	483.2	VICTORY BL
4310103543101032	14-Aug-08	A	374	375	VARIEL AV
4310103743101034	08-Aug-05	B	355	350	VICTORY BL
4310103843101035	13-Aug-08	A	369	374	VARIEL AV
4310211143102106	13-Aug-08	B	246	250	INDEPENDENCE AV
4310211543102111	13-Aug-08	B	198	200	INDEPENDENCE AV
4310500243101037	05-Jul-07	A	353	355	CANOGA AV
4310500343101038	13-Aug-08	A	301	303	VARIEL AV
4310500543105002	08-Aug-05	B	358	355	CANOGA AV
4310500643105003	13-Aug-08	B	358	360.3	VARIEL AV
4310500743105008	19-Sep-03	B	404	399.6	ERWIN ST
4310500843105010	19-Sep-03	B	274	273.4	ERWIN ST
4310501143105005	05-Jul-07	A	362	365	CANOGA AV
4310501243105013	13-Aug-08	C	376	379.6	ERWIN ST
4310501343105014	13-Aug-08	C	394	400	ERWIN ST
4310501443105006	13-Aug-08	B	398	400	VARIEL AV
4310501643105011	05-Jul-07	A	352	350	CANOGA AV
4310501743105014	13-Aug-08	B	367	370	VARIEL AV
4310501943105016	19-Jul-05	A	360	355	CANOGA AV

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cont.

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4310502043105017	13-Aug-08	C	364	370	VARIEL AV
4310502143105018	02-Aug-04	B	330	328	OWENSMOUTH AV
4310502343105020	13-Aug-08	C	334	336.2	VARIEL AV
4310502643105027	15-Aug-08	A	309	310	OXNARD ST
4310502743105028	15-Aug-08	A	324	323	OXNARD ST
4310502843105029	15-Aug-08	A	334	334	OXNARD ST
4310502943105030	14-Aug-08	B	335	338	OXNARD ST
4310503043106018	15-Aug-08	A	337	340	OXNARD ST
4310503643105029	18-Aug-08	A	358	361	VARIEL AV
4310503843109003	15-Aug-08	A	349	350.5	CALIFA ST
4310604143106018	14-Aug-08	A	393	394.1	DESOTO AV
4310605043109005	13-Aug-08	D	403	400	CALIFA ST
4310900343109004	15-Aug-08	A	398	399.5	CALIFA ST
4310900443109005	15-Aug-08	A	397	400	CALIFA ST
4310900543105036	18-Aug-08	A	458	459.7	CALIFA ST
4310901343109008	21-Jun-07	A	349	349	CANOGA AV
4310902143109022	15-Aug-08	A	29	36	BURBANK BL
4310902243110069	15-Aug-08	A	241	247	BURBANK BL
4310903343109029	14-Jan-05	B	278	278.4	CANOGA AV
4310903843109028	01-Mar-04	C	410	408	CANOGA AV R/W
4310904043109038	01-Mar-04	A	493	493	CANOGA AV R/W
4311000143106041	14-Aug-08	A	400	400	DESOTO AV
4311002143110001	14-Aug-08	A	400	400	DESOTO AV
4311003943110021	14-Aug-08	A	397	400	DESOTO AV
4311004143110055	13-Aug-08	B	301	304.9	SERRANIA AV
4311005043110055	14-Aug-08	A	243	242.4	MIRANDA ST
4311005543110054	15-Aug-08	A	64	67.4	DESOTO AV
4311006343110072	19-Aug-08	B	139	141.3	COLLINS ST
4311006943110070	15-Aug-08	A	376	376.9	BURBANK BL
4311007043110071	14-Aug-08	A	337	383.2	BURBANK BL
4311007143110054	14-Aug-08	A	337	345.9	BURBANK BL
4311007243110055	15-Aug-08	A	307	306.4	DESOTO AV
4311007643110072	15-Aug-08	A	256	255.2	DESOTO AV
4311007743110076	13-Aug-08	B	255	259.2	MARTHA ST
4311008443110076	15-Aug-08	A	134	133.6	DESOTO AV
4311008843110084	14-Aug-08	A	106	111.2	DESOTO AV
4311008943110088	20-Aug-08	A	271	272.5	BURBANK BL
4311013843110139	01-Mar-04	B	216	215.8	DE SOTO AV
4311013943110054	01-Mar-04	B	383	382.2	DE SOTO AV
4311300143109033	21-Jun-07	A	300	300	CANOGA AV
4320802743208028	11-May-06	A	270	275.5	ERWIN ST
4320802843208029	11-May-06	B	278	282.5	ERWIN ST
4320804243208041	11-May-06	A	249	252.2	CALVERT ST
4320804943208042	11-May-06	B	328	328	FOUNTAIN PARK LN
4320805843208059	11-May-06	A	304	301	OXNARD ST
4320805943208060	11-May-06	A	202	200.6	OXNARD ST

6-1
cont.

4320806043208061	05-Mar-08	A	93	97.8	OXNARD ST
4320806943208059	11-May-06	C	178	184	HANNA AV
4320808143208060	10-May-06	C	350	350	ROLLING RD
4320809343208082	15-May-06	B	304	304.1	TOPANGA CANYON BL
4321200843212019	11-May-06	B	341	350	TOPANGA CANYON BL
4321201343208093	15-May-06	B	306	304.1	TOPANGA CANYON BL
4321201943212020	11-May-06	A	19	20	TOPANGA CANYON BL
4321202043212013	15-May-06	B	324	319.8	TOPANGA CANYON BL
4321203043212020	15-May-06	C	243	240.8	TOPANGA CANYON BL
4321204043212041	09-May-06	C	400	400	COLLINS ST
4321204143212030	15-May-06	B	263	262.6	TOPANGA CANYON BL

6-1
cont.

Currently, the project description lacks sufficient detail for us to conduct a detailed wastewater capacity analysis. Should the project descriptions change or more details related to the anticipated project discharge become available, please continue to send us information so that we may determine if a sewer assessment is required in the future.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

SOLID RESOURCE REQUIREMENTS

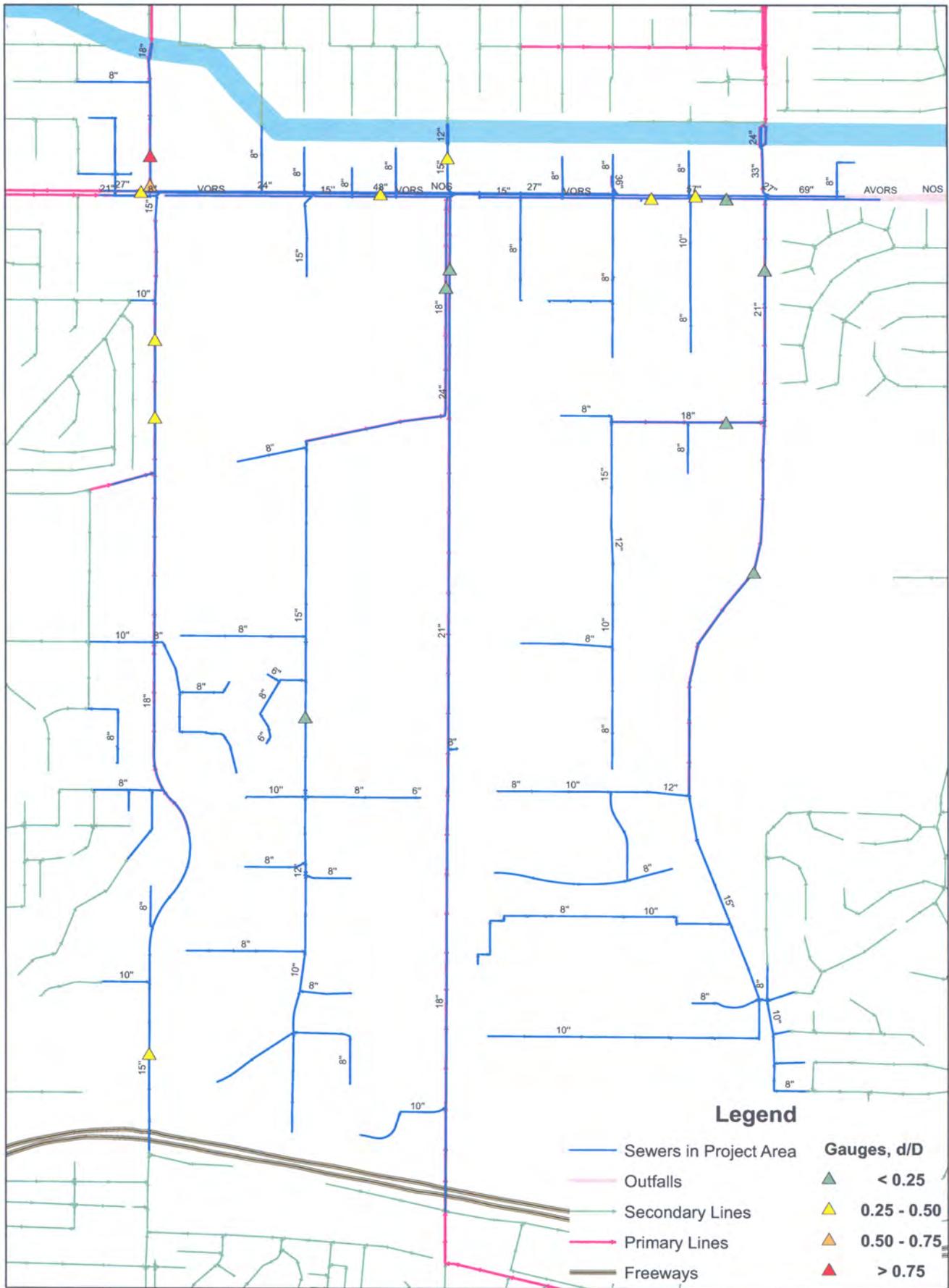
The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213) 485-3684.

6-2

Attachments:

Warner Center Regional Core Comprehensive Specific Plan - Figure 1
Warner Center Regional Core Comprehensive Specific Plan - Figure 2

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Rowena Lau, BOS

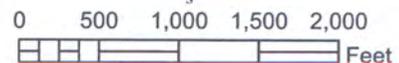


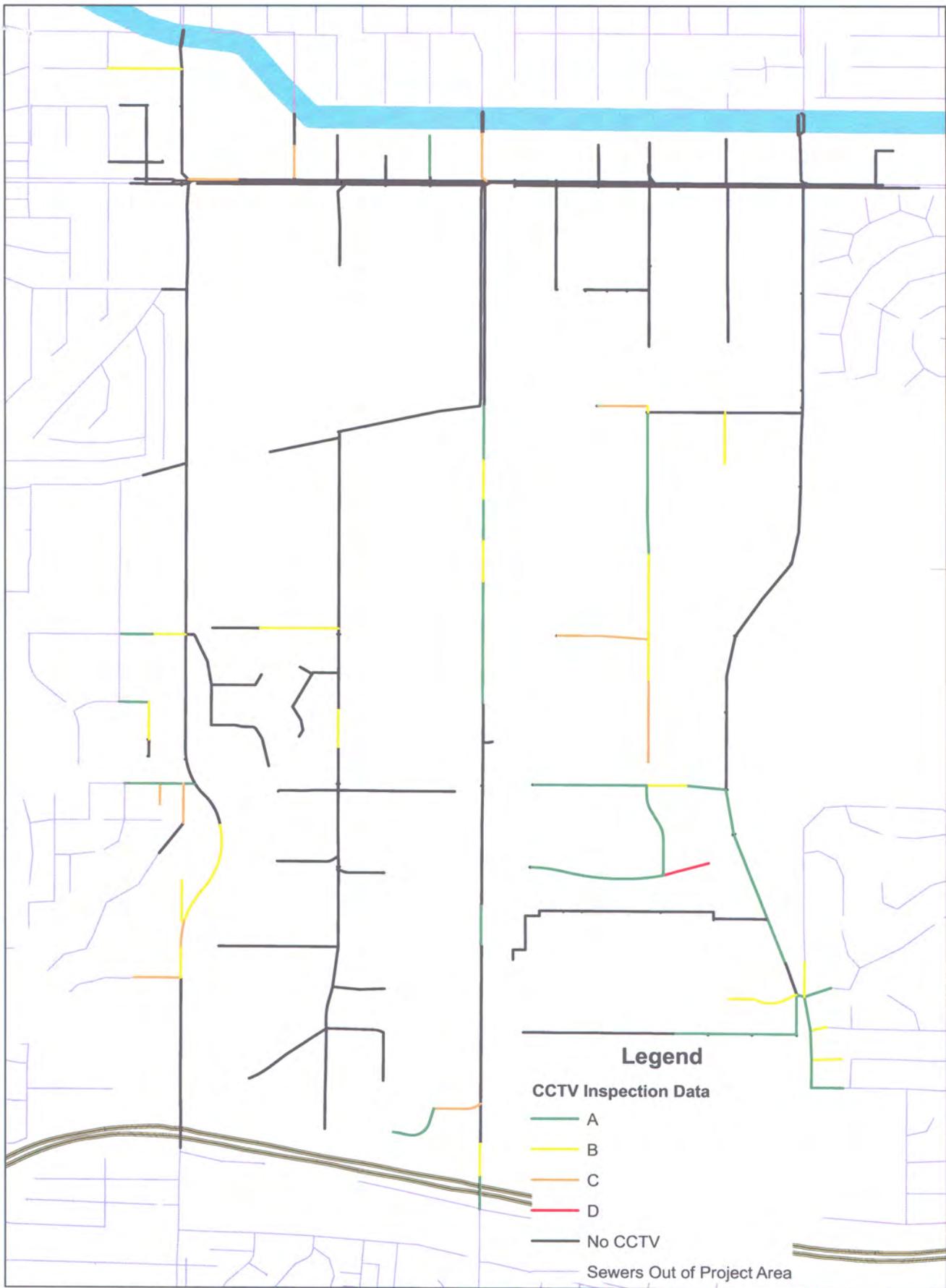
Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



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FIGURE 1
Warner Center Regional Core
Comprehensive Specific Plan
Sewer Map



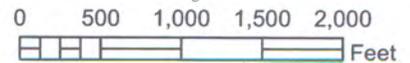


Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



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FIGURE 2
Warner Center Regional Core
Comprehensive Specific Plan
Sewer Map



SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
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January 23, 2012

Mr. Tom Glick, Project Manager
Los Angeles Department of City Planning, Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, California 91401

**Warner Center Regional Core Comprehensive Specific Plan
Draft Environmental Impact Report
ENV-2008-3471-EIR; SCH No. 1990011055**

Dear Mr. Glick:

The Santa Monica Mountains Conservancy's (Conservancy) review of the subject project and Draft Environmental Impact Report (DEIR) is limited to its interface with and potential impacts to the Los Angeles River, a waterway of regional importance and the target of shared revitalization goals for the City and the Conservancy. The proposed specific plan would extend the plan boundaries north to the Los Angeles River to create a Canoga RIO District to complement the City's approved Los Angeles River Revitalization Master Plan (LARRMP) and draft River Improvement Overlay Ordinance (RIO). The Conservancy remains strongly supportive of the City's revitalization vision and current effort to create the planning tools for implementation. The Conservancy sees three opportunities for the Specific Plan and associated mitigation measures to enhance river parkway implementation.

First, the DEIR includes a discussion of the LARRMP and its identified opportunity areas along the Canoga section of the river near its headwaters at the confluence of Bell Creek and Arroyo Calabasas, adjacent to the subject plan area. These river projects provide a key opportunity for the development of recreational amenities for residents of the planned development at Warner Center and adjacent neighborhoods. Despite the identification of this opportunity, the plan and DEIR create no direct link between construction in the specific plan area and improvements to the Los Angeles River greenway. The Conservancy suggests a revision to measure PS-21 that establishes specific nexus between development at Warner Center and creation of river parks, especially for development within the proposed Canoga RIO District expansion area. The City should whenever possible direct mitigation funding toward opportunity areas along the river to accomplish multi-benefit river parkway improvements.

7-1

Second, the City should leverage the river greenway for its transportation benefits to nonmotorized commuters. While the greenway does roughly parallel the existing Orange Line bike path, the river serves a slightly different catchment area for local commuters approaching Warner Center from the north and northeast. Ironically, the river is currently a barrier to bicyclists trying to reach the existing Orange Line facility as it forces bicyclists to take busier through streets rather than neighborhood side streets. An additional transportation mitigation measure should allow the use of the proposed Warner Center Mobility Fee for greenway and greenway access improvements to facilitate regional connections between the Los Angeles River greenway and Warner Center. Currently no transportation mitigation measures address bicyclists and pedestrians and so it is not clear that this fee would be able to be used for improvements to those modes. (Bicycle and pedestrian facility improvements are mentioned under air quality, which is appropriate but not sufficient.) New state law permits use of transportation impact fees for bicycle and pedestrian projects. A City implementation ordinance may be required and, if so, should be included in the passage of this plan.

7-2

Additionally, the project proposes to construct a through street along Variel Avenue to mitigate traffic impacts along the other north-south corridors (TRS-1). This proposed Variel Avenue Corridor Improvement should include bicycle facilities and access to the Los Angeles River greenway. The new river bridge should include construction of the future bike path undercrossing to preclude the need to reconstruct this facility upon greenway implementation. Additionally, this street should be prioritized as a bikeway connection to Warner Center because it is a smaller street and more welcoming than either De Soto or Canoga Avenues.

7-3

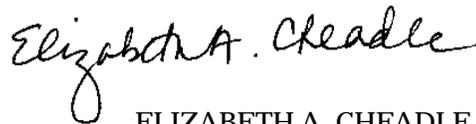
Third, the DEIR identifies daylighting the Arroyo Calabasas reach under the corner of the Topanga Plaza Shopping Center as an opportunity area, but does not explicitly call for its implementation. The Conservancy will stand in opposition to the project unless it includes implementation of this daylighting project as part of a comprehensive package of stormwater and water quality improvements at Warner Center. This project should be specifically addressed as a hydrology mitigation measure and included in the specific plan itself along with a corresponding implementation action.

7-4

Mr. Tom Glick, Department of City Planning
Warner Center Regional Core Comprehensive Specific Plan
January 23, 2012
Page 3

Thank you for your consideration of these comments. If you have any questions, please contact Paul Edelman of our staff at (310) 589-3200, ext. 128.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth A. Cheadle". The signature is written in a cursive style with a large, looping initial "E".

ELIZABETH A. CHEADLE
Chairperson

Protecting the Integrity of Our Community



WHHO

WOODLAND HILLS HOMEOWNERS ORGANIZATION

P.O. BOX 6368, WOODLAND HILLS, CA 91365

President
Gordon Murley
Exec. VP
Herb Madsen
Exec. VP
John Walker
Treasurer
Silvia Anthony
Secretary
Bill Evans

February 5, 2012

Tom Glick, Project Manager
City Planning Department, Valley Office
6262 Van Nuys Blvd., Room 351
Van Nuys CA 91401

Mr. Tom Glick:

This is the WHHO's official response to the DEIR Warner Center Regional Core Comprehensive Specific Plan, ENV-2008-3471-EIR
CPC-2008-3470-SP_GPA-ZC-SUD
State Clearing House No. 1990011055
Council District 3

In Reviewing the Document we have found that it has done an adequate job in covering all of the various facets that are required under CEQA.

There are a few discrepancies and seeming omissions that we feel are very important to making the Specific Plan actually work and accomplish what the people have voiced at all of the meetings over the last several years.

The first item probably should be to correct the boundaries for Woodland Hills. Page 4-8-9. The Boundary runs along Victory from Corbin on the East to Valley Circle (not Topanga), and Calabasas on the West, from Victory south to the County Line.

8-1

Perhaps I missed what is the most important facet of this Specific Plan. I have not found the Documentation or Maps listing the under lying zoning for each area that would make it work as discussed. Where would Mixed use be allowed? Where would work-live, live work be allowed? Where would housing be allowed? Where would Industrial/ Research be allowed? While this would be in the WCRCCSP Ordinance we believe it should be part of the DEIR. This DEIR spends much documnetation on Traffic, water and other resources as it should, but it seems to be vague on what and how it can be built. We had talked about Type I construction vs Type 5 to make it so buildings could be expanded rather than wait 35 to 50 year to amortize them before they were replaced. We believe these are highly important to a Regional Center Specific Plan. To give height and density without protection against doing things cheaply and shoddy does not, in our opinion, make for Warner Center to become what we have envisioned.

8-2

We find the following mitigations for streets may have a far greater negative impact on both safety and moving traffic.

Page ES-30 TR-1 Due to Canoga High School, this may, because of the widening that will be needed, will make for longer time to cross the street and the signals now make it difficult. At peak times this may really congest traffic at this intersection. 8-3

TR-4 The widening will only increase congestion unless Victory is widened Westerly all the way to Valley Circle. 8-4

Page ES-31 TR-9 Owensmouth and Erwin because of the Buses this will make it very difficult since it narrows to one Lane. Won't work without widening the whole street 8-5

Page ES-32 TR 16 & 17 Burbank West of Topanga cannot handle more traffic attempting to get on the Freeway. Beyond the 101 on-ramp Burbank quickly narrows making for back up that at peak hours barely moves South on Topanga and the right Turn lane blocks traffic often Northerly at Marylee. This will likely increase the use of the West bound Canoga Off Ramp and the West Bound Shoup Off Ramp, which will impact the 101 On Ramp which crosses the Shoup Off Ramp. 8-6

TR-14 &15. Califa dead ends at both streets. All this will do is slow traffic and increase travel times. People now only use it to make right turns on both streets and use it for internal circulation. 8-7

Pages ES-34 TR-43 Ventura would have to be widened since it now narrows under the freeway or you congest the through traffic. 8-8

TR-44 This will make it difficult to for people to get on West bond Burbank. 8-9

TR-45 This street is too narrow to add what they propose. The Community turned it down before and now they are trying to sneak this back in to really foul up traffic, 8-10

Page ES-35 TR-48 This works now with pedestrians. These changes will start to really back up traffic due to pedestrian oriented AMC, Marriot Hotel and businesses. 8-11

These are the most egregious of the traffic mitigations. Hopefully others will point out the lack of making the mitigations possibly working by making coaretations, which they know, will in fact, greatly affect down stream the flow of traffic. 8-12

While this affects the current project in Warner Center the item on Page 4.8-11 is brought to the department's attention because it is being violated under the Owensmouth Parkway of the current Specific Plan. Objective 2-3: Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.

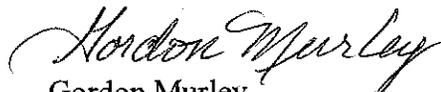
8-13

We would like to commend the thoroughness of the DEIR on the infrastructure needs, especially Water and the reuse for landscaping and cooling rather than dumping it into storm drains. The needs for future Fire Suppression, electrical needs, and especially sanitation were well covered,

8-14

The last need is enabling legislation to be able to enforce the rules of the Specific Plan. Without the ability to make meaningful enforcement, the scofflaws will do what they want and destroy what this piece of legislation is attempting to do. I say this because a Council Person broke the first Warner Center Plan and we have some of the same going on presently. Last, but not least, is the use of the phrase "to the extent possible", which gives an out to not do what is proposed. Perhaps it needs to be eliminated and let the developer appeal and prove hardship.

Respectfully Submitted for\\
Woodland Hills Homeowners Organization


Gordon Murley
President

WARNER CENTER ASSOCIATION

21550 OXNARD STREET, SUITE 780 • WOODLAND HILLS, CA 91367
(818) 716-2689 • FAX (818) 593-6184

February 6, 2012

Tom Glick, City Planner
City of Los Angeles – Department of City Planning
Policy Planning – South Valley Unit
6262 Van Nuys, CA 91404
tom.glick@lacity.org

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT
Warner Center Regional Core Comprehensive Specific Plan
Case No: CPC 2008-3470-SP-GPA-ZC-SUD/ENV 2008-3471-EIR

Dear Mr. Glick:

On behalf of the Warner Center Association (WCA) Board of Directors, representing many of the largest landlords in the Warner Center community, I would like to thank the City, in particular the Los Angeles Departments of City Planning and Transportation, for their extensive efforts to put forth a comprehensive Draft Environmental Impact Report (DEIR) for the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP).

As you know, through diligent participation on the Warner Center Specific Plan (WCSP) Citizen's Advisory Committee (CAC), the WCA and its members have been actively engaged in creating a vision for Warner Center and working with city staff in crafting a new Specific Plan intended to implement that vision. We are very proud of the pro-active and positive community-led planning process and the partnership that has developed between the WCA, the Woodland Hill-Warner Center Neighborhood Council and the City of Los Angeles. It is a partnership that has brought us to this important point in the Specific Plan's development.

The WCA would like to make one formal comment on the DEIR specifically; we are seeking a clarification to understand the thresholds and performance standards for mitigation measures that appear to be missing within the DEIR.

Recognizing that a "project" is broadly defined within the Draft WCRCCS, we are seeking clarification to the following mitigation measures; AES-17, AES-28, AQ-16, GEO-1, HAZ-1, and U 1-16. These mitigation measures refer to "all projects" or "individual discretionary projects" or "discretionary projects". Given the very broad definition of Project in the Draft WCRCCSP and by the California Environmental Quality Act (CEQA), we question whether the word "project" should be used in the DEIR in the instances identified above as well as others. It would appear inconsistent with the provisions of CEQA for all Projects, including those of very

9-1

modest and limited scope, to complete the exhaustive series of analysis and/or mitigation as outlined in those measures identified above. Conversely, it may be more appropriate for the DEIR to require mitigation be implemented relative to demonstrated Project impacts. To sum up, the language of the DEIR appears to require all projects to implement all mitigation measures identified whether the project results in impacts or not.

As a further example, page 1-2, bullet two states, “many mitigations measures require project specific evaluation on an issue and compliance with performance standards.” However, the performance standards are not uniformly established. Please clarify as applicable, the thresholds and performance standards that are to be met. It has been our understanding that larger projects may require additional Project specific environmental analysis however; it has always been the objective of this specific plan that smaller projects would not be subject to unnecessary analysis or mitigation, particularly mitigation that would not otherwise be required outside of the WCRCCSP area.

Once again, on behalf of our Board of Directors, The Warner Center Association appreciates the opportunity to share these comments with you and we look forward to continuing to work with you and the city team to ensure that the Warner Center Regional Core Comprehensive Specific Plan assists in creating development opportunities within Warner Center that will lead to new, high-quality jobs, quality neighborhoods, and unique public/community spaces.

Sincerely,



David Allison
Chairman
Warner Center Association

9-1
cont.

ELDER FOREST PROPERTY INVESTMENTS
(EFPI)

P.O. BOX 491132
LOS ANGELES · CALIFORNIA · 90049
310·889·9827

January 30, 2012

To Whom It May Concern:

I am writing this letter in response to the published Draft EIR for the Warner Center Regional Core Comprehensive Specific Plan. I am a property owner within the area described in the EIR, and have read and studied with considerable interest the proposed extension to Warner Center.

I feel strongly that this is an excellent example of how well the Office of City Planning for the City of Los Angeles is doing their job. The plan is well thought out and comprehensive. The details supplied in the Draft EIR were able to answer all my questions.

I have spoken with several other property owners in the proposed extension area, and we are all very excited and thrilled at the possibilities as described in the Draft EIR.

In conclusion I wish to voice my whole-hearted support for the Plan, and to commend Thomas Glick and his team for their excellent work.

Please include this letter in the Public Comments for the Plan. Feel free to contact me if you have the need for any additional comments. My phone number is 310-889-9827. My email address is elderforest@earthlink.net.

11-1

The City of Los Angeles was demanding thousands of dollars from these prospective tenants in trip fees which resulted in the inability of these prospective tenants to sign a lease. Additional signage restrictions have also caused prospective tenants to relocate in areas outside of the Warner Center Specific Plan Boundaries. Furthermore it took us over two years to obtain a permit for a small monument sign located on our De Soto Market Square property when, *with no notice to us*, the City of Los Angeles allowed a 40 foot MetroPCS antenna to be installed on the sidewalk in front of our De Soto Market Square property. The installation of this *mammoth* antenna is intrusive to our property and an eye sore to us and visitors to the center, yet the City allowed this without adjacent property owners having the opportunity to state their concerns.

In closing, this letter shall serve as our notice to you and the City of Los Angeles that we do not want to be included in the new boundary extension and that we will fight any effort to include our property in the proposed boundary modification. Why would we ever want to be included when we want less government restrictions, more fairness and greater common sense from the City and its agencies when it comes to adopting rules and regulations? Should you have any questions please do not hesitate to call me.

Sincerely,



Mark Cohen, CFO

MSC/drs

De Soto Market Square
6800-6840 De Soto Ave.
Canoga Park, California 91303

Tom Glick, Project Manager
City Planning Department, Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

February 3, 2012

Re: WCRCCSP Draft Environmental Impact Report

Dear Mr. Glick,

Attached are my comments regarding issues which I believe are not addressed, or are inadequately addressed by the WCRCCSP DEIR.

Economic

1. While a considerable amount of development is being anticipated and permitted by this plan, it is unlikely that it will actually occur, particularly in the early years of the plan on the multiple smaller lots with existing industrial buildings. These areas, and any area of Warner Center that does not redevelop, are potentially islands of blight. In order to avoid these areas becoming blighted, these properties need to be encouraged to upgrade and renovate as much as possible. The plan needs to consider pre-existing buildings, particularly industrial buildings, as existing non-conforming uses. The following section of the WCRCCSP begins to address the issue of keeping existing buildings viable:

Section 5. General Provisions

C. Development Review Process

- 2) Administrative Clearance.
 - i) Building additions outside the building envelope
 - (1) Vertical Addition
 - (2) Horizontal Addition

Both (1) and (2) above state "All other provisions of the specific plan shall apply". This includes provisions regarding open space, activated street frontage and a series of others. For a remodel of the scale permitted, it would be a hardship to comply. The obligation to comply with other sections of the specific plan makes any adaptation of these existing buildings to more modern and appropriate uses, economically unviable.

2. This section also states that buildings shall be permitted a 50% vertical expansion **OR** a 25% horizontal expansion. This section should permit **both** the 50% vertical expansion **and** the 25% horizontal expansion. The object of this section is to allow pre-existing buildings that are **not** being demolished and redeveloped, the greatest latitude possible to renovate and add interesting architectural features. Buildings need to stay economically viable and attractive, until such time as they are demolished, and the sites redeveloped under the aegis of the new plan. A considerable amount of additional square footage is permitted under the new specific plan. However, it is completely unrealistic to anticipate that any large part of it will occur on the small industrial parcels.

12-1

12-2

Provisions must be made in the plan to keep these areas economically viable and to avoid blighted industrial islands.

12-2
cont.

3. Another economic issue regards the conversion of existing trips to the mobility fee. Property owners have existing trips with which their properties are vested, or trips which they have purchased. These trips represent an economic asset to the property. A provision needs to be made for converting these trips to credits towards the mobility fee. To not address this issue, amounts to taking the economic value of these trips from the property owner. Further, there needs to be a provision in the plan for retaining the value of pre-existing trips, should the property be converted to a less dense use. For example: any property converting from a commercial use to a live / work use, from a retail use to a commercial use, or from an industrial use to a residential use. The trip fees / mobility fees represent an asset for which the property owner has paid. That asset needs to be protected, or the property owner is damaged.

12-3

4. A final economic issue regards the taking of dedications by the Department of Transportation. It is currently the policy of DOT to pay for dedications by giving the owner of the subject property a credit against future development fees. However, that particular owner may have no interest in doing a future development, or the viability such a development may be delayed for years or decades. In these cases, the owner of an affected property is denied the use of the value of the asset taken by DOT, and of the interest and / or time value of money. Potentially, the total could be a huge economic impact, given the very large number of lane additions and widening of roads that are contemplated by DOT as mitigations.

12-4

Transportation:

I would reiterate the issues regarding the preservation of trips fees through the conversion to mobility fees, and the issue regarding DOT issuing development credits in lieu of actually paying for street dedications.

Additionally, the majority of the traffic mitigations are focused on street widening and additional turn lanes. Since this plan was designed to create a pedestrian oriented environment, the focus of traffic mitigations should be on the development of an internal circulation system, and on strengthening ties to the regional transit systems. Wider streets make pedestrian use more difficult and dangerous, by creating wider, more hazardous intersections.

12-5

Thank you for your attention.

Yours truly,


Pamela Aronoff

Vice President
Turnberry Property Management
19921 Turnberry Dr.
Tarzana, CA 91356

March 6, 2012

Mr. Thomas Glick
City Planning Department
City of Los Angeles
6262 Van Nuys Blvd, 3rd Fl. Suite 351
Van Nuys, CA

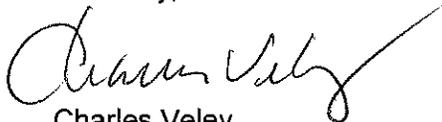
Dear Mr. Glick:

United Technologies Corporation and Pratt & Whitney Rocketdyne appreciate this opportunity to comment on the WCRCCSP Draft EIR. The WCRCCSP implements a vision that is both wise and healthy for the City of Los Angeles, offers important collaborative opportunities for land owners and the City in Warner Center, and has created an exciting blueprint for the future of the UTC/PWR site at Canoga Avenue and Victory Boulevard. The Draft EIR clearly addresses the array of environmental consequences that may be expected with implementation of the new Specific Plan. Attached please find one technical clarification to the Draft EIR, which UTC/PWR requests be incorporated into the Final EIR

13-1

Thank you for the opportunity to comment. We look forward to participating in the upcoming Planning Department workshops and the opportunity to provide input on the Draft WCRCCSP as it continues to be refined.

Sincerely,



Charles Veley
Director of Real Estate Development
United Technologies Corporation

PROJECT DESCRIPTION: In the Environmental Setting Section of the WCRCCSP Draft EIR (Section 3.0), under a subtitled discussion of Cumulative Development (p. 3-3), reuse of the Pratt Whitney site is said to be proposed with project heights of "approximately 120 feet or 12 stories at its highest building." This assumption needs to be revised as current plans for the Pratt Whitney site include structures that would be taller than 12 commercial and/or residential stories, and could be as high as 25 such stories. These heights are in keeping with existing building heights in other parts of the plan area and are necessary to accommodate the amount of land use activity proposed on this property as provided for by the WCRCCSP. Higher buildings are plainly within the vision of the WCRCCSP and, in fact, the land use designations proposed within the WCRCCSP itself provide no actual height limits. Because higher buildings are an expected, necessary and desirable aspect of the WCRCCSP vision and potentially significant shading impacts on sensitive uses within the plan area were already identified relative to the Specific Plan-contemplated building heights, this clarification is consistent with the Draft EIR conclusions. Moreover, it is anticipated that the City would prepare a project-specific Environmental Impact Report for the proposed development of the Pratt Whitney site, which will evaluate all of the project-specific impacts of that proposal.

13-1
cont.

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LATHAM & WATKINS LLP

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Milan	

February 6, 2012

Tom Glick
City Planner, City of Los Angeles
Department of City Planning
Policy Planning - South Valley Unit
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Re: Warner Center Regional Core Comprehensive Specific Plan, Case No. ENV-2008-3471-EIR, State Clearinghouse No. 199011055 – Comment Letter

Dear Mr. Glick:

Congratulations on reaching this milestone in review of the new proposed Warner Center Regional Core Comprehensive Specific Plan (the “New Plan”). Our client, Westfield LLC, has appreciated the opportunity to participate, together with other stakeholders, in the community outreach process for the New Plan. We have also valued your participation in the review process for the Village at Westfield Topanga project, which is scheduled to complete its City Council review process later this month. To ensure that comments are provided based on detailed legal review of this draft of the New Plan, Westfield has asked us to submit this letter in connection with the review period for the New Plan’s Draft EIR prepared by the City of Los Angeles.

As you know, in addition to the property currently under review for the Village at Westfield Topanga approvals, Westfield owns and operates two large shopping centers within the boundaries of the proposed New Plan. Both properties predated the existing Warner Center Specific Plan and have been operated by Westfield for nearly two decades. Westfield Topanga, which originally opened under prior owners in 1964, covers approximately 62 acres bounded by Topanga Canyon Boulevard, Vanowen Street, Owensmouth Avenue, and Victory Boulevard. The Promenade opened in 1973 and is approximately 34 acres in size, bounded by Topanga Canyon Boulevard, Erwin Street, Owensmouth Avenue, and Oxnard Street. Both centers are fully developed with existing buildings and tenants and have been generating employment and tax revenues for the City of Los Angeles for many years. In addition to the variety of shopping and dining options provided, both centers provide entertainment and much-valued community-serving uses. For example, Westfield Promenade opens an ice skating rink every winter, a long-standing Warner Center community tradition. Westfield Topanga is currently hosting the Grammy Museum Instruments of Art Exhibit, a hands-on experience with musical instruments and special effects, through February 12, 2012. We want to ensure that these types of community events are not discouraged by the proposed New Plan.

14-1

LATHAM & WATKINS LLP

As you know, Westfield's third major development within the boundaries of the proposed New Plan, The Village at Westfield Topanga, will be located on the property bounded by Topanga Canyon Boulevard, Victory Boulevard, Owensmouth Avenue, and Erwin Street. The Village will include a blend of shopping, dining, entertainment, office, hotel, and community-serving uses, and will provide a host of new public benefits. The Village is required to comply with the existing Specific Plan, through its tract map and Development Agreement. To promote consistency with the New Plan, however, this letter also includes requested changes and corrections to the New Plan as it relates to the Village site.

We appreciate the opportunity to participate in the Specific Plan update process and to provide input on the vision of the future for the Warner Center community. The goal of creating a sustainable community where reliance on automobiles will be reduced is an important one. Given Westfield's major holdings in Warner Center, and its desire to continue to invest hundreds of millions of dollars, we look forward to your responses to these comments to ensure that under the New Plan, Westfield will be able to continue to provide a first-class experience at its shopping centers that includes community events, as well as the type of entertainment, dining, and family-oriented experiences which the community expects at Westfield's properties.

It is also important for the New Plan to reflect the fact that Westfield's properties at Westfield Topanga and the Promenade are fully developed with existing buildings. The new Specific Plan should not impose inconsistent development standards on redevelopment of very large, built-out sites like Westfield's, and not require renovation or redevelopment of one portion of a site to impose physical requirements such as internal roads or rights of way that would be impossible for Westfield to meet.

In that spirit, we are submitting the following comments on the proposed New Plan. We look forward to working with you as this process moves forward and will provide additional comments during the public review process.

Very truly yours,



Lucinda Starrett
of LATHAM & WATKINS LLP

cc: John Alderson
Letty Bugarin
Pat Gibson
Heather Crossner

14-1
cont.

COMMENTS ON THE PROPOSED NEW PLAN

I. DEFINITION OF PROJECT

The New Plan's proposed definition of "Project," which includes "extensive remodeling of an existing building or structure," is overly broad and conflicts with the New Plan's goal of supporting modern, high quality development and promoting Warner Center as a vibrant destination in the West Valley. Requiring extensive remodeling of existing buildings to undergo a prolonged approval process is contrary to other initiatives for "form based" zoning which would encourage flexibility in uses. This could also discourage reinvestment in Warner Center's existing buildings, and make redevelopment more difficult for owners. We also don't believe that the New Plan should be more restrictive than the existing Specific Plan by applying regulations to a larger category of projects. We ask that the definition of project not be expanded to add extensive remodeling, including all tenant improvements.

14-2

II. ENTERTAINMENT USES IN THE UPTOWN AND DOWNTOWN DISTRICTS

Westfield's centers are not just for shopping – they are community-oriented entertainment destinations for the whole family, with live music and live entertainment performances, art celebrations like the Grammy exhibit currently on display at Westfield Topanga, and community events. In the future, these centers may include theaters or family-oriented establishments like a Dave & Buster's or John's Incredible Pizza, with games and entertainment for the whole family. These establishments are consistent with the uses expected by the community and appropriate for Los Angeles.

The term "Entertainment Uses" requiring Project Permit Compliance review is broadly defined under the proposed New Plan to include live music and live performances. This definition could cover many of Westfield's existing events, like the very successful Fashion Night Out event hosted inside Westfield Topanga. Community attractions like these are offered on a monthly basis at both shopping centers, and would be very difficult to implement if each required a separate Project Permit Compliance Review approval. In light of this, we would appreciate additional clarity in the Specific Plan confirming that such live entertainment and events, like the ice skating rink provided every year at the Promenade, will be permitted to continue at Westfield Topanga and Promenade, as well as the Village at Westfield Topanga, without requiring Project Permit Compliance Review or a Conditional Use Permit.

14-3

"Entertainment Uses" also appears to be defined somewhat inconsistently throughout the New Plan, with the definition included on page 10 different from the definition provided in footnote 1 on page 64, and slightly different from the definition provided on page 69. We ask that one consistent definition be used throughout, to minimize future confusion and misunderstanding.

The New Plan currently limits Entertainment Uses permitted through the Project Permit Compliance Review process to the Downtown District, within which the Village at Westfield

14-3
cont.

14-4

14-5

permitting the sale of alcohol or a permitted entertainment use. This is an impossible demand on developers and restaurant operators.

We also ask that the proposed New Plan provide flexibility for Master Planned Projects and Multiple Phased Projects in the application for on-site alcohol beverage sales. Section 6.B.9.a.3 of the proposed New Plan requires an applicant for an on-site alcohol sales approval to submit a site plan, floor plan, and site elevation of the proposed establishment to the Director of Planning for review prior to approval. This requirement makes sense for a stand-alone restaurant or bar which knows the proposed layout and design of the establishment. However, in the context of a large-scale development that may take place over multiple phases, the site plan, floor plan, and site elevations of individual establishments may not be known for some time. For long-term developments, the identity of individual tenants who will utilize each alcohol approval will likely not be known at the time of application. For such projects, conceptual plans should be sufficient for approval of an on-site alcohol use, with a subsequent follow-up submittal required which provides detailed floor plans and elevations once that information is known. This type of master alcohol approval process has already been proven to work at Westfield Topanga.

14-5
cont.

Finally, for Master Planned Projects like Westfield's developments, the "premises" should be considered the entire site for the Master Planned Project, and not one individual establishment. For example, the restriction on noise from an alcohol serving establishment or entertainment use should be measured outside of the entire Master Plan Project site, and not outside one restaurant within a fully developed site. Additionally, the noise threshold used should be one that is consistent with CEQA. We therefore ask that the noise restriction for alcohol and entertainment uses be revised to limit amplified music audible at the property line of affected sensitive uses to an increase of 3 dBA in CNEL within the "normally acceptable" or "clearly unacceptable" category, or an increase of 5 dBA in CNEL within the "normally acceptable" or "conditionally acceptable" category. Music that is audible at adjacent streets, like Topanga Canyon Boulevard, will blend into the ambient background noise; it should be at the property line of sensitive uses where the increase in noise levels is measured, consistent with CEQA.

14-6

IV. IMPACT OF NEW PROVISIONS ON EXISTING PROPERTIES AND USES

A. New Streets, Pedestrian Adapted Pathways, and Development Standards

The proposed New Plan must provide an exception from the New Streets and Pedestrian Adapted Pathways requirements, and other development standards included in Section 6 of the New Plan, for projects which are redeveloping an existing, fully built-out development.

Westfield supports the goal of the New Plan to break up large blocks in Warner Center and to provide greater public pedestrian access and linkages. In support of this goal, Westfield designed the Village at Westfield Topanga to provide internal roadways and pedestrian paths through the project site and provide easy access from the public roadway. These had to be located in relation to tenancy, however, and could not follow the rigid geometry contemplated in some earlier versions of the New Plan. Such flexibility is even more essential since, in contrast

14-7

to Westfield's existing shopping centers at Westfield Topanga and the Promenade, the Village is being built on a nearly vacant 30 acre property.

While the standards for New Streets and Pedestrian Adapted Pathways may be appropriate for new development on vacant or nearly vacant properties, compliance with these standards is impossible for existing, fully developed sites such as Westfield Topanga and Westfield Promenade. The New Streets standards, in particular, require very broad rights-of-way for roadways, walkways, and parkways that are required to go straight through a proposed development site to break up the large blocks. This is an impossible standard for Westfield to meet if it redevelops a portion of Westfield Topanga or the Promenade, absent demolition and reconstruction of most of each shopping center. The development standards included in Section 6.B of New Plan should be narrowed to apply to only new developments on vacant sites, or projects which demolish all or most of an existing development.

14-7
cont.

Similarly, Figure 5 on page 14 of the Urban Design Guidelines' Vision document proposes new streets that would run directly through existing buildings at Westfield Topanga and the Promenade, and conflict with the site plan proposed at the Village at Westfield Topanga. This figure should be revised to remove these proposed new streets.

B. Fueling Stations and Auto Sales

We object to the prohibition on fueling stations and car sales in the Downtown and Uptown Districts. There is a fueling station on Topanga Canyon Boulevard in the Uptown District, and Westfield Topanga currently includes a very successful tenant which sells high-end luxury cars. The Village at Westfield Topanga has also undergone a prolonged public approval process to obtain approval of extended hours of operation for a fueling station and associated automobile sales in the Downtown District, uses which are currently permitted by right. Westfield has demonstrated that fueling stations can be designed to be tastefully integrated into a Master Planned Project and consistent with a pedestrian oriented public street frontage. Further, Westfield Topanga shows that auto sales can be consistent with a high-end development project. A general prohibition on both uses is therefore inappropriate and unwarranted. We also object to any changes that would make the existing uses at Westfield's shopping centers into nonconforming uses.

14-8

C. New Plan Transportation Infrastructure Improvements

We appreciate the close working relationship between Westfield's traffic engineers, Gibson Transportation Consulting, Inc., and LADOT in connection with the Village traffic improvements and the City's ongoing efforts to update the existing Specific Plan to create the New Plan. We recognize that the Village improvements reflect an earlier buildout year than the 2035 date for the New Plan. We note, however, that the requested land dedications for some of the New Plan improvements would have a significant negative impact on existing uses at Westfield's three shopping centers. The following improvements should be carefully reviewed and altered to eliminate or minimize impacts on existing uses in the area bounded by Vanowen to the north, Owensmouth Avenue to the east, Oxnard Street to the south, and Topanga Canyon Boulevard to the west. We note that except as noted below, the New Plan improvements at

14-9

Topanga and Victory, at Topanga and Erwin and other locations seem consistent with the Village required improvements, which we support.

14-9
cont.

Topanga and Vanowen Street. The Draft EIR suggests that Topanga Canyon Boulevard would be reduced to two northbound through lanes in 2035. This seems inconsistent with the necessary volumes of through traffic for Topanga. The proposed Vanowen improvement, which goes beyond that proposed in the Village at Westfield Topanga Draft EIR, would impact the existing fueling station and Westfield's existing parking lot. We request that the additional dedication be reconsidered.

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Owensmouth and Erwin. The Draft EIR suggests additional future widening which would impact Westfield Promenade, and which would not be consistent with encouraging pedestrian flow from the Transit Hub. This widening should be reconsidered.

14-11

Owensmouth and Vanowen Street. The Draft EIR suggests additional widening which would impact the proposed community center building and other improvements on the Westfield Topanga site. If such widening is necessitated by redevelopment of the adjacent property, we suggest that the necessary land dedication should be provided from that property rather than from Westfield Topanga.

14-12

Owensmouth and Victory and Owensmouth and Canyon Creek. The Draft EIR suggests additional widening, beyond that being provided for the Village at Westfield Topanga project, which would be very difficult to implement and would affect both Topanga Plaza and the Village at Westfield Topanga. This should be reconsidered and, if such widening is necessitated by redevelopment of adjacent property, the necessary land dedication should be provided from that property rather than from Westfield's shopping centers.

14-13

Westfield Way and Victory, and Topanga Canyon and Village Driveway. The Draft EIR does not acknowledge all of the improvements being made in connection with the Village at Westfield Topanga project at these intersections, and should be revised to do so.

14-14

AMC Driveway and Oxnard Street. The Draft EIR recommended improvements should be reconsidered in light of existing development at the Promenade, and could be redesigned to accommodate such existing development.

14-15

V. URBAN DESIGN GUIDELINES

We are also concerned that it would be infeasible or impossible for future redevelopment of Westfield's existing centers at Westfield Topanga and Westfield Promenade to comply with many of the requirements included in the Urban Design Guidelines. For instance, the parking and access section of the design standards prohibit surface parking between buildings and a public right-of-way. Surface parking between the right-of-way and retail floor space is a feature of both Westfield Topanga and Westfield Promenade, and any future renovation or redevelopment of those sites that did not involve a complete overhaul of the property would necessarily require surface parking in these locations. Several other standards, including those related to building massing and length, wall openings and windows, new setbacks and public

14-16

street requirements, are likewise infeasible for Westfield to implement at Westfield Topanga and the Promenade. The design standards should be revised to provide flexibility for existing developments. Many of these standards are also incompatible with the development designed for the Village at Westfield Topanga, which already incorporates numerous articulation and other design features specifically included to make the project as pedestrian-friendly and accessible as possible.

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cont.

Additionally, Figures 1-4 of the Urban Design Guidelines' Vision document and the definition of Transit-Oriented Development on pages 3-4 of the Urban Design Guidelines Specific Plan Ordinance Recommendations fail to include the entirety of Westfield Topanga within the area of transit-oriented development in Warner Center. Westfield Topanga is one of the primary destinations for residents and visitors in Warner Center, one of the biggest single sources of employment in the West Valley, and is located in very close proximity to public transit. All definitions or figures of Transit Oriented Development in the New Plan and the New Plan's Draft EIR should include Westfield Topanga and the Village at Westfield Topanga, in addition to the Promenade.

14-17

VI. SIGNAGE

Westfield applauds the goal of the New Plan to provide more flexibility to developers for signage, which we agree will enliven the pedestrian environment and make the Downtown and Uptown Districts a more vibrant community space for Warner Center. We understand that a proposed new Signage District may also be provided in the future, which is appropriate for Warner Center. However, we have significant concerns that some of the regulations proposed are too restrictive, and contradict the stated goal of the New Plan to use signage to "[c]ontribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown and Eastside Districts..." and "allow greater latitude for the Specific Plan to provide for flexibility of sign standards and provisions."

14-18

- Section 6.L.1 of the proposed ordinance permits 2.5 square feet of combined sign area for each linear foot of street frontage. This number allows much less signage than currently permitted. The City Signage Ordinance permits 4 square feet per linear foot, and the existing Warner Center Specific Plan permits 3 square feet per linear foot plus a bonus for buildings taller than one story. The proposed signage ordinance would severely restrict the flexibility of developers in utilizing signage to create a vibrant Uptown and Downtown area, in contradiction to the stated goals of the New Plan.
- We ask that in the Uptown and Downtown Districts, where the New Plan is intended to create a more vibrant and lively atmosphere, those signs which normally require Project Permit Compliance review approval under Section 5.C. be approved by sign off from the Director of Planning pursuant to Section 5.B. Requiring a Project Permit Compliance review for each replacement of a identification sign larger than 75 feet in area, or replacement of a pedestrian oriented projecting sign, is overly burdensome and will discourage the renovation and continued modern appearance of signage in the Uptown and Downtown Districts. The New Plan seeks to create a "lively,

14-19

colorful, 24/7 pedestrian atmosphere”, which can only be accomplished through a more streamlined process that allows Director sign off for a larger subset of signs in the Uptown and Downtown Districts, that are already permitted in the Specific Plan.

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- We agree that Internal Signs, or signs which are “not visible from the public right of way or from a required private street or pedestrian or bicycle paseo,” should not be subject to this ordinance or the Citywide Sign Provisions. We ask that Interior Courtyard or Plaza signs that are “not visible in any way from the street, public right-of-way, or publicly accessible plaza adjacent to a public right-of-way” similarly not be subject to this ordinance or the Citywide Sign Provisions. It is unclear why the second group of Internal signs would be treated differently. The City’s focus of regulation should be on public streets and not on internal signs.

14-20

VII. BICYCLE PARKING

Section 6.B.3.b.2.j of the proposed New Plan requires all non-residential projects to provide a minimum of one bicycle space or locker for every 2,500 square feet of floor area. While promoting bicycle use is a worthy goal, and one which Westfield strongly supports as demonstrated in its design plans for the Village at Westfield Topanga, this proposed requirement would require an excessive number of bicycle spaces for very large developments like Westfield’s. By way of example, Westfield Topanga is more than 1.5 million square feet, which if built under the proposed New Plan would require more than 600 bicycle parking spaces and lockers. The proposed New Plan should be revised to offer an alternate bicycle parking requirement for non-residential projects with more than 50,000 square feet of floor space.

14-21

VIII. ELECTRIC VEHICLES

Section 6.B.3.c.2 requires each new project to provide one electric outlet or the wiring for an electrical outlet for every four net new parking spaces. Section 6.B.3.c.1 requires each project to set aside one in every ten net new parking spaces for alternative or electric vehicles. These regulations put too great an emphasis on the use of electric vehicles as alternative means of transportation, and the cost of compliance will handicap developers’ efforts to incentivize other means of transportation. Projects located in close proximity to public transit, like Westfield Topanga and the Promenade, or which provide shuttles or transportation demand management incentives for employees and visitors, should have those electric vehicle requirements reduced, and be permitted to incentivize alternative means of transportation through other methods.

14-22

IX. SURFACE PARKING SHADING REQUIREMENTS

The proposed New Plan outlines two methods by which new surface parking areas can be shaded. Under the first option, a minimum of 50% of a new surface parking lot must be shaded using Solar Forest Technology. A more appropriate percentage would be 25%. This “Solar Forest Technology” is not defined, and we ask that the specific type of solar technology not be restricted, to allow for advancements in technologies over the life of the Specific Plan. Under the second option, a surface parking lot must be shaded by the planting one tree for every two

14-23

parking spaces within the parking area. Under the existing Warner Center Specific Plan, the shading requirement may be satisfied by the planting of one canopy tree for every four parking spaces. We are concerned that doubling the number of trees required to be planted will use up area needed for parking, and actually require more open space to be covered by surface parking. This would defeat another goal of the proposed New Plan, to provide more usable, green open space.

14-23
cont.

X. MITIGATION MEASURES

The proposed New Plan requires all projects to comply with mitigation measures that will be incorporated into the New Plan's Final EIR, which could include new or revised mitigation measures that are not currently available for public review. We object to the application of this broad set of mitigation measures to all projects in the New Plan area, including those projects that have obtained their own environmental clearance under CEQA. The mitigation measures included in the New Plan's Final EIR should also be clarified so they have specific applicability to a particular project's size or project impacts, rather than applying as blanket measures.

14-24

We therefore request that if a project undergoes an environmental review process, its mitigation measures resulting from that environmental review, which are tailored to the specific project, should be applicable to development of that project rather than the much more general mitigation measures included in the New Plan's Final EIR. For instance, any project which has significant impacts on a school will be required to implement all appropriate mitigation measures to reduce air quality and noise impacts as part of its environmental review process. As another example, a project which is exempt from the City's Low Impact Development Ordinance by the terms of that Ordinance should not be subject to the Ordinance by virtue of the New Plan's mitigation measures. The mitigation measures included in the New Plan's EIR should only be required for projects which obtain environmental clearance from the New Plan's environmental review process.

XI. TRAFFIC IMPACT FEES

The Village at Westfield Topanga has an approved Traffic Impact Assessment letter from the Department of Transportation with fees calculated based on the existing Specific Plan, which are very significant. We are concerned that the fee rate proposed under the New Plan would have a very negative impact on projects like the Village, because it categorizes such densities as "sprawl." To the contrary, the Village at Westfield Topanga, the Promenade, and Westfield Topanga provide a large variety of uses in one location, allowing people to drive, park once and then shop for all of their needs, significantly reducing the number of single-driver car trips needed. Westfield's mixed use developments are also located in close proximity to public transit, further reducing the number of trips generated by reinvestment in these projects. These developments should not be penalized for providing a large diversity of uses in one location, and we ask that the formula for calculating trip fees under the New Plan be reconsidered for developments like Westfield's.

14-25

Comments on the
DRAFT ENVIRONMENTAL IMPACT REPORT
CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY
PLAN AREA
Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP)
Submitted by
Richard Schoen, FAIA-E, LEED-AP
A Thirty-Year Family Resident of Canoga Park and Woodland Hills

6 February 2012

One only needs to review the Executive Summary and its impacts and mitigation tables identified to realize how outdated this plan is.

At one level:

- There is no mention of sustainable community development per se, much less energy efficiency and environmental responsive building design as might be required and measured by national if not international standards, such as the US Green Building Council's LEED program of the NAHB's Green Globes. However, there are pages of drought tolerant landscaping requirements. 15-1
- There is the standard weak paragraph about avoiding shading of buildings lower than and to the south of tall structures... but no acknowledgement of a need for solar access. At the very least, every new or retrofitted surface or top level of multistory parking structures must be made ready for solar parking shade structures (e.g. columns must extend through roof slab to serve initially as light standards and at the proper time, parking shade structural column bases.) 15-2
- There are pages of transportation impacts excused by some overall distant (SCAG?) set of transportation mitigation measures followed by pages of intersection improvements. Instead, the entire interior transportation system should be electric jitneys and busses, charged as much as possible on the sun, thereby mitigating both transportation energy use AND greenhouse gas production. Has City Planning even looked at Santa Barbara's State Street / Ocean Front Blvd. jitney service, much less the hybrid electric busses serving the UCSB campus? 15-3

Nevertheless, let us look at the WCRCCSP in its own terms. My response is to the first sentence or "claim" in each case. All can be found in the Executive Summary

On so many levels, it is equally unrealistic, including the following:

- That the blue collar, largely Latino residential and community commercial will stay much the same, between Vanowen and the LA River (and beyond) is very unrealistic. This is not Wilshire Blvd in Westwood, with a wall of mid-rises on the boulevard backed up against very wealthy, tony single family homes in politicaay powerful Holmby Hills. The entire neighborhood will be gobbled up. On the other hand, that neighborhood can be the source of industrially trained workers for a repurposed Rocketdyne site. The same can be said for industrial labor sources in the east valley, since the Orange Line literally stops at the "rocketdyne driveway". (See "Resolution" paragraph at the end of these comments.) 15-4

- That no existing coherent neighborhood will be bisected by the Plan. What then can be said of extending Variel north to and across the LA River Bed and beyond?

15-5

- That new employment will include high paying “creative and industrial jobs” A dubious assumption at best. Most new employment can be expected similar to what exists in the two shopping malls, much less the extended commercial development planned to join them. Low paying, (e.g. minimum wage) retail clerk positions, rarely 40 hours a week, with employees not knowing how many hours they may get for each coming week. In addition, of course, being “part-time” (unless you are a manager), *NO BENEFITS!* The equivalent of high-end pleasant environment seat shops.

15-6

- There is no study of exactly how many jobs in the light “industrial” land use and building now in Warner Center are actually “high paying manufacturing jobs”. If the light industrial in Chatsworth (much of which is in an enterprise zone) is any indication... most of those buildings are large office use occupancies, with perhaps warehouse and distribution in back... hardly “manufacturing” Why not look AT what is h happening IN Warner Center, instead of making predictions based on one data base or another. The latter is less than useful... doing the former could be very informative. I could be very wrong about that, as I have no data. If you do, please correct me.

15-7

Resolution

There is of course no easy resolution to many of my comments... except that the plan itself really must be rethought in terms of the second decade of the 21st Century. One option – nowhere mentioned that I can find, is to repurpose the Rocketdyne site *as a manufacturing facility* for the establishment of true green manufacturing jobs, such as electric vehicle components and even mature US solar photovoltaic module manufacturers. I can tell you from experience that the moment the valley enterprise zone was extended to Chatsworth, at least one manufacturer located there at the time, immediately moved solar module assembly up to Chatsworth from a factory in Mexicali. It is reasonable to expect a similar response for a repurposed Rocketdyne site, as it is somehow in the same (very much-gerrymandered) enterprise zone. The benefits to employers for hiring and then training workers are substantial, not to mention various tax forgiveness opportunities.

15-8

There are well-established companies, including here in southern California that specialize in redeveloping industrial sites as repurposed manufacturing facilities. Incidentally, if the Rocketdyne site is stripped of existing paving and building slabs, what lies beneath may not be less than pleasant and could result in an even more extensive pollution abatement / cleanup effort than that underway for the last five years. As of now, the site is effectively “sealed” by existing building slabs and parking lot paving.

Thank you for considering the preceding comments

. Dick Schoen

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Metro

February 13, 2012

Mr. Tom Glick, City Planner
City of Los Angeles – Department of City Planning
Policy Planning – South Valley Unit
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Re: Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP) DEIR

Dear Mr. Glick:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP). The Los Angeles County Metropolitan Transportation Authority (LACMTA) is responding in the capacity as a responsible agency with respect to the proposed project’s potential impacts on Metro and municipal transit services. The following concerns related to the Metro Orange Line and other Metro bus facilities should be addressed in the Final EIR:

- 1) The new conceptual Metro Orange Line station proposed in the Draft EIR would be located at or near the intersection of Oxnard Street and Variel Avenue, about one-half mile from the Warner Center hub station. The conceptual station is not located along the current route of the Metro Orange Line and is proposed to be located east of the existing Canoga Station. As a result of this additional conceptual station, the following scenarios would arise which would require changes to the Metro Orange Line service route and associated dedicated bus lanes:
 - a. Assuming the addition of this conceptual station under a scenario in which the existing one-way westbound route with the Warner Center hub terminus is retained, the westbound route will have to backtrack one block east of Canoga Avenue to Variel Avenue, and then proceed via Oxnard Street to the Warner Center hub. The utility of this conceptual station would be limited along a one-way route with a terminus at the Warner Center hub.
 - b. If a new, two-way route were to be established, eastbound departing buses will have to travel around the block to access the proposed Oxnard Street/Variel Avenue Station in the opposite direction of the existing route. This routing will increase travel time to and from the Warner Center hub.
 - c. A more direct route, such as one connecting to Owensmouth Avenue via the Pratt Whitney site, could provide a more direct route through Warner Center to the conceptual station proposed to be located at Oxnard Street/Variel Avenue. A new one-way or two-way route would be

16-1

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16-3

- implemented, with the station terminus and associated layover facilities shifting from the existing Warner Center hub to the new station near Oxnard Street/Variel Avenue. The existing Warner Center hub and Metro Orange Line stop would remain in place, but would no longer be the terminus of the line. Should a new Oxnard Street/Variel Avenue station become the new Orange Line terminus and layover facility, an appropriate site with an established minimum space dedication will need to be specified as a component of a condition of approval of any development proposed by the site property owner.
- d. In addition to scenario c., a conceptual stop could also be added near Owensmouth Avenue/Victory Boulevard to service the Westfield Topanga Mall complex and the future Pratt Whitney development site and adjacent areas.
- 2) The Draft EIR notes that growth assumptions for the future redevelopment of the Pratt Whitney site are incorporated into the WCRCCSP. Given the potential benefits of an Orange Line re-route through the site, it is essential that coordination takes place between the Pratt Whitney project sponsor, WCRCCSP, and MTA.
- 3) Be advised that additional Orange Line stations and route modifications or any other potential bus service enhancements will likely result in impacts including an increase in bus volumes and turning movements on streets that currently handle little or no bus service, thereby impacting residents and businesses in the area. Furthermore, if an Orange Line stop is added near the Pratt-Whitney site (close to Owensmouth Avenue/Victory Boulevard), additional streets, residents and business will be impacted.
- 4) The existing Metro Orange Line as well as the Metro Orange Line Extension currently under construction has been designed to accommodate an eventual transition to light rail. Any stop additions and route modifications in Warner Center would need to be designed in such a way as to be able to accommodate a conversion to light rail.
- 5) It should be noted that the guidelines for bus stop spacing included in MTA's Transit Service Policy indicate that stops for Metro Liner services such as the Orange Line should be an average of one mile apart in order to provide faster service with fewer stops. Adding stops in Warner Center will decrease stop spacing and increase overall line travel time as well unless the route can be modified to provide direct service to each of the proposed new stations. This is particularly critical if the Orange Line is ultimately transitioned to light rail to prevent circuitous routing. While MTA is open to potentially adding Orange Line stops to Warner Center, the WCRCCSP EIR should consider additional circulator/shuttle services to compliment the existing Orange Line stations and route as an alternative to any proposed changes to Orange Line service.
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cont.
- 16-4
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- 16-8

- 6) The addition of a 40 bus local circulator system (Page 4.12-91) will require facility improvements to accommodate the new fleet as the Warner Center hub does not have enough space to accommodate additional terminating bus lines. In fact, additional layover zones with restrooms and other amenities will be needed for Metro bus lines when service is expanded in the future. 16-9
- 7) While the potential stop additions and associated changes to Metro Orange Line service discussed in the Draft EIR and mentioned above may be conceptually feasible, any specific changes to Metro bus service will require subsequent meetings with MTA and, ultimately, MTA approval. Furthermore, MTA cannot commit any funding for additional bus service/facility enhancements beyond what is currently specified in MTA's 2009 Long Range Transportation Plan. 16-10
- 8) It is noted in the Draft EIR that the traffic impact analysis conditions for the 2035 With Project Alternative assume the traffic reduction benefits of TOD development standards throughout the WCRCCSP study area, including the southeast quadrant where the conceptual Metro Orange Line Station is proposed to be located near Oxnard Street/Variel Avenue. However, it should be noted that such a stop is subject to MTA approval. Therefore the traffic analysis conditions assumed should only include the addition of this station and resulting TOD mode split adjustment as a mitigation strategy subject to future MTA approval. Similarly, any other identified improvements to Metro transit service and facilities should be categorized as mitigation measures subject to MTA approval and all transit mitigations funded from the WCRCCSP Mobility Fee. 16-11

Congestion Management Program Statutory Requirements

In accordance with the State of California Congestion Management Program (CMP) statute, the Traffic Impact Analysis (TIA) contained in the WCRCCSP Draft EIR identified five CMP Arterial Monitoring Stations which would be significantly impacted by the proposed project. Among these five is CMP arterial monitoring intersection #77 (Winnetka Ave and Ventura Blvd) which would remain significantly impacted with implementation of the identified mitigation measures. Per the CMP TIA Guidelines published in the "2010 Congestion Management Program for Los Angeles County", Appendix D, section D.9, the following should be included in relation to CMP arterial monitoring intersections #65, #67, #68, #77, and #82 and associated mitigation measures as identified in the Draft EIR:

- 1) Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$);

2) Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating fair share costs to mitigate the impact of the proposed project. If the improvements from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the

16-12
cont.

- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document coordination with the implementing agency regarding implementation dates, monitoring and reporting.

The TIA must also include a table of mitigation measures, including a description of the mitigation measure, the responsible agency, the implementation date, and the monitoring and reporting requirements contained in CEQA.

3) Project Contribution to the Planned Region's Investments. The TIA

16-13

16-14

Appendix D: Draft EIR Technical Comments

The following comments should be reflected in the final EIR:

- 1) Table 4-12-9 needs to be corrected and updated (pages 12-15 and 4-12-20). Make sure that the 7th and 8th are corrected after line 20 on page 4-12-20. Any corrections should be made on

16-14

- 2) The table should include the following information: a) the name of the agency responsible for implementing the mitigation measure, b) the implementation date, and c) the monitoring and reporting requirements.

- 3) Please update page 4-12-20. An additional comment was received on December 10, 2011 as the official opening report of the Warner Center Link.

16-15

MTA looks forward to reviewing the Final EIR. If you have any questions regarding this response, please call Scott Hartwell at 213-922-2836 or by email at hartwells@metro.net. Please send the Final EIR to the following address:

MTA CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Scott Hartwell

Sincerely,



Martha Welborne, FAIA
Executive Director, Countywide Planning

Attachment A



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Attachment A

Metro Bus Service Frequencies (in minutes) as of June 26, 2011

Line	WEEKDAYS		
	AM Peak	Mid-Day	PM Peak
150	25-30	40	25-40
152	8-18	24	8-20
161	15-60	60	20-60
163	20-35	25	20-24
164	10-25	30	14-20
165	6-25	30	10-19
166/364	8-19	23-24	7-20
167	40-50	50	40-45
168	CANCELED		
169	60	60	60
242	30-50	60	40-60
243	22-40	60	30-60
244	8-15	45-60	12-30
245	6-30	45-60	25-30
353	20-25	-	20-25
363	20-24	-	20-30
645	30-60	55-60	40-60
741	16-17	20-30	16
750	6-15	20-30	16
901 Orange Line	4	10-11	4

3.0 RESPONSES TO COMMENTS

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Los Angeles Planning Department) to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and prepare written responses. This Chapter provides written responses to all comments received on the Draft EIR.

Specific Responses

1. **Governor’s Office of Planning and Research State Clearinghouse and Planning Unit, Scott Morgan, Director, June 2, 2011**
 - 1-1 The letter from the State Clearinghouse attached one comment letter (see Letter 2 below). No response, beyond the response to Letter 2 below, is necessary.
2. **Native American Heritage Commission; Dave Singleton, Program Analyst, December 5, 2012**
 - 2-1 Comment noted. As part of the EIR preparation letters were sent to Native American tribes in the project area (as identified in the June 26, 2009 letter from the Native American Heritage Commission). One response requesting clarification of project details was received (August 24, 2009) from John Tommy Rosas, Tribal Administrator, Tribal Litigator, Tongva Ancestral Territorial Tribal Nation.
3. **South Coast Air Quality Management District, Ian MacMillan, Program Supervisor, June 1, 2011**
 - 3-1 Mitigation Measure AQ-16 is revised in accordance with AQMD suggestions; see Section 4 of this document, Corrections and additions for page 4.2-41 (and the summary).
 - 3-2 Mitigation Measure AQ-1 is revised in accordance with AQMD suggestions; see Section 4 of this document, Corrections and additions for page 4.2-39 (and the summary).
4. **Southern California Association of Governments, Jacob Lieb, Manager, Environmental and Assessment Services, February 6, 2012**
 - 4-1 Comment noted. The commenter finds the project to be consistent with the RTP.
5. **County of Los Angeles, Department of Public Works, Land Development Division, Toan Duong, February 1, 2012**
 - 5-1 Comment noted. See Section 4 of this document, Corrections and additions for page 4.7-1.
6. **City of Los Angeles, Bureau of Sanitation, Wastewater Services Division, Ali Poosti, Acting Division Manager, January 19, 2012**
 - 6-1 See page 4.13-2 that includes a summary of the information previously provided by the Bureau of Sanitation. The condition of existing sewers is noted. The commenter is referred to mitigation measure U1, page 4.13-5 that requires that, “[t]he City shall require that the project applicant for each project within the WCRCCSP 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 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

6-2 See Section 4 of this document, Corrections and Additions for Mitigation measure U-12 page 4.13-34 (and the summary).

7. Santa Monica Mountains Conservancy, Elizabeth A. Cheadle, Chairperson, January 23, 2012

7-1 The Specific Plan includes a requirement [see Section 6(A)2(b)] providing development standards to facilitate linkages between the Los Angeles River and the rest of the WCRCCSP area by requiring private developments to provide open space and linkages to the river consistent with the County of Los Angeles Los Angeles River Master Plan. See also Section 4 of the Final EIR, Corrections and Additions for page 4.11-30 PS-21.

7-2 The Plan supports the efforts of the River Revitalization Master Plan. In fact, provisions of the proposed Plan related to the River District are designed to insure and maximize access to the River from Warner Center. The heart of the new Plan is to provide for a sustainable Warner Center through a variety of mechanisms. At its core, the Plan and its regulations, including its mitigation measures, will fund traffic reduction measures that include the provision of pedestrian and bicycle access and facilities throughout the area including to and from the River areas.

7-3 Comment is noted. Prior to finalization of the proposed Plan, the potential future connection of Variel Street will be examined for possible inclusion of bicycle facilities and appropriate bicycle network connections.

7-4 Comment noted. See Section 4, Corrections and Additions for page 4.7-21 and the addition of a new mitigation measure (HYDRO-14).

8. Woodland Hills Homeowners Organization, Gordon Murley, President, February 5, 2012

8-1 The Community Plan (Chapter 1, page 1-2) indicates that the Woodland Hills boundary runs along Victory from Corbin to Topanga. The map on page 4.8-9 is taken from the Community Plan.

8-2 Figure 2-5 shows WCRCCSP Districts and Blocks; page 2-12 describes the proposed use by district. The proposed Specific Plan along with all the maps is included as Appendix A1 to the Draft EIR. Type of construction is a fire rating and not a CEQA issue. Quality of construction and urban design are addressed in the WCRCCSP Design Guidelines (see Appendix A1 of the EIR).

8-3 Based on the presented levels of service analysis (see Table 4.12-20) at this intersection for “with” and “without traffic mitigations”, the proposed mitigation measures are expected to

-
- provide an overall improvement to the operation of the intersection and reduction of delay for all modes of transportation, which should reduce overall vehicular congestion during the peak hours.
- 8-4 Based on the presented levels of service analysis (see Table 4.12-30) at this intersection for “with” and “without traffic mitigations”, the proposed mitigation measures are expected to provide an overall improvement to the operation of this intersection and reduction of delay. Widening of Victory Boulevard to Valley Circle will not be necessary based on analysis provide in the Draft EIR and identified project impacts.
- 8-5 Comment noted. Potential street widening and related right-of-way dedications will be considered, if necessary, to implement the identified mitigation measure.
- 8-6 As noted in the Draft EIR, the proposed mitigation measures at intersections #19 (US-101/Burbank) and #20 (Topanga Canyon/Burbank) are expected to work in tandem to improve future operating conditions at both intersections, as presented in “with” and “without” mitigation measures analysis in Table 4.12-30. Increases in traffic use at the Canoga Avenue and Shoup Avenue off-ramps are unrelated and are not expected to occur due to these mitigation measures.
- 8-7 Installation of traffic signals at these two intersections as a mitigation measure will result in improvement of overall traffic operating conditions and reduction of delay in all directions as presented in Table 4.12-30.
- 8-8 Comment noted. Potential street widening and related right of way dedications will be considered, if necessary, to implement the identified mitigation measure.
- 8-9 Currently, the weaving distance between the ramp junction and Burbank Boulevard is limited. However, the interruption in northbound Topanga Canyon traffic provided by the traffic signals at Clarendon Street and Venture Boulevard intersections offers sufficient gaps for off-ramp traffic to connect with Burbank Boulevard westbound, and is expected to still do so after the implementation of this mitigation measure. However, if that maneuver becomes operationally difficult, LADOT may chose to prevent that movement altogether and allow it to occur at a different location.
- 8-10 Comment noted. If necessary, potential street widenings and related right of way dedications will be considered in order to implement all of the identified mitigation measures at this intersection. Based on the presented levels of service analysis (see Table 4.12-30) at this intersection for “with” and “without traffic mitigations”, the proposed mitigation measures are expected to provide an overall improvement to the operation of this intersection and reduction of delay.
- 8-11 Based on the presented levels of service analysis (see Table 4.12-20) at this intersection for “with” and “without traffic mitigations”, the proposed mitigation measures are expected to provide an overall improvement to the operation of the intersection and reduction of delay for all modes of transportation, including pedestrians, which should reduce overall vehicular congestion during the peak hours.
- 8-12 Comment noted. See specific responses above.
-

8-13 Commenter's opinion with respect to the current Specific Plan is noted; as indicated by the commenter this comment does not address the impacts of the proposed Plan.

8-14 Comment noted. Commenter's request for enabling legislation is noted and will be forwarded to the decisionmaker for their consideration in taking action on the WCRCCSP. The phrase "to the extent possible" is used to indicate that measures should be implemented as applicable and feasible (consistent with CEQA requirements).

9. Warner Center Association, David Allison, Chairman, February 6, 2012

9-1 Projects will not be universally lumped into conditions; to ensure that a specific project is fully mitigating its impacts, the Draft WCRCCSP is being amended to indicate that projects over 50,000 square feet of floor area will be required to provide a detailed environmental information as part of their project submittals.

10. Elder Forest Property Investments (EFPI), Scott Harper, January 30, 2012

10-1 Comment noted; the City appreciates the support of the commenter.

11. Kids From the Valley III, LLC, Mark Cohen, December 13, 2011

11-1 Comment noted; commenter's suggested change in the boundary will be forwarded to the decisionmaker for their consideration in taking action on the proposed WCRCCSP.

12. Turnberry Property Management, Pamela Aronoff, February 3, 2012

12-1 The comment speculates on likely development under the Plan. The intent of the Specific Plan is to allow for property owners to redevelop underutilized lots. The commenter states that it is more likely that in the first years of the Plan, there will be no large-scale development with only the potential for small redevelopment projects to occur; however, these projects will not occur under the current proposal which effectively discourages small, existing buildings from remodeling or in any way improving. As part of the revisions to the preliminary Specific Plan, staff will review the current regulations.

12-2 Comment noted; commenter's suggestions regarding the proposed Draft WCRCCSP will be forwarded to the decisionmaker for their consideration in taking action on the proposed WCRCCSP.

12-3 Comment noted. The commenter raises an economic issue concerning the value of existing trips. Since the comment does not address physical environmental impacts it is outside the scope of CEQA; no further response is necessary.

Trip fees will not carry forward; the Mobility Fee has a different structure.

The trip fee is integral to the implementation of the WCRCCSP any revision to the trip fee could trigger re-analysis of the WCRCCSP. The WCRCCSP is being amended (Section 7 F Restudy, 1) frequency, second paragraph -- page 76 of the Draft WCRCCSP) to add a sentence indicating that if the mobility fee is reduced the WCRCCSP shall be reanalyzed including completion of new environmental review which could result in the reduction of the buildout potential of the WCRCCSP.

12-4 Comment noted. The commenter raises an issue concerning the value of dedications. Since the comment does not address physical environmental impacts it is outside the scope of CEQA; no further response is necessary. For the information of the commenter, the City plans to reimburse property owners for land taken as part of street dedications. See Appendix G8.

12-5 Please see Responses to 12-3 and 12-4 regarding trip credits.

The WCRCCSP and transportation recommendations in the DEIR do not solely rely on street widenings and turn lanes; rather they include a very strong, robust and aggressive multi-modal, trip reduction, transit and pedestrian components. These include Transit Oriented District designations, Metro Orange Line extension and additional station, shuttles, breakup of big blocks, pedestrian amenities, etc.

13. United Technologies Corporation, Charles Veley, Director of Real Estate Development, March (sic) 6, 2012

13-1 Comment noted. See Section 4, Corrections and Additions for pages 3-3 and 5-3.

14. Latham & Watkins LLP, Representing Westfield LLC, Lucinda Starrett, February 6, 2012

14-1 through 14-8 These comments do not address environmental issues but rather the comments are directly related to the development of the proposed Plan. As part of the approval process, several public meetings will be conducted and throughout the next several months, the Specific Plan will be revised in response to these and other comments. The commenter identifies valid concerns with respect to the proposed regulation or requirements. The comment will be considered by City staff in modifying the Specific Plan prior to decisionmaker action on the Plan.

14-9 through 14-15 As part of the environmental review process for the Village project, mitigation measures have been identified and are required of the project if it is to move forward. However, these measures will only be implemented if the project moves forward. Therefore these measures are not guaranteed so they cannot be included in this EIR as being reasonably expected to take place. The mitigation measures to be undertaken with the Village project are not specifically referenced in this EIR because they are part of a separate review process and as mentioned above not guaranteed. If the Village project does proceed it will do so with the required mitigation measures which will contribute to traffic improvements in the Plan area. The Village project was assigned mitigation measures from the old Plan. The development assumed to occur on the Village site as part of the new Plan is not being removed from the new plan because it represents less than 3% of anticipated development that is within the error margin of modeling efforts and would make a negligible difference. The WCRCCSP does not recommend reducing northbound through lanes on Topanga Canyon. The precise location of right-of-way dedications, if needed to implement mitigation measures, will be identified by LADOT at the time of construction.

14-16 and 14-17 See Response to 14-1 through 14-8 above.

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- 14-18 See Response 14-1 through 14-8 above. Commenter’s concern that some of the signage regulations may be too restrictive is noted. A Sign District allows regulations that are more permissive and more restrictive than the citywide code.
- 14-19 See Response 14-1 through 14-8 above. Commenter’s concerns that the signage limit is not consistent with the goals of the plan, and concerns regarding streamlining of sign permits for signs larger than 75 square feet are noted and will be forwarded to the decisionmakers for their consideration in taking action on the Plan.
- 14-20 See Response to 14-1 through 14-8 above. Commenter requests that interior signs, and courtyard signs that are not visible in any way from the street, public right-of-way, or publically accessible plaza adjacent to a public right-of-way not be subject to this ordinance. The comment is noted and will be forwarded to the decisionmakers for their consideration in taking action on the Plan.
- 14-21 The bicycle parking rates provided in the DEIR were based upon the regulations provided by the City of New York and have no true relation to the realistic need or demand for bicycle parking in the City of Los Angeles. As a result, the rates will be revised to be more reflective of those rates provided in the Citywide Bicycle Plan.
- 14-22 Commenter’s opinions on required electric outlets for electric vehicles are noted and will be forwarded to the decisionmaker for their consideration in taking action on the proposed Plan. The commenter does not raise a physical environmental issue; see Response 14-1 through 14-8 above.
- 14-23 See Response to 14-1 through 14-8 above.
- 14-24 The Plan is being revised to indicate that if a project conducts its own environmental analysis then the mitigation measures in that document will supersede the blanket measures in the EIR. The Plan is being revised to indicate that if a project is exempt from an ordinance the Plan wouldn't impose the requirements of the ordinance separately.
- 14-25 See Response to 14-1 through 14-8 above.
- 15. Dick Schoen, FAIA-E, LEED-AP, UCLA Architectural Research Professor, Emeritus, February 6, 2012**
- 15-1 As noted on p. 4.2-25, “[t]he City adopted an ordinance to establish a green building program in April 2008. The ordinance establishes green building requirements for projects involving 50,000 square feet or 50 or more dwelling units. The Green Building Program was established to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems.” Mitigation measure U-14 (page 4.13-37), requires 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.”
- 15-2 The commenter’s support for solar access and solar parking shades is noted. As noted on p. 4.1-24, “[s]hade and shadow impacts would also remain 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 could be impacted by new or existing mid- and high rise development). Mitigation measure AES-28 requires site-specific shadow analyses as part of discretionary project review. See also response 15-1 above.

- 15-3 The WCRCCSP and transportation mitigation measures in the Draft EIR do not solely rely on traditional intersection improvements; rather they include a very strong, robust and aggressive multi-modal, trip reduction, vehicle sharing (e.g. zip-car), electric vehicles, innovative transit and pedestrian components. In developing the above recommendations, the project team reviewed numerous state of the art national trip reduction and alternative modes of transportation in developing the mobility improvement measures.
- 15-4 The commenter's opinions as to the anticipated change in resident population for the area between Vanowen and the LA River are noted. The WCRCCSP EIR identifies reasonably anticipated total population and employment (see Chapter 2 Project Description and Section 4.10 Population, Housing and Employment of the EIR) based on a detailed Market Study. No further documentation of types of housing is necessary for the CEQA process.
- 15-5 The extension of Variel across the LA River would allow additional connection between the communities north and south of the LA River. As the commenter notes, it is not anticipated that this connection would divide a community. As noted on p. 4.9-17, the additional traffic on Variel would result in a significant impact to noise on Variel. However, also as noted on p. 4.9-17 the resultant noise level (60.5 dBA) would still fall within the normally acceptable range for multi-family housing.
- 15-6 The commenter's opinion on the potential type of jobs that could be anticipated under the project is noted and will be forwarded to the decisionmakers for their consideration in taking action on the proposed plan. Warner Center is an urban center that is well served by transit. A number of uses currently exist within the center with a wide variety of jobs. The transit-orientation and facilities contemplated by the proposed plan are designed to attract a broad range of uses (and therefore jobs) as well as residential types. As part of development of the Specific Plan a Market Study was undertaken (see Appendix A2) the Market Study concludes that a variety of jobs and housing types can reasonably be anticipated in Warner Center.
- 15-7 See Response 15-6 above. The commenter's opinions on types of jobs currently located in Warner Center are noted and will be forwarded to the decisionmakers for their consideration in taking action on the proposed plan. CEQA does not require that socio-economic issues be addressed except to the extent that they are related to physical environmental impacts. The WCRCCSP EIR identifies reasonably anticipated population and employment (see Chapter 2 Project Description and Section 4.10 Population, Housing and Employment) based on a detailed Market Study. No further documentation of types of existing or anticipated jobs is necessary for the CEQA process.
- 15-8 Commenters concerns are noted and will be forwarded to the decisionmakers for their consideration in taking action on the proposed plan. Pratt Whitney is currently contemplating a mixed-use facility for the Rocketdyne site. That project will undergo environmental review including analysis of any potential site-specific contamination and alternatives analysis.

16. Metro, Martha Welbourne, FAIA, Executive Director, Countywide Planning, February 14, 2012

- 16-1 The WCRCCSP team participated in several planning meetings with Metro staff to discuss the potential new terminus station in Warner Center and understands Metro's desire for an off-street terminus station with amenities. City staff also understands Metro's desire to retain the Owensmouth Transit Hub where transfers between the Metro Orange Line and other local and regional bus routes can continue to occur. The WCRCCSP is a long-range planning document looking at future land use and developments through the horizon year of 2035. Similarly, the mobility improvement recommendations included in the proposed Plan are also long-range and to some extent conceptual in nature. The mobility component of the proposed Plan acknowledges the need for potential extension of the Metro Orange Line BRT to directly reach out into all areas of the Specific Plan including the southeastern quadrant, which currently lacks direct coverage. The location of the identified potential fourth Orange Line station is conceptual; it is intended to be a generalized location and to not specifically denote the intersection of Oxnard Street and Variel Avenue. Similarly, the proposed Plan does not, and cannot, identify a specific proposed route (either one-way or two-way) for the potential extension of the Metro Orange Line BRT into the southeastern quadrant of the Specific Plan. When and if approved by Metro, the planning and implementation of a potential fourth station and the associated route and alignment extension and changes will be undertaken as part of a comprehensive planning process with Metro transit and facility planning staffs, and all necessary arrangements and design accommodations will be made to create the most logical, feasible and efficient BRT routing scheme, stops and schedules. This would also include a detailed evaluation of the most logical location for a terminus station and/or transit hub, including the existing hub at Owensmouth or whether a potential new station may become the Metro Orange Line terminus station in the future.
- 16-2 Please see response 16-1, above.
- 16-3 Comment noted. This description and recommendation is one feasible way to implement a potential fourth Metro Orange Line station in Warner Center. Also, please see Response 16-1, above.
- 16-4 Please see Responses 16-1 and 16-3, above.
- 16-5 Comment noted. Close coordination is currently on going and additional coordination will take place between Pratt & Whitney project sponsors, WCRCCSP and Metro for developing the most effective and efficient transit service via the Metro Orange Line and its potential route changes, if necessary.
- 16-6 Comment noted.
- 16-7 Comment noted.
- 16-8 Comment noted.
- 16-9 Comment noted. Also, please see Response 16-1, above. The WCRCCSP mobility recommendations did not intend to suggest that the Warner Center Circulator 40 bus fleet's service facilities including the layover zones, yard, amenities, etc. would be located at the

current Warner Center Transit Hub. We acknowledge that the current hub is not a suitable location for such facilities without major modifications. These new facilities and amenities may be located at the potential fourth Metro Orange Line station or another suitable location in or near Warner Center and can be developed in cooperation and coordination with future developers and developments and financed by the recommended Mobility Fee.

- 16-10 Comment noted. Also, please see Response 16-1, above.
- 16-11 Comment noted. It is understood that a potential fourth Metro Orange Line Station and extension of the Metro Orange Line are subject to Metro approval. The potential fourth station and extension of Metro Orange line are considered as mitigation measures and the cost of development of the fourth station is included in the total Mobility Fee calculations. However, the TOD designation of the southeast quadrant is independent of the extension and the fourth station of Metro Orange Line. In case such extension and station are not approved by Metro, there are provisions and requirements for implementation of equivalent dedicated transit service throughout Warner Center and the southeast quadrant to allow for trip reduction benefits of the TOD designation.
- 16-12 As stated on page 4.12-74 of the Draft EIR, the thresholds of significance used in the analysis exceed the stringency of the CMP thresholds; therefore CMP thresholds have been addressed. Mitigation measures for the impacted CMP arterial monitoring intersections are provided starting on page 4.12-81 of the Draft EIR.
- 16-13 Improvements to the regional transportation network are considered part of the proposed project. As stated in the last paragraph on page 4.12-91 of the Draft EIR, “[t]he WCRCCSP includes the implementation of a 40-bus local circulator system gradually over the life of the plan, as well as the construction of a fourth Orange Line Bus Rapid Transit Terminal Station in WCRCCSP area. Both of these measures are included in the development assumptions of the WCRCCSP and are provided a dedicated funding component through implementation of the WCRCCSP Mobility Fee.”
- 16-14 See Chapter 4.0 Corrections and Additions for changes to pages 4.12-25 and 4.12-26 of the Draft EIR.
- 16-15 Page vii of the Draft EIR is the Table of Contents. There is no mention of the Metro Orange Line on that page. The document that was circulated for public review was the Draft EIR (dated December 2011); the Administrative Draft referenced by the commenter may have been an early draft circulated to Metro staff.

4.0 CORRECTIONS AND ADDITIONS

CEQA Guidelines section 15088.5 requires:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice of its availability . . . "Significant new information" requiring recirculation include, for example, a disclosure showing that:
 - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.
- (c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.
- (d) Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.
- (e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

In response to public comments received as well as staff-initiated text changes, Corrections and Addition have been made to the Draft EIR. Also, additional information has been suggested in comments to the Draft EIR and responded to in Chapter 3 of this Final EIR. All of the public comments to the Draft EIR as well as the Additions and Corrections to the Draft EIR have been carefully reviewed to determine whether recirculation of the Draft EIR is required. All of the new information in Corrections and Additions to the Draft EIR and in the comments and in the responses to comments merely clarify or amplify or make insignificant modifications in an adequate Draft EIR. Therefore, the Draft EIR need not be re-circulated prior to certification.

In general in the following corrections and additions, new text is underlined, and deleted text is shown in strikeout font.

GLOBAL CHANGES

Several comments were made regarding the name of the Plan: *Warner Center Regional Core Comprehensive Specific Plan*, that it is too long of a name and more to the point that it is not descriptive of the intent of the planning effort. Several members of the Citizen’s Advisory Committee suggested a name that is more descriptive of the nature of the plan as a comprehensive planning tool for Warner center to the year 2035. The new name of the Plan is the *Warner Center 2035 Plan*. The new name encompasses the horizon year of the Plan as well as being substantially shorter and easier to remember.

In addition comments were made regarding the names of the eight districts within the planning area – that they were not descriptive of their location. The old names and corresponding new names (that are more representative of their location and/or function) are shown below:

OLD DISTRICT NAME	NEW DISTRICT NAME
Business Park	Commerce
Canoga Rio	River
Downtown	Downtown
Eastside	College
Northeast Village	North
Southwest Residential	Park
Topanga West	Topanga
Uptown	Uptown

Since the Draft EIR does not use these names, in the interests of clarity and consistency with the Draft EIR they are not used in the Final EIR. However, in all future planning documents the above names will be used.

EXECUTIVE SUMMARY

Page ES-10. The following is added as a new fourth sentence to the first full air quality impact:

During peak construction years, exceedances of ROG, CO, NO_x, PM₁₀ and PM_{2.5} thresholds could occur.

INTRODUCION

Page 1-2, second paragraph under the subheading “Background and Purpose of the Warner center Specific Plan,” residential uses are not permitted as a conditional use in Warner Center. Warner Center does not have properties that are within the M zone. (Properties are within the WC- C/I Zone.) Therefore, the following sentence is deleted in the second paragraph:

~~The current Specific Plan encourages residential uses—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.~~

Page 1-3. In the first bullet the reference to the date of the Northridge Earthquake is changed as follows:

...January 17, ~~2004~~ 1994

PROJECT DESCRIPTION

Page 2-6, first paragraph, third sentence is revised and a new fourth sentence is added as follows:

It was assumed that all parcels with an existing FAR of less than 0.55 would be subject to change over the next 25 years and would be redeveloped up to an average of 3:1 (although Warner Center would be zoned for and would allow development of individual sites up to 4.5:1 development is expected at a range of densities over time up to a maximum of 4.5:1 -- before consideration of density bonuses -- and the average of all that development is assumed to be 3.0). A project would be considered consistent with the Specific Plan so long as assumed average densities (across the entire plan area) did not exceed those assumed in the PEIR (additional traffic analysis may be required if assumed densities vary substantially from the locations assumed in the PEIR traffic analysis).

Page 2-8, Paragraph two, is modified as follows:

The expansion of the Hub is not considered a mitigation measure and funding for its improvements may be available from a variety of sources, not related to the Specific Plan's TIMP, including but not limited to, Metro funding. The expansion of the Hub or the 4th Orange Line stop is a key component of the project that would be at least partially funded by mobility fees. There is no preference between the future location of the 4th stop or the expanded transit Hub facilities. The expansion of the existing transit Hub at Owensmouth Ave (or the new 4th stop) may require acquisition of right-of-way (should such acquisition be necessary the affected property owners would be reimbursed for any necessary land dedications as appropriate).

Page 2-11, Figure 2-5. This map does not reflect the exact location of Private Streets/Paseos as they exist in Draft Plan. The following note is added to the Figure:

The Private Streets/Paseos are shown for illustrative purposes only

Page 2-12. In the first bullet regarding the Downtown District, the second sentence is revised as follows:

As infill development occurs, ~~Owensmouth~~ Canoga will be lined with commercial development and will become Downtown's "Main Street."

Page 2-12. In the seventh bullet regarding the Topanga West District, the second sentence is revised as follows:

The ~~D~~district is envisioned as predominately commercial uses, ~~with ground floor commercial along Topanga Canyon Boulevard~~, with residences permitted.

Page 2-13, Figure 2-6. The non-residential percentages are changing.

Non-residential percentages are for illustrative purposes.

Page 2-15. In the first paragraph; the first full sentence is deleted:

~~At the moment it is anticipated that most of the residential development would be efficiency units aimed at young urban professionals without children.~~

Page 2-15. At the end of the paragraph under the subheading “Blocks,” the following is added:

The proposed plans will encourage the large blocks to be broken up into more pedestrian friendly blocks with new private streets and paseos and a network of publically accessible open spaces.

Page 2-17. In the second paragraph, third line, the following change is made:

....no building would be more than 200 ~~300~~ feet in length.

Page 2-17. In the third paragraph first line, the following change is made:

... ~~common open spaces~~ Publically Accessible Open Space

Page 2-17. The sentence before table 2-4 is revised as follows:

Table 2-4 shows urban design *guidelines* suggested for inclusion in the plan.

Page 2-21. The last bullet is revised as follows:

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

ENVIRONMENTAL SETTING

Page 3-1, the third bullet is revised as follows:

...Ventura ~~Freeway~~ Boulevard

Page 3-2, in the first paragraph, after the first sentence, the following changes are made:

The proposed project includes approximately 924 967 acres or 1.5 square miles and is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. ~~The proposed project is a rectangular shaped property that~~

Page 3-3 (second paragraph) and page 5-3 (first paragraph), the description of proposed heights on the Pratt Whitney site (last sentence) is revised as follows:

The project height would be approximately ~~120 feet or 12~~ up to 25 stories at its highest building.

AESTHETICS/VIEWS

Pages 4.1-21 to 4.1-22 (and corresponding measures in the Summary), mitigation measures labeled MM-3 through MM-8 are relabeled: AES-3 through AES-8.

Page 4.1-24 (and correspondingly in the Summary), mitigation measure AES-28 is revised as follows:

AES-28: As applicable, individual discretionary 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

Page 4.2-1, second paragraph, line 2, the reference to the size of the project area is revised as follows:

... ~~966.8~~ 967 ...

Page 4.2-11, paragraph 1, line 6 the number of intersections analyzed in the project area is revised as follows:

...(23 out of ~~152~~ 52) ...

Page 4.2-23, the following is added as a new paragraph before the last full paragraph on that page:

In November 2008, the California Building Standards Commission established the California Green Building Standards Code (CALGreen) that sets performance standards for residential and nonresidential development to reduce environmental impacts and encourage sustainable construction practices. When the CALGreen code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the CALGreen code is mandatory for all new buildings constructed in the State. The CALGreen code addresses energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality.¹

Page 4.2-25, the following paragraph replaces the last three paragraphs (including the five bullets in the second to last paragraph):

To achieve goals outlined in the LA Green Plan, the City of Los Angeles adopted and recently modified its green building ordinance, consistent with the provisions of the CALGreen Code, to address the impact on climate change from new development. Ordinances 181479 and 181480 establish the Green Building Code, whereby provisions shall apply to the construction of every new building, every building alteration with a building permit valuation of over \$200,000, and every building addition, unless otherwise indicated throughout the Municipal Code. Mandatory measures include encouraging the introduction of renewable energy, reducing energy and water usage, and encouraging recycling and waste reduction. Applicability and targets have been specified for a multitude of land-uses including high-rise residential buildings (those over six stories) and all non-residential buildings.

Page 4.2-39, the following is added before the subheading “Cumulative Impacts:”

As of February 2012, neither SCAG nor the City of Los Angeles have adopted a GHG Reduction Plan that meets the requirements set forth in the latest Office of Public Research guidelines. While as of March 2012, SCAG has yet to adopt the Sustainable Communities Strategy, the project would be consistent with the goals of the Draft RTP/SCS by including density and mixed use adjacent to transit. The City has formally adopted the State’s CALGreen Code, and implementing projects are expected to comply with applicable standards. Land-use development can accommodate growth and still be consistent with State-wide plans to reduce GHG emissions. To that end, various agencies are

¹ California 2010 Green Building Standards Code, California Code of Regulations Title 24, Part 11.

required to develop programs to guide future building and transportation development towards minimized resource consumption and lowered resultant pollution.

City goals which will reduce GHG emissions include improving energy and water efficiency in buildings, reducing water per capita use, and increasing recycling rates to 70% by 2014, and eventually “zero waste.”² In the *LA Green Plan*, planned City actions may further decrease emissions of GHGs from the proposed project when implemented, such as decreasing emissions from Department of Water and Power electrical generation and import activities, providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs, and expanding the regional rail network to reduce VMT. The City’s Green Building and CALGreen Codes require projects to include various building efficiency measures to reduce energy and water consumption. However, the specific options applicable to and chosen by each individual project developer, and their efficacy in reducing GHG emissions, vary widely.

The emissions models used for project-level GHG evaluations do not fully reflect improvements in technology and other reductions in GHG emissions that are likely to occur pursuant to State regulations, such as AB 1493, SB 1368, AB 32, and Executive Order S-3-5, as well as future federal and/or State regulations. Therefore, it is not possible or meaningful to calculate emissions from each of the identified related projects and compare that with a numeric threshold or reduction target. There exist numerous options for project developers to reduce their contribution to city-, county-, and State-wide GHG emissions, while helping to meet the region’s future housing, jobs, and infrastructure needs. However, it is not possible at this time to accurately quantify GHG emissions expected from the implementing projects or the GHG reductions anticipated from the above-listed strategies.

The WCRCCSP supports AB-32’s GHG reduction goals by creating a TOD, thus reducing the reliance on personal vehicles and reducing GHG emissions. The development of Warner Center as a planned TOD, providing a variety of higher density mixed uses, all in close proximity to multiple public transit options, would be the cornerstone of GHG reduction strategies for the WCRCCSP. In addition, the requirements for publicly accessible open space for all projects, the creation of pedestrian-adapted pathways and green streets, and the development of Activity Nodes and Activity Frontage Streets, all in coordination with the overall transit- and pedestrian-oriented nature of the WCRCCSP, demonstrate the intent of the proposed plan to reduce its contribution to GHG emissions. Because the WCRCCSP is consistent with State law (AB32) and implementing projects will be consistent with City regulations (Green Building Code). Therefore the project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Page 4.2-39, Mitigation measure AQ-1 is revised as follows:

- 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. In addition the City shall require that projects be required to include the following measures as applicable and feasible:
- i) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
 - ii) Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site,
 - iii) Reroute construction trucks away from congested streets or sensitive receptor areas.

² Green LA, An Action Plan to Lead the Nation in Fighting Global Warming, City of Los Angeles, May 2007.

-
- iv) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
 - v) Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
 - vi) Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113.
 - vii) Construct or build with materials that do not require painting.
 - viii) Require the use of pre-painted construction materials.
 - ix) Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
 - x) During project construction, all internal combustion engines/construction, equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:
 - ✓ Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ✓ January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
 - ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy-duty construction equipment. More information on this program can be found at the following website: <http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>.
 - xi) Other measures as applicable on a project by project basis and as may be recommended by SCAQMD on their web site or elsewhere: [www.aqmd.gov/cega/handbook/mitigation/MM intro.html](http://www.aqmd.gov/cega/handbook/mitigation/MM_intro.html).

Page 4.2-40 (and in the summary), add the following to the end of AQ-13:

If the affected LAUSD school(s) have installed HVAC as anticipated by this measure and no additional mitigation is feasible, no fee will be required.

Page 4.2-41 (and in the summary), Mitigation Measure AQ-14 is revised as follows:

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/or cumulative air quality impacts on area LAUSD schools (as a result of interior respirable particulate matter defined as particles equal to or less than 2.5 microns) and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. The CAQMP shall include emissions calculations from anticipated construction activities and appropriate prediction of air pollutant transport, such as dispersion modeling or alternative method such as the South Coast Air Quality Management District's (SCAQMD) Localized Significance Threshold (LST) methodology, using publically available data, models, and methods. It is not required that site-specific monitoring of pollutant levels or meteorological data be performed. LAUSD must compile and supply verifiable data and engineering estimates, as appropriate, including but not limited to locations and heights of operable windows and mechanical air intake systems, air exchange rates of the heating, ventilation, and air conditioning (HVAC) systems, existing air filtration data, etc. If the CAQMP identifies significant impacts, defined as a predicted incremental increase in interior PM_{2.5} levels of greater than 10.4 micrograms per cubic meters (µg/m³) 24-hour average, then the CAQMP must include enforceable mitigation measures to lessen the impact to less than significant levels. 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

HYDROLOGY AND WATER QUALITY

Page 4.7-1, the following is added as a new last paragraph:

The Los Angeles County Flood Control District is schedule to begin construction on the Los Angeles River Headwaters project in Summer 2012. The project extends along the north and south banks of the Los Angels River between Owensmouth Avenue and Mason Avenue. The Los Angeles River Headwaters Phase 1 Landscaping Project will add landscaping, interpretive signage, walking paths, and seating areas along the north side of Bell Creek and the south side of Calabasas Creek from Jordan to Owensmouth Avenues and along both sides of the Los Angeles River from Owensmouth to Mason Avenues. The project also includes a maintenance bridge across Browns Creek at its confluence with the Los Angeles River. The project seeks to revitalize approximately 1.25 miles of Flood Control District rights of way along both sides of the Los Angeles River. The Headwaters Project is part of a larger plan to reclaim and revitalize the river, which runs for some 50 miles through 13 cities, including Los Angeles, before it empties into the ocean at Long Beach. The project is currently (as of February 2012) undergoing environmental review.

Page 4.7-21, the following mitigation measure is added:

HYDRO-14: Daylighting of the Arroyo Calabasas (under the corner of the Topanga Plaza Shopping Center) along with flood control BMPs shall be encouraged by the Los Angeles City Planning Department if and when this parcel is redeveloped.

LAND USE AND PLANNING

Page 4.8-4, in the second paragraph, seventh line, the reference to the fire station is revised as follows:

...Fire Station No. 824 is located immediately west of Kaiser Permanente Hospital.

Page 4.8-4, in the first sentence of the fourth paragraph, the reference to existing development is changed:

... Low ~~mid~~-rise...

Page 4.8-6, under the heading “Land Uses Located West of the Project Area, “ the following change is made to the first sentence:

Retail and multi-family residential uses border are located within the project area ~~to~~ along the western border -- the west along of Topanga Canyon Boulevard.

PUBLIC SERVICES (FIRE AND POLICE PROTECTION)

Page 4.11-10 (and in the summary) -- PS-1 and on page 4.11-15 (and in the summary) -- PS-15 are revised as follows:

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, and, where appropriate, through project-specific on-site features that reduce the demand for such 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-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities, ~~and, where appropriate, through project-specific on-site features that reduce the demand for such 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.~~

PUBLIC SERVICES (PARKS)

Page 4.11-27, the fourth paragraph the last sentence is deleted as follows:

~~As indicated above, the current ratio of Citywide parkland which includes regional park space is 9.23 acres per 1,000 persons.~~

Page 4.11-30 (and in the summary), Mitigation Measure PS-21 is revised as follows:

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 for which credit may be granted against the required in-lieu fees.~~ the open space regulations of the WCRCCSP and, for projects that involve a residential subdivision, also undertake one of the following: (1) dedicate additional parkland to meet the requirements of Los Angeles Municipal Code Section 17.12; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in lieu fees. If any fees are collected, they should be spent within the WCRCCSP area including for example within opportunity areas along the Los Angeles River.

PUBLIC SERVICES (LIBRARIES)

Page 4.11-33 (and in the summary), Mitigation Measure PS-22 is revised as follows:

PS-22: The City shall require that individual projects developed within the WCRCCSP area ~~be required to pay any appropriate impact fees to offset the burden on the existing libraries.~~ offset the burden on the existing libraries through one of the following: (1) payment of a fee based on an established nexus between the new development, demand and the need for additional personnel and facilities; (2) provision of on-site facilities commensurate with the demand generated; or (3) some combination of the foregoing. If any fees are collected, they should be spent within the WCRCCSP area.

TRANSPORTATION, CIRCILATION AND PARKING

Page 4.12-25, the following rows are deleted from Table 4.12-9 above the subheading Santa Clarita Transit:

164	West Hills	Burbank Station (via Victory Boulevard)	7	20	14
165	West Hills	Burbank Station (via Vanowen)	11-18	20	9-12

		Street)			
166/364	Chatsworth Station	Sun Valley	8-10	24	14
167	Chatsworth Station	Studio City	45	45-55	50
168	Chatsworth Station	San Fernando	60	-	60
169	West Hills Medical Center	Sunland	60	60	60
242	Woodland Hills	Porter Ranch (via Tampa Avenue)	26-32	50	23-27
243	Woodland Hills	Porter Ranch (via Winnetka Avenue)	27-34	50	25-33
244	Woodland Hills	Chatsworth (via DeSoto Avenue)	5-10	50-60	20-30
245	Woodland Hills	Chatsworth (via Topanga Canyon Boulevard)	20		30-35
353	Woodland Hills (Same as 153 but with limited stops)	North Hollywood Red Line Station	25-30	-	35-40
363	West Hills - Sherman Way & Topanga Canyon Boulevard	Sun Valley (with connection to North Hollywood Redline Station)	20	-	24
645	West Hills Medical Center	Warner Center (via Valley Circle Boulevard & Mulholland Drive)	20-30	60	55
741	Northridge	Tarzana (via Reseda Boulevard)	15	25	15
750	Warner Center Transit Hub	Universal City Station (via Ventura Boulevard)	5-10	20	10

Page 4.12-25, the following rows are modified from Table 4.12-9 below the subheading Metro:

150	Northridge	Universal City Station	25-30	40	25-40
152	Woodland Hills	North Hollywood Red Line Station	8-18	24	8-20
161	Thousand Oaks	Warner Center	15-60	50-60	20-60
163	West Hills Medical Center	Sun Valley	20-35	25	20-24
164	West Hills	Burbank Station (via Victory Boulevard)	10-25	30	14-20
165	West Hills	Burbank Station (via Vanowen Street)	6-25	30	10-19
166/364	Chatsworth Station	Sun Valley	8-19	23-24	7-20
167	Chatsworth Station	Studio City	40-50	50	40-45
168	Chatsworth Station	San Fernando	60	-	60
242	Woodland Hills	Porter Ranch (via Tampa Avenue)	30-50	60	40-60
243	Woodland Hills	Porter Ranch (via Winnetka Avenue)	22-40	60	30-60
244	Woodland Hills	Chatsworth (via DeSoto Avenue)	8-15	45-60	12-30
245	Woodland Hills	Chatsworth (via Topanga Canyon Boulevard)	6-30	45-60	25-30
353	Woodland Hills (Same as 153 but with limited stops)	North Hollywood Red Line Station	20-25	-	20-25
363	West Hills - Sherman Way & Topanga Canyon Boulevard	Sun Valley (with connection to North Hollywood Redline Station)	20-24	-	20-30
645	West Hills Medical Center	Warner Center (via Valley Circle Boulevard & Mulholland Drive)	30-60	55-60	40-60
741	Northridge	Tarzana (via Reseda Boulevard)	16-17	20-30	16
750	Warner Center Transit Hub	Universal City Station (via Ventura Boulevard)	6-15	20-30	16

Page 4.12-77, second to last paragraph, the following sentence is deleted:

~~A shared parking credit system for public parking structures would allow 1.5 credits per parking space.~~

Page 4.12-79, the last paragraph is modified as follows:

Improvements for the 87 impacted intersections are listed below and 2035 With Project Mitigated geometries and turning movement volumes are included in **Appendix G.1**. Intersections mitigated by the Variel Avenue Corridor Improvement and improvements which were created in conjunction with improvements for other locations are also noted below. It should be noted that in the event any of the following mitigation measures are not implemented due to future policy or technical decisions, unavoidable significant transportation impacts would remain at the corresponding locations as a result of the implementation of the WCRCCSP.

Page 4.12-79, the third to last paragraph is modified as follows:

Upon selection for implementation, each improvement measure will be engineered to accepted industry-wide standards and its design and construction funded through a portion of the collected WCRCCSP Mobility Fee. A breakdown of the steps taken to calculate the Mobility Fee is included in Appendix G.8. As such, the necessary engineering design requirements are inherently included in all mitigation measures.

Page 4.12-92, paragraph 2a. related to Mitigation Assignment is revised as follows:

Once approved for the use of WCSP mitigations, each project is first assessed a total Mobility Fee, as defined in the WCSP, and based on the land use type and development intensity. Appendix G8 of the EIR (added in the Final EIR) provides the documentation and calculation basis for the Mobility Fee nexus. The list of transportation improvement projects to be funded by the Mobility Fee is included in the Mitigation Measures section of this DEIR and in Appendix E of the WCRCCSP.

UTILITIES AND SERVICE SYSTEMS (WATER SUPPLY)

Page 4.13-18, last paragraph, the following is added after the first sentence:

The proposed project is designed to allow for growth within Warner Center consistent with growth anticipated by SCAG and LADWP for the City as a whole through the year 2035. Citywide growth (including the project) through the year 2035 is addressed in the 2010 LADWP Urban Water Management Plan (UWMP). The 2010 UWMP forecasts adequate water supplies to be available throughout its service area, under normal, single-dry and multi-dry year conditions through 2035. The 2010 UWMP identifies total forecast water demand for 2035 to be 710,800 acre-feet per year (AFY), which is less than the 2005 UWMP forecast projected for 2030 of 776,000 AFY.^{3,4}

³ Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, at p. 20; <http://www.ladwp.com/ladwp/cms/ladwp014334.pdf>, accessed January 2012.

⁴ Los Angeles Department of Water and Power, 2005 Urban Water Management Plan, at p. 6-6; http://www.scag.ca.gov/rcp/pdf/uwmp/LosAngeles/LADWP_2005UWMP.pdf, accessed January 2012.

The nature of projects developed in Warner Center will vary in size, made up mainly of larger-sized projects, as well as smaller developments. As indicated above, individual projects would be subject to review by LADWP, and individual Water Supply Assessments (WSAs) will be required. WSAs are a requirement for projects of 500 residential units (or equivalent), as proscribed under SB 610. For projects that would not require the preparation of a WSA, the conclusions of the 2010 UWMP indicate that sufficient water supplies will be available for the LADWP service area (including Warner Center) through the 2035 horizon.

UTILITIES (SOLID WASTE)

Page 4.13-33, the following is added under Table 4.13-7:

Per the 2008 Los Angeles County Integrated Waste Management Plan (CoIWMP) Annual Report, future City disposal needs can be adequately met through at least 2023 (the planning horizon for the IWMP) via scenarios that include some combination of existing landfills and transportation facilities, proposed landfill expansions, use of out-of-County landfills, including waste-by-rail facilities, conversion technologies, expansion of diversion infrastructure, and maximization of waste reduction and recycling.⁵ This information is included in the Existing Conditions subsection, but should also be cited as one of the factors supporting the less than significant determination. Individual development projects under the WCRCCSP would be subject to environmental review on a case-by-case basis to ensure that they would not conflict with AB 939 waste diversion goals or the solid waste policies and objectives in the County's CoIWMP Summary Plan and the City's Source Reduction and Recycling Element (SRRE), Solid Waste Management Policy Plan (CiSWMPP), and General Plan Framework. The Puente Hills Material Recovery Facility (MRF) is permitted to accept up to 4,400 tons per day. The facility began operation in July 2005 at 500 tons per day. The facility will ramp up operations, as needed, when the Waste-by-Rail system begins operation in mid-2012.⁶ This will substantially increase the landfill capacity available to Los Angeles County and the City of Los Angeles. The Mesquite Regional Landfill in Imperial County, including the Waste-by-Rail system, is nearing completion with operation set for mid-2012.⁷ This will substantially increase the landfill capacity available to Los Angeles County and the City of Los Angeles.

Page 4.13-34, (and the summary), the following is added to the end of mitigation measure U-12:

Projects in Warner Center will be required to comply with the City's standard requirement that, all proposed residential developments of four or more units or where the addition of floor areas is 25% or more, and all other development projects where the addition of floor area is 30% or more, are required to set aside a recycling area or room for on-site recycling activities.

ALTERNATIVES TO THE PROPOSED PROJECT

Page 6-19, the following additional reasons for rejecting an all non-residential alternative are added:

An All Non-Residential Alternative would not provide amenities desired by the existing Warner Center community, as determined through the Specific Plan workshops, including quality residential

⁵ Los Angeles County Countywide Integrated Waste Management Plan Annual Report – 2008, October 2009.

⁶ Sanitation District of Los Angeles County website, http://www.lacsd.org/info/waste_by_rail/default.asp, accessed January 31, 2012.

⁷ Sanitation District of Los Angeles County, Mesquite Regional Landfill website, <http://www.mrlf.org/>, accessed January 31, 2012.

neighborhoods and walkable streets. An All Non-Residential Alternative would not foster the jobs-housing balance and alternative transit usage encouraged under SB 375 as so many new employees would need to travel outside the Specific Plan area to reach required housing, and as mixed-use development and the associated traffic reduction would not occur. Because traffic impacts under an All Non-Residential Alternative would likely be substantially greater than under the WCRCCSP, while this alternative would not likely avoid or substantially lessen other significant impacts of the WCRCCSP.

5.0 MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines require adoption of a Mitigation Monitoring Program (MMP) for all projects for which an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180 which was enacted on January 1, 1989 to ensure the implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process. Specifically, Section 21081.6 of the Public Resources Code states that "...the agency 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...[and that the program]...shall be designed to ensure compliance during project implementation."

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in Section 15097 of the CEQA Guidelines. Specific reporting and/or monitoring requirements to be enforced during project implementation are defined prior to final approval of the project. The proposed monitoring program will be considered by the City of Los Angeles (the lead agency) prior to certification of the EIR. Although the lead agency may delegate reporting or monitoring responsibilities to other agencies or entities, it "...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."

The Mitigation Monitoring Program describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the Draft and Final EIR. The MMP for the proposed project will be in place through the planning horizon of the Plan (2030) or until the Plan and EIR are updated again. The Proposed Project is a planning document and therefore does not include construction. However some mitigation measures are designed to be applied to projects that proceed under the Plan. The City is responsible for administering the MMP activities. The City may choose to delegate parts of the Plan (particularly enforcement and monitoring) to staff, other City departments (e.g., Department of Building and Safety, Department of Public Works, etc.), consultants, or contractors. The City will ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The City may choose to designate one or more environmental monitor(s) (e.g. City building inspector, project contractor, certified professionals, etc., depending on the provision specified below).

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- Performance Criteria/Monitoring Actions – this is the criterion that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- The implementing agency – this is the agency or agencies that will actually undertake the measure.
- The enforcement agency and monitoring agency -- this is the agency or agencies that will monitor the measure and ensure that it is implemented in accordance with this MMP.

MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
AESTHETICS		
AES-1: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decisionmaker.	Plan review as part of project permit.	DCP
AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-4: Multiple temporary signs in the store windows and along the building walls are not permitted.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-5: By issuance of a building permit for signage, for every Digital Display each Applicant or its successor shall remove or cause to have removed one billboard for each Digital Display.	Plan review as part of project permit.	DCP
AES-6: A building permit for a new Digital Display sign shall not be issued until any prohibited signs, on such parcel, have been removed.	Plan review as part of project permit.	DCP
<p>AES-7: All signs in the WCRCCSP area shall meet the following criteria:</p> <ul style="list-style-type: none"> a) 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. b) All signage copy shall be properly maintained and kept free from damaged sign material and other unsightly conditions, including graffiti. c) 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. d) Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view. e) The signage copy must be repaired or replaced immediately upon tearing, ripping, or peeling or when marred or damaged by graffiti. f) No access platform, ladder, or other service appurtenance, visible from the sidewalk, street or public 	Plan review as part of project permit.	DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>right-of-way, shall be installed or attached to any sign structure.</p> <p>g) 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.</p>		
<p>AES-8: The material, construction, mounting, and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.</p>	<p>Ongoing monitoring by project applicants required as condition of project permit.</p>	<p>LAFD/DCP</p>
<p>AES-9: All lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the construction area boundaries that is improved with light-sensitive uses.</p>	<p>Ongoing monitoring by project applicants required as condition of project permit.</p>	<p>DCP</p>
<p>AES-10: Exterior lighting shall incorporate fixtures and light sources that focus light onto project sites to minimize light trespass.</p>	<p>Ongoing monitoring by project applicants required as condition of project permit.</p>	<p>DCP</p>
<p>AES-11: Lighting of individual projects shall comply with LAMC Section 93.0117. As such, lighting shall not cause more than two footcandles of lighting intensity or direct glare from the light source at any residential property.</p>	<p>Plan review as part of project permit.</p>	<p>DCP</p>
<p>AES-12: All buildings, parking structures, and signage within Warner Center shall be prohibited from the using highly reflective building materials such as mirrored glass in exterior façades. Examples of commonly used non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and would likely include additional materials as technology advances in the future.</p>	<p>Plan review as part of project permit.</p>	<p>DCP</p>
<p>AES-13: Buildings shall not include large areas of reflective surfaces that could reflect light from signage into surrounding areas. No high brightness special effects lighting with brightness levels that shall exceed the lighting levels of permitted signage would be allowed. Buildings, signage or thematic elements shall not incorporate reflective building materials or provide a source of auto headlight-related glare in proximity to glare sensitive uses.</p>	<p>Plan review as part of project permit.</p>	<p>DCP</p>
<p>AES-14: Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential uses.</p>	<p>Plan review as part of project permit.</p>	<p>DCP</p>
<p>AES-15: The exteriors of buildings shall be constructed of materials such as high performance tinted non-reflective glass and/or pre-cast concrete or fabricated wall surfaces.</p>	<p>Plan review as part of project permit.</p>	<p>DCP</p>
<p>AES-16: Prior to issuance of a building permit for signage displays, a lighting design expert shall develop</p>	<p>Plan review as part of</p>	<p>DCP</p>

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
plans and specifications for the proposed lighting displays, to identify maximum luminance levels for the displays. The City and lighting expert shall review and monitor the installation and testing of the displays, in order to insure compliance with all City lighting regulations and these mitigation measures.	project permit.	
<p>AES-17: Each applicant (and successor) and/or its lighting design expert shall implement the following protocol to determine compliance with all City lighting regulations and these mitigation measures no later than 6 months after certificate of occupancy:</p> <p>a) A representative testing site shall be established on or next to those light sensitive receptors that have the greatest exposure to signage lighting on each facades of a development.</p> <p>b) A light meter mounted to a tripod at eye level, facing project buildings, should be calibrated and measurements should be taken to determine ambient light levels with the sign on.</p> <p>c) An opaque object (a board) should be used to block out the view of the sign from the light meter, at a distance of at least 4 feet away from the tripod and blocking the light meter's view of the building. A reading should be taken to determine the ambient light levels with the sign off.</p> <p>d) The difference between the two would be the amount of light the sign casts onto the sensitive receptor.</p> <p>e) An alternate acceptable method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage. This method takes more coordination, but is more accurate.</p>	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-18: All displays shall have a wattage draw not to exceed 12 watts/sq. ft to meet Title 24 2008 requirements.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-19: All displays 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. Displays shall also include an automatic light level meter, with the intensity of the illumination not to exceed 0.3 footcandles above ambient light levels, in addition to the other illumination restrictions of these mitigations.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-20: All displays shall have a maximum total lumen output of no more than 20 lumens per square foot.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-22: Digital displays shall include an automatic light sensor/meter to ensure that illumination levels do not exceed 0.3 footcandles above ambient light levels.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-23: During daytime hours all digital displays will have a brightness less than 3500 candelas/ m ² .	Ongoing monitoring by	DCP

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MITIGATION MONITORING PROGRAM

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	project applicants required as condition of project permit.	
AES-24: All digital displays shall transition smoothly at a consistent rate of speed from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding the transition to nighttime brightness 45 minutes after sunset. Where applicable, they shall also transition smoothly at a consistent rate of speed from the permitted nighttime brightness to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding the transition to daytime brightness 45 minutes after sunrise.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-25: All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-26: All signs using animation or that otherwise change shall be restricted. Each applicant shall submit a study to the Department of City Planning documenting proposed refresh rates and compliance with the SUD.	Plan review as part of project permit.	DCP
AES-27: Each applicant (or successors as appropriate) shall submit a conceptual signage and lighting design plan to the Department of City Planning to establish lighting standards and guidelines.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-28: As applicable, individual discretionary 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.	Project applicant undertakes study as directed by DCP. DCP review of study and identification of required design modifications.	DCP
AIR QUALITY		
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. In addition the City shall require that projects be required to include the following measures as applicable and feasible: i) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. ii) Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site, iii) Reroute construction trucks away from congested streets or sensitive receptor areas.	Ongoing monitoring of construction activities by project applicants required as condition of project permit.	DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>iv) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</p> <p>v) Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.</p> <p>vi) Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113.</p> <p>vii) Construct or build with materials that do not require painting.</p> <p>viii) Require the use of pre-painted construction materials.</p> <p>ix) Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).</p> <p>x) During project construction, all internal combustion engines/construction, equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:</p> <ul style="list-style-type: none"> ✓ Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. ✓ January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy-duty construction 		

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm.</p> <p>xi) Other measures as applicable on a project by project basis and as may be recommended by SCAQMD on their web site or elsewhere: www.aqmd.gov/cega/handbook/mitigation/MM_intro.html.</p>		
<p>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).</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of project permit.</p>	<p>DCP</p>
<p>AQ-3: The City shall require that trucks leaving construction sites be washed to reduce track-out dirt and dust.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of project permit.</p>	<p>DCP</p>
<p>AQ-4: The City shall require that developers provide rideshare and transit incentives to construction personnel.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>
<p>AQ-5: The City shall require that developers configure construction parking to minimize interference with traffic lanes.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>
<p>AQ-6: The City shall require that developers and City Departments minimize the obstruction of through-traffic in the vicinity of construction sites.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>
<p>AQ-7: The City shall require that developers and City Departments use flag people during construction to guide traffic properly.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project</p>	<p>DCP</p>

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
AQ-8: The City shall require that construction activities that could affect roadways be scheduled for off-peak periods.	Permit. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
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.	Payment of fee as may be necessary.	DCP
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.	Notice provide as required.	DCP
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.	Execution of covenant as may be required.	DCP
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. If the affected LAUSD school(s) have installed HVAC as anticipated by this measure and no additional mitigation is feasible, no fee will be required.	Payment of fee as may be necessary.	DCP
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/or cumulative air quality impacts on area LAUSD schools (as a result of	Submission of CAQMP as may be required.	DCP

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<p>interior respirable particulate matter defined as particles equal to or less than 2.5 microns) and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. The CAQMP shall include emissions calculations from anticipated construction activities and appropriate prediction of air pollutant transport, such as dispersion modeling or alternative method such as the South Coast Air Quality Management District's (SCAQMD) Localized Significance Threshold (LST) methodology, using publically available data, models, and methods. It is not required that site-specific monitoring of pollutant levels or meteorological data be performed. LAUSD must compile and supply verifiable data and engineering estimates, as appropriate, including but not limited to locations and heights of operable windows and mechanical air intake systems, air exchange rates of the heating, ventilation, and air conditioning (HVAC) systems, existing air filtration data, etc. If the CAQMP identifies significant impacts, defined as a predicted incremental increase in interior PM_{2.5} levels of greater than 10.4 micrograms per cubic meters (µg/m³) 24-hour average, then the CAQMP must include enforceable mitigation measures to lessen the impact to less than significant levels. 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.</p>		
<p>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.</p>	<p>Funding provided as may be required.</p>	<p>DCP</p>
<p>AQ-16: The City shall require that all projects within the WCRCCSP area that propose sensitive receptors within 500 feet of the 101 Freeway shall undertake a risk analysis to identify mitigation measures to reduce potential risks to such uses to acceptable levels (as identified by SCAQMD). To the extent that risks cannot be reduced to an acceptable level, sensitive receptors shall not be located within 500 feet of the 101 Freeway. In order to comply with the California Air Resources Board Air Quality and Land Use Handbook</p>	<p>Preparation of risk analysis as may be required and identification and implementation of any necessary measures to</p>	<p>AQMD and DCP/DCP</p>

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<p>(June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into project building design. The appropriate measures shall include one of the following methods:</p> <ul style="list-style-type: none"> a. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required. b. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing. c. Do not locate sensitive receptors near distribution center's entry and exit points. d. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility. e. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). f. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used. g. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. h. Maintain positive pressure within the building. i. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. j. Achieve a performance standard of at least 4 air exchanges per hour of recirculation k. Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized. l. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and m. Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's 	<p>reduce impact to a less than significant level.</p>	

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for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.		
AQ-17: The City shall implement the WCRCCSP 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.	Ongoing implementation of Plan by City over the lifetime of the Plan.	LADOT/DCP
AQ-18: The City shall encourage alternative work schedules and telecommuting in the WCRCCSP area.	Ongoing implementation through Project Permit process.	DCP
AQ-19: The City shall require that goods movement in to and out of the WCRCCSP area be scheduled for off-peak periods.	Ongoing implementation through Project Permit process.	DCP
AQ-20: 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.	Ongoing implementation through Project Permit process.	DCP
AQ-21: As streetlights are replaced, energy-efficient lighting shall be used.	DPW	DCP
AQ-22: All landscaping in public and private projects shall be required to be drought tolerant to reduce water consumption and provide passive solar benefits.	Ongoing implementation through Project Permit process.	DCP
BIOLOGICAL RESOURCES		
<p>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:</p> <ul style="list-style-type: none"> • 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 	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP

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<p>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.</p> <p>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.</p>		
<p>BIO-2: 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.</p>	<p>Ongoing implementation through Project Permit process.</p>	<p>DCP</p>
<p>BIO-3: 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>	<p>Ongoing implementation through Project Permit process.</p>	<p>DCP</p>
<p>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</p>	<p>Permit obtained as may be necessary.</p>	<p>ACOE/DCP</p>

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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.	Agreement obtained as may be necessary.	CDFG/DCP
CULTURAL RESOURCES		
CUL 1: For discretionary projects 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 Secretary of the Interior's Standards shall be deemed to not be a significant impact under CEQA and, in such cases no additional mitigation measures will be required.	Ongoing implementation through Project Permit process.	DCP
CUL 2: For discretionary projects in the Specific Plan area the City shall require that in the event that a future development project is proposed on a site containing a potential historic property (more than 45 years in age), the City shall require, as part of the environmental review of the project, a site-specific historic resources assessment to determine whether the property is a historic resource under CEQA. If the historic resources assessment determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under CUL 1.	Ongoing implementation through Project Permit process.	DCP
CUL 3: For discretionary projects 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 will verify that work is halted until appropriate site-specific treatment measures are implemented.	Ongoing implementation through Project Permit process.	DCP
CUL 4: For discretionary projects in the Specific Plan area the City shall require that if cultural resources are discovered during construction activities, the construction contractor	Ongoing implementation through Project Permit process.	DCP
CUL 5: For discretionary projects 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	Ongoing implementation through Project Permit process.	DCP

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<p>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.</p>		
<p>CUL 6: For discretionary projects 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.</p>	<p>Ongoing implementation through Project Permit process.</p>	<p>DCP</p>
<p>GEOLOGY</p>		
<p>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.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>
<p>GEO-2: The City shall require that individual projects be constructed in compliance with the Los Angeles Municipal Code and California Building Code and other applicable regulations.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>
<p>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.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>
<p>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:</p> <ul style="list-style-type: none"> • 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 	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>

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<p>engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report.</p> <ul style="list-style-type: none"> • 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 Los Angeles Municipal Code and California 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. 		
<p>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.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>
<p>GEO-6: The City shall require that individual projects within WCRCCSP 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 Los Angeles Municipal Code and California Building Code and Grading Ordinance as may be identified by the Department of Building and Safety prior to Plan Check approval on each building.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>
<p>GEO-7: The City shall require that the structural design of each building within the WCRCCSP area shall comply with the seismic standards of the most recent applicable California Building Code according to the seismic zone and construction type.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>
<p>GEO-8: 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.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&S</p>

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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-9: 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 WCRCCSP area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures.	Ongoing implementation through Building and Project Permit processes.	DCP and B&S
GEO-10: 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.	Ongoing implementation through Building and Project Permit processes.	DCP and B&S
GEO-11: 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.	Ongoing implementation through Building and Project Permit processes.	DCP and B&S
GEO-12: The City shall require that all projects within the WCRCCSP 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.	Preparation of appropriate documentation as required.	BOS/DCP
HAZARDS AND HAZARDOUS MATERIALS		
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.	Completion of Phase I studies required as part of the Project Permit process, identification and implementation of necessary mitigation measures to reduce any potential impact.	DTSC/RWQCB/and/or DCP
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).	Completion of Phase 2 studies required as part of the Project Permit process, identification and implementation of necessary mitigation measures to reduce any potential impact.	DTSC/LARWQCB/LAFD and/or DCP
HAZ-3: The City shall require that each project applicant and/or contractor ensure that no hazardous materials are transported along Topanga Canyon Boulevard or Burbank Boulevard or within one-quarter mile of a school.	Ongoing monitoring of construction activities by project applicants required	DCP

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	as condition of Project Permit.	
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.	Coordination required as condition of Project Permit. Project applicant to monitor as needed.	LADOT/LAFD/DCP
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAFD/DCP
HYDROLOGY AND WATER QUALITY		
HYDRO-1: For development in the WCRCCSP area the City shall require compliance with the Low Impact Development (LID) 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 (BMP) 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. (LID measures also require review and approval of the Watermaster.)	Compliance with LID as appropriate. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP/BOE/Watermaster
HYDRO-2: For development in the WCRCCSP 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: <ul style="list-style-type: none"> • 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. 	Review of project plans as part of Building and Project permits.	BOE/B&S/DCP
HYDRO-3: For development in the WCRCCSP 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.	Review of project plans as part of Building and Project permits.	BOE/B&S/DCP
HYDRO-4: For development in the WCRCCSP 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	Preparation of appropriate documentation as required.	BOE/B&S/Watermaster/DCP

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Angeles Municipal Storm 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. (SUSMP measures require review and approval of the Watermaster.)		
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.	Review of project plans as part of Building and Project permits.	BOE/B&S/DCP
HYDRO-6: The City shall require as conditions on project approval within the WCRCCSP area that all wastes from construction in the WCRCCSP 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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP
HYDRO-7: The City shall require as conditions on project approval within the WCRCCSP 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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP
HYDRO-8: The City shall prohibit, as a condition on project approval within the WCRCCSP area, material spills from being hosed down at the pavement. Dry cleanup methods shall be required wherever possible.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
HYDRO-9: The City shall require as conditions on project approval within the WCRCCSP 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.	Ongoing monitoring of by project applicants required as condition of Project Permit.	DCP
HYDRO-10: The City shall require as conditions on project approval within the WCRCCSP 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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	B&S/DCP
HYDRO-11: The City shall require as conditions on project approval within the WCRCCSP area that all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All	Ongoing monitoring by project applicants required	DCP

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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.	as condition of Project Permit.	
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP
<p>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/).</p> <ul style="list-style-type: none"> • 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 	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.</p> <ul style="list-style-type: none"> • 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. 		

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<ul style="list-style-type: none"> 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. 		
<p>HYDRO-14: Daylighting of the Arroyo Calabasas (under the corner of the Topanga Plaza Shopping Center) along with flood control BMPs shall be encouraged by the Los Angeles City Planning Department if and when this parcel is redeveloped.</p>	<p>Required as condition of Project Permit for that site.</p>	<p>DCP</p>
<p>NOISE</p>		
<p>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.</p>	<p>Preparation of CNMP as may be necessary.</p>	<p>DCP</p>
<p>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.</p>	<p>Preparation of Noise Management Plan and compliance with any required measures. Monitoring by applicant required as a condition of Project permit.</p>	<p>DCP</p>
<p>NOI-3: The City shall require that all construction activities within the WCRCCSP 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.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
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.	Notification by project applicant as appropriate required as condition of Project Permit.	DCP
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.	Submission of reports as specified.	DCP
NOI-9: As part of the entitlement process of new projects established by the WCRCCSP implementing ordinances, 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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
PUBLIC SERVICES		
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, and, where appropriate, through project-specific on-site features that reduce the demand for such personnel and facilities.	Ongoing over the life of the Plan City to continue to monitor city-wide service levels and adjust staffing as necessary to meet levels accepted by City Council.	LAFD
PS-2: The City shall require that applicants of the individual projects developed as part of the WCRCCSP 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.	Plan review by LAFD required by Project Permit.	LAFD/DCP
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.	Plan review by LAFD required by Project Permit.	LAFD/DCP
PS-4: The City shall require that all applicants within the WCRCCSP area consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project.	Plan review by LAFD required by project permit.	LAFD/DCP
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.	Plan review by LAFD required by project permit. Applicant to submit documentation of compliance prior to construction.	LAFD/DCP
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.	Completion of fire hydrants prior to start of construction. Applicant to monitor.	LAFD/DCP
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.	Plan review by LAFD required by Project Permit.	LAFD/DCP
PS-8: The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAFD/DCP
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	Ongoing monitoring of construction activities by	LAFD/DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
Plan, both of which are elements of the General Plan of the City of Los Angeles.	project applicants required as condition of Project Permit.	
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.	Ongoing monitoring by project applicants required as condition of Project Permit.	LAFD/DCP
PS-11: The City shall require a Fire Flow analysis to be prepared for all projects within the WCRCCSP. 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 WCRCCSP 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.	Preparation of analysis as required by Project Permit.	LAFD/LADWP/DCP
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAPD/DCP
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.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAFD/DCP
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.	Coordination with LAPD required by Project Permit. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAPD/DCP
PS-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities, and, where appropriate, through project-specific on-site	Ongoing over the life of the Plan City to continue to	LAPD

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features that reduce the demand for such personnel and facilities.	monitor city-wide service levels and adjust staffing as necessary to meet levels accepted by City Council.	
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.	Coordination with LAPD required by Project Permit. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAPD/DCP
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.	Coordination with LAPD required by Project Permit. Ongoing monitoring of	LAPD/DCP
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.	Coordination with LAPD required by Project Permit. Ongoing monitoring of	LAPD/DCP
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.	Coordination with LAPD required by Project Permit. Ongoing monitoring of	LAPD/DCP
PS-20: For projects developed under the WCRCCSP, 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	Payment of fees as may be appropriate.	LAUSD/DCP

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
allocate these funds as they deem necessary.		
PS-21: The City shall require that project applicants comply with the open space regulations of the WCRCCSP and, for projects that involve a residential subdivision, also undertake one of the following: (1) dedicate additional parkland to meet the requirements of Los Angeles Municipal Code Section 17.12; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in lieu fees. If any fees are collected, they should be spent within the WCRCCSP area including for example within opportunity areas along the Los Angeles River.	Review of project plans and/or payment of appropriate fees.	DRP/DCP
PS-22: The City shall require that individual projects developed within the WCRCCSP area offset the burden on the existing libraries through one of the following: (1) payment of a fee based on an established nexus between the new development, demand and the need for additional personnel and facilities; (2) provision of on-site facilities commensurate with the demand generated; or (3) some combination of the foregoing. If any fees are collected, they should be spent within the WCRCCSP area.	Review of project plans and/or payment of appropriate fees.	LD/DCP
TRANSPORTATION, CIRCULAION AND PARKING		
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.	All transportation measures: Ongoing over the life of the project. LADOT to implement improvements as needed to ensure that impacts are mitigated roughly proportionately to as they occur.	LADOT
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		

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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): <i>in conjunction with mitigations TR-6 and TR-13</i> , 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 Califa Street (#15): signalize the intersection and add a dedicated northbound right turn lane and a second dedicated westbound right turn lane.		

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TR-15: DeSoto Avenue and Califa 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): <i>in conjunction with improvements at intersection TR-17</i> : 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		

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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): <i>as part of TRS-1</i> : 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. <i>In conjunction with improvements at intersections TR-2 and TR-3</i> : 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. <i>As part of TRS-1</i> , 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		

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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): <i>in conjunction with improvements at intersections TR-2 and TR-3:</i> 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): <i>in conjunction with improvements at intersections TR-2 and TR-3:</i> 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. <i>As part of TRS-1,</i> 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-51: Variel Avenue and Kittridge Street (#73): signalize the intersection. <i>As part of TRS-1,</i> 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-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): <i>in conjunction with improvements at intersections TR-4 and TR-34:</i> 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		

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MITIGATION MONITORING PROGRAM

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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.		

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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.		

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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. <i>Arterial improvement included in: TR-2, TR-3, TR-30, TR-49, TR-50.</i>		
TR-96: Desoto Avenue from Victory Boulevard to Oxnard Street (Segment #44): Add a fourth southbound through lane. <i>Arterial improvement included in: TR-6, TR-10, TR-13.</i>		
TR-97: Victory Boulevard from Corbin Avenue to Tampa Avenue (Segment #21): Add a fourth through lane in each direction. <i>Arterial improvement included as part of TR-76, TR-77</i>		
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 WCRCCSP 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 WCRCCSP projects to assess construction impacts prior to project approval. Each project will be required to develop and, if necessary, implement a construction traffic management		

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.		
TR-101: The City shall implement the WCRCCSP Neighborhood Protection Program. In accordance with the updated WCRCCSP, 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 WCRCCSP development or its mitigation measures.		
UTILITIES		
U1: The City shall require that the project applicant for each project within the WCRCCSP 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.	Coordination with LADWP required as condition of Project Permit and compliance with direction of LADWP.	DWP/DCP
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.	Coordination with LADWP required as condition of Project Permit and compliance with direction of LADWP.	DWP/DCP
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.	Coordination with LAFD and B&S required as condition of Project Permit and compliance with direction of LADWP.	LAFD/B&S/DCP
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:	Ongoing monitoring by project applicant required by	DWP/B&S//DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<ul style="list-style-type: none"> • Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush. • High-efficiency urinals (0.125 gallons per flush or less, includes waterless) • Restroom faucet flow rate of 1.5 gallons per minute or less • Public restroom faucet flow rate of 0.5 gallons per minute or less and self-closing • Showerhead flow rate of 2.0 gallons per minute or less • Limit of one showerhead per shower stall • High efficiency clothes washers (water factor of 4.0 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; <ul style="list-style-type: none"> ✓ 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 	<p>Project Permit.</p>	
<p>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.</p>	<p>Coordination with DWP required by Project Permit. Applicant to document compliance with DWP recommendations.</p>	<p>DWP/DCP</p>

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
U-7: The City shall require that each project comply with any additional mandatory water use restrictions imposed as a result of drought conditions.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
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.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
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.	Payment of fees as required.	B&S/DCP
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 City's most recent Urban Water Management Plan.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
U-11 Any pumping and discharge or disposal of groundwater is considered to be a consumptive use. The City requires that any pumping of groundwater be reported to the Watermaster and LADWP shall be compensated for any loss of groundwater. In addition, reasonable efforts shall be used by project applicants to beneficially use any extracted groundwater (for example cooling or irrigation).	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/Watermaster/DCP
U-12: 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. Projects in Warner Center will be required to comply with the City's standard requirement that, all proposed residential developments of four or more units or where the addition of floor areas is 25% or more, and all other development projects where the addition of floor area is 30% or more, are required to set aside a recycling area or room for on-site recycling activities.	Required as part of Project Permit. Ongoing monitoring of construction activities compliance by applicant.	BOS/DCP

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MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
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Appendix G8

Mobility Fee Nexus Documentation



MEMORANDUM

To: City of Los Angeles
From: Iteris, Inc.
Date: June 14, 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. Physical intersection mitigation measures were determined at the 87 impacted intersections. These physical 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 physical mitigation measure were calculated using the following estimates:
 - Left-turn lane = \$203,250
 - Through lane = \$1,154,604
 - Right-turn lane = \$203,250
 - Signal Modification = \$30,000
 - New Signal = \$220,000

The total construction cost of all physical mitigation measures was \$57,401,876.

- 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 physical 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 physical mitigation measures was \$62,783,472. The cost breakdown per mitigation measure is provided in **Table 1**.

- A net cost \$6,000,000 for Victory Boulevard Widening and \$16,600,000 for Variel Avenue Crossing and Widening was applied to the fee.
- The Total Roadway Improvement cost was calculated as such: $(\$57,401,876 * 1.23) + (\$62,783,472) + (\$6,000,000) + (\$16,300,000) = \$155,687,779$.
- 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 \$49,200,000 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, neighborhood traffic management and protection measures, and administration and plan restudy costs over the life of the plan was estimated at \$28,000,000
- The subtotal for mobility improvement costs (for the mobility fee calculation) was \$155,950,000, which was then reduced by the existing Warner Center Trip Fee balance of \$8,250,000, resulting in a total cost of \$147,700,000.

- The total mobility improvement cost of \$147,700,000 was divided by the change in person trips between 2008 and 2035, which was 33,334 (accounting for a 10% reduction from trip credits for exempt projects). The resulting mobility fee was \$4,431 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):
 - 0.89 trips per residential dwelling unit
 - 1.05 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 333 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:

- 0.89 trips per residential dwelling unit
- 3.16 trips per retail job
- 1.64 trips per office job
- 0.80 trips per institutional job

The final person trip rates were multiplied by the calculated mobility fee of \$4,431, resulting in the following trip fee schedule:

- \$3,944 per residential dwelling unit
- \$13,998 per 1,000 square feet of retail
- \$7,267 per 1,000 square feet of office
- \$3,545 per 1,000 square feet of institutional

The final person trip rates for each land use category were then used to calculate the total fee per square foot of floor area or dwelling unit for varying floor area ratios (FAR). The breakdown of the proposed mobility fee by various land use categories and FARs is provided in **Table 2**. As shown in **Table 2**, the base mobility fee is assumed to fall under the 2.26-2.75 FAR range which corresponds to the assumed specific plan development scenario in the EIR. The fees associated with each FAR



range above and below the 2.26-2.75 range were calculated using adjustment factors (percentages). In consultation with LADOT, these factors were developed through an analysis of a possible mix of development densities through the Specific Plan area and corresponding levels of trip generation related to Transit Oriented Development (TOD) concepts and trip reduction. For example, higher density development would result in better achievement of Specific Plan's TOD goals with lower vehicle trip generation and higher transit ridership. The range of fees will also provide incentives and disincentives to potential projects which would propose to develop at higher or lower densities than the assumed specific plan averages, respectively. The analysis was conducted to make sure that adequate funding levels would ultimately be available to finance the identified improvements given a range of possible development densities.

Appendix G-8

Table 1 - 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	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Remove EB right for a shared through/right & add 2nd EB left	No		\$203,250	\$249,998			\$249,998	
		Add a dedicated WB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$1,756,890	Int Total	
2	Signalized	Canoga Ave and Vanowen St								
		Add a 3rd EB through lane	No			\$0			\$0	
		Add a 3rd WB through lane	Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	Int Total
3	Signalized	De Soto Ave and Vanowen St								
		Add a 3rd EB through lane	No			\$0			\$0	
		Add a 3rd WB through lane	Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	Int Total
4	Signalized	Topanga Canyon Blvd and Victory Blvd								
		Add a 4th EB through	Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	
		Add a 2nd NB Left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated NB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd SB Left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated SB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$5,491,050	Int Total	
5	Signalized	Canoga Ave and Victory Blvd								
		Add a dedicated EB shared through/right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated NB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd WB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd SB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$1,996,890	Int Total	
6	Signalized	De Soto Ave and Victory Blvd								
		Add a dedicated EB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated NB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a WB shared through/right as a 4th, replacing dedicated right	No	\$0	\$0	\$0			\$0	
		Add a 2nd SB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 4th SB through	Yes	\$1,056,000	\$769,736	\$946,775			\$2,002,775	
		Add a dedicated SB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$4,489,663	Int Total	
7	Signalized	Topanga Canyon Blvd and Erwin St								
		Add a dedicated NB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd WB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$1,506,893	Int Total	
8	Signalized	Owensmouth Ave and Erwin St								
		Add a dedicated NB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated EB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd EB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Change SB left-turn signal control from prot to perm/prot	No					\$36,900		\$36,900
Add dual SB dedicated rights	Yes	\$240,000	\$203,250	\$249,998			\$489,998			
								\$2,976,885	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	None available	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated EB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd EB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd WB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$2,486,888		
11	Signalized	De Soto Ave and Erwin St	No	\$0	\$769,736	\$946,775			\$946,775	Int Total
		Add a 2nd NB through	No	\$0	\$0	\$0			\$0	
		Add a 4th SB through	No	\$0	\$203,250	\$249,998			\$249,998	
		Add a dedicated SB right								
						\$36,900		\$1,233,673		
12	Signalized	Topanga Canyon Blvd and Oxnard St	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
		Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
							\$36,900	\$1,016,895		
13	Signalized	Canoga Ave and Oxnard St	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
		Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB Right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated SB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add additional through	Yes	\$1,056,000	\$769,736	\$946,775			\$2,002,775	
						\$36,900		\$3,999,665		
14	Signalized	De Soto Ave and Oxnard St	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
		Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated SB right	Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	
		Add a 4th SB through							\$0	
								\$3,984,158		
15	Unsignalized	Topanga Canyon Blvd and Califa St						\$270,600	\$270,600	Int Total
		Add a traffic signal							\$489,998	
		Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
								\$1,250,595		
18	Unsignalized	De Soto Ave and Califa St						\$270,600	\$270,600	Int Total
		Add a traffic signal							\$489,998	
		Add a dedicated SB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$1,287,495		
19	Signalized	101 Ventura Fwy WB and Burbank Blvd	No	\$0	\$577,302	\$710,081			\$710,081	Int Total
		Add a 2nd WB through lane							\$710,081	
20	Signalized	Topanga Canyon Blvd and Burbank Blvd	Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	Int Total
		Add a 3rd WB through lane	Yes	\$792,000	\$577,302	\$710,081			\$1,502,081	
		Add a shared NB through/right as a 4th through, replacing existing right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd WB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
						\$36,900		\$5,523,139		
22	Signalized	Canoga Ave and Burbank Blvd	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
		Add dual dedicated NB rights	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left							\$1,016,895	
						\$36,900		\$1,016,895		
25	Signalized	De Soto Ave 101 Ventura Fwy WB	Yes	\$527,472	\$384,483	\$472,914			\$1,000,386	Int Total
		Add a 3rd NB through lane	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd NB left							\$1,490,384	
								\$1,490,384		
27	Signalized	De Soto Ave and 101 Ventura Fwy EB	No	\$0	\$384,483	\$472,914			\$472,914	Int Total
		Add a 4th NB through							\$472,914	
								\$472,914		

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	
							\$36,900		\$40,590	Int Total
29	Signalized	Topanga Canyon Blvd and Roscoe Blvd Add a 2nd SB right Add a 2nd NB left	Yes Yes	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998			\$489,998 \$489,998 \$1,016,895	Int Total
							\$36,900			
31	Signalized	Shoup Ave and Sherman Way Add a dedicated NB right Change SB left-turn signal control to prot for AM and perm/prot for PM	Yes No	\$240,000	\$203,250	\$249,998			\$489,998 \$36,900 \$526,898	Int Total
							\$36,900			
33	Signalized	Owensmouth Ave and Sherman Way Add a 2nd WB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998 \$526,898	Int Total
							\$36,900			
34	Signalized	Canoga Ave and Sherman Way Add prot signal control for NB and WB Add a 2nd WB left	No Yes	\$240,000	\$203,250	\$249,998			\$36,900 \$489,998 \$526,898	Int Total
							\$36,900			
35	Signalized	De Soto Ave and Sherman Way Add a dedicated NB right Add a dedicated SB right	Yes Yes	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998			\$489,998 \$489,998 \$1,016,895	Int Total
							\$36,900			
36	Signalized	Fallbrook Ave and Vanowen St Add a NB shared through/right as 3rd through to replace existing right Add a SB shared through/right as 3rd through to replace existing right Requires relocation of existing Metro bus stops at NE & SW corners	No No	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354			\$24,354 \$24,354 \$48,708	Int Total
37	Signalized	Shoup Ave and Vanowen St Add a dedicated EB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998 \$489,998	Int Total
38	Signalized	Owensmouth Ave and Vanowen St Add a 3rd EB through Add a 3rd WB through Add a 2nd WB left Add a dedicated SB right	Yes Yes Yes Yes	\$1,584,000 \$1,584,000 \$240,000 \$240,000	\$1,154,604 \$1,154,604 \$203,250 \$203,250	\$1,420,163 \$1,420,163 \$249,998 \$249,998			\$3,004,163 \$3,004,163 \$489,998 \$489,998 \$7,025,221	Int Total
							\$36,900			
39	Signalized	Variel Ave and Vanowen St Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Add a 3rd EB through Add a 3rd WB through							\$0 \$0 \$0 \$0 \$3,004,163 \$3,004,163 \$6,008,326	Int Total
			Part of Variel Corridor Improvement	\$0	\$0	\$0				
			Part of Variel Corridor Improvement	\$0	\$0	\$0				
			Part of Variel Corridor Improvement	\$0	\$0	\$0				
			Part of Variel Corridor Improvement	\$0	\$0	\$0				
			Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	
			Yes	\$1,584,000	\$1,154,604	\$1,420,163			\$3,004,163	
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	\$1,154,604	\$1,420,163			\$3,004,163 \$3,004,163	Int Total
42	Signalized	Fallbrook Ave and Victory Blvd Add a 2nd SB left Add a dedicated WB right	Yes Yes	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998			\$489,998 \$489,998 \$1,016,895	Int Total
							\$36,900			
43	Signalized	Shoup Ave and Victory Blvd Add a 3rd EB through (restripe) Add a 3rd WB through (restripe)	No No	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354			\$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 Add a 3rd NB through Add a 3rd SB through Add a 2nd SB left Add a 4th WB through Add a 4th EB through	Yes Yes Yes Victory Blvd Widening Victory Blvd Widening	\$1,584,000 \$1,584,000 \$240,000	\$1,154,604 \$1,154,604 \$203,250	\$1,420,163 \$1,420,163 \$249,998 \$0 \$0	\$36,900	\$3,004,163 \$3,004,163 \$489,998 \$0 \$0	\$6,535,223	Int Total	
46	Signalized	Variel Ave and Victory Blvd Add an EB shared through/right Add a 2nd WB left Add a 2nd NB through Add a dedicated NB right Add an EB left Add a WB shared through/right New SB approach: one left, two throughs, one right	Yes Yes Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement Variel Ave Corridor Improvement	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998 \$0 \$0 \$0 \$0	\$36,900	\$489,998 \$489,998 \$0 \$0 \$0 \$0	\$1,016,895	Int Total	
47	Signalized	Mason Ave and Victory Blvd Add a 2nd EB left Add a 2nd SB left Add a dedicated NB right Add a 2nd SB right by converting EB through into shared through/right	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$24,000	\$203,250 \$203,250 \$203,250 \$20,325	\$249,998 \$249,998 \$249,998 \$25,000	\$36,900	\$489,998 \$489,998 \$489,998 \$49,000	\$1,555,892	Int Total	
48	Signalized	Owensmouth Ave and Canyon Creek Dr (Pvt) Add a 2nd NB left Add a 2nd dedicated EB right Add a dedicated SB right	Yes Yes Yes	\$240,000 \$240,000 \$240,000	\$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998	\$36,900	\$489,998 \$489,998 \$489,998	\$1,506,893	Int Total	
49	Signalized	Shoup Ave and Erwin St Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998	\$36,900	\$489,998	\$526,898	Int Total	
50	Signalized	Shoup Ave and Oxnard St Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998	\$36,900	\$489,998	\$526,898	Int Total	
52	Signalized	Shoup Ave and Burbank Blvd Change WB left-turn phasing from perm to prot Change NB left-turn phasing from perm to prot	No No				\$36,900	\$0 \$0	\$36,900	Int Total	
53	Signalized	Shoup Ave and Ventura Blvd Reconfigure EB & WB phasing from split to prot Add a 2nd WB right by converting existing through to shared through/right	Yes	\$24,000	\$20,325	\$25,000	\$36,900	\$36,900 \$49,000 \$85,900		Int Total	
54	Signalized	101 Ventura Fwy EB and Ventura Blvd Add a 2nd EB left	Yes	\$240,000	\$203,250	\$249,998	\$36,900	\$489,998	\$526,898	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	\$203,250	\$249,998		\$249,998 \$249,998		Int Total	
56	Signalized	Topanga Canyon Blvd and Ventura Blvd Add a 2nd SB left Add a dedicated SB right Add a 2nd EB left Add a 2nd WB right	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998	\$36,900	\$489,998 \$489,998 \$489,998 \$489,998	\$1,996,890	Int Total	
58	Signalized	De Soto Ave/Serrania Ave and Ventura Blvd Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998	\$36,900	\$489,998	\$526,898	Int Total	
61	Signalized	De Soto Ave and Kittridge St	Mitigated by Variel Ave Corridor Improvement					\$36,900			
70	Signalized	AMC Dwy and Oxnard St Add a dedicated NB right Add a dedicated NB left	Yes Yes	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998	\$36,900	\$489,998 \$489,998	\$1,016,895	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 Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$1,154,604	\$0 \$1,420,163			\$0 \$1,420,163 \$1,420,163	Int Total	
72	Unsignalized	Independence Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$1,154,604	\$0 \$1,420,163			\$0 \$1,420,163 \$1,420,163	Int Total	
73	Signalized	Variel Ave and Kittridge St Add a traffic signal Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left	Yes Yes Yes Yes	\$240,000 \$1,584,000 \$1,584,000 \$240,000	\$203,250 \$1,154,604 \$1,154,604 \$203,250	\$249,998 \$1,420,163 \$1,420,163 \$249,998		\$270,600	\$270,600 \$489,998 \$3,004,163 \$3,004,163 \$489,998 \$7,295,821	Int Total	
74	Unsignalized	Variel Ave and Oxnard St Add a traffic signal Add a dedicated WB left Add a dedicated EB left Add a dedicated WB right Add a dedicated EB right	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998		\$270,600	\$270,600 \$489,998 \$489,998 \$489,998 \$489,998 \$2,267,490	Int Total	
77	Unsignalized	De Soto Ave and Clark St Add a dedicated NB right Add a 3rd NB through	No Cost accounted for	\$0 \$0	\$203,250 \$0	\$249,998 \$0			\$249,998 \$0 \$249,998	Int Total	
81	Unsignalized	Topanga Canyon Blvd and Calvert St Add a traffic signal						\$270,600	\$270,600 \$270,600		
83	Signalized	Randi Ave and Victory Blvd Add a 3rd EB through Add a 3rd WB through	Cost accounted for Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0			\$0 \$0 \$0	Int Total	
86	Signalized	Topanga Canyon Blvd and Clarendon St Add a 2nd EB left Add a 2nd dedicated WB right	Yes Yes	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998			\$489,998 \$489,998 \$1,016,895	Int Total	
87	Signalized	Jordan Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left	Yes Yes	\$240,000 \$240,000	\$203,250 \$203,250	\$249,998 \$249,998			\$489,998 \$489,998 \$1,016,895	Int Total	
88	Signalized	Remmet Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated WB right	Yes Yes Yes	\$240,000 \$240,000 \$240,000	\$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998			\$489,998 \$489,998 \$489,998 \$1,506,893	Int Total	
89	Signalized	Variel Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated EB right Add a dedicated NB right	Yes Yes Yes Yes	\$240,000 \$240,000 \$240,000 \$240,000	\$203,250 \$203,250 \$203,250 \$203,250	\$249,998 \$249,998 \$249,998 \$249,998			\$489,998 \$489,998 \$489,998 \$489,998 \$1,996,890	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	\$203,250	\$249,998			\$489,998	
		Add a dedicated SB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated EB right	No	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB right	No	\$240,000	\$203,250	\$249,998			\$489,998	
		Additional WB right capacity requires relocation of existing Metro stop								
								\$1,959,990	Int Total	
95	Signalized	Owensmouth Ave and Satcoy St								
		Add a dedicated NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
							\$36,900		\$526,898	Int Total
96	Signalized	Canoga Ave and Satcoy St								
		Add a 2nd SB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated EB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
							\$36,900		\$1,016,895	Int Total
98	Signalized	De Soto Ave and Satcoy St								
		Add a dedicated EB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated WB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
									\$979,995	Int Total
101	Signalized	Canoga Ave and Valerio St								
		Add WB prot left, change NB from prot to perm	No					\$36,900	\$36,900	
									\$36,900	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	
								\$36,900	\$36,900	Int Total
106	Signalized	Winnetka Ave and Vanowen St								
		Add a dedicated SB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a dedicated NB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
									\$979,995	Int Total
108	Signalized	Winnetka Ave and Victory Blvd								
		Add a 2nd NB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd EB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd SB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
		Add a 2nd WB left	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
									\$1,996,890	Int Total
112	Signalized	Winnetka Ave and Oxnard St								
		Add a dedicated WB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
									\$489,998	Int Total
113	Signalized	Fallbrook Ave and Burbank Blvd								
		Add prot left-turn signal control to NB & WB	No					\$36,900	\$36,900	
									\$36,900	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	\$1,154,604	\$1,420,163			\$3,004,163	
									\$3,004,163	Int Total
120	Signalized	Topanga Canyon Blvd and Mullholland Dr								
		Add a dedicated SB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	
								\$36,900	\$526,898	Int Total
121	Signalized	Fallbrook Ave and Ventura Blvd								
		Change EB left-turn control to strictly protected	No					\$36,900	\$36,900	
									\$36,900	Int Total
123	Signalized	Tampa Ave and Ventura Blvd								
		Change EB left-turn control to strictly protected	No					\$36,900	\$36,900	
									\$36,900	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	\$1,154,604	\$1,420,163			\$3,004,163 \$3,004,163	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	\$36,900		\$40,590 \$40,590	Int Total
128	Signalized	Corbin Ave and Victory Blvd Add a 3rd EB through lane Add a 3rd WB through lane	Yes Yes	\$1,584,000 \$1,584,000	\$1,154,604 \$1,154,604	\$1,420,163 \$1,420,163			\$3,004,163 \$3,004,163 \$6,008,326	Int Total
129	Signalized	Tampa Ave and Victory Blvd Add a 3rd EB through lane (restripe) Add a 3rd WB through lane (restripe)	No No	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354			\$24,354 \$24,354 \$48,708	Int Total
130	Signalized	Burbank Blvd and Ventura Blvd Add prot signal control for SB	No				\$36,900		\$36,900 \$36,900	Int Total
131	Signalized	Reseda Blvd and Burbank Blvd Add a dedicated EB right Add a 3rd NB through lane Add a 2nd dedicated SB right	Yes Yes Yes	\$240,000 \$792,000 \$240,000	\$203,250 \$577,302 \$203,250	\$249,998 \$710,081 \$249,998			\$489,998 \$1,502,081 \$489,998 \$2,482,076	Int Total
132	Signalized	Reseda Blvd and 101 Ventura Fwy EB Add a 2nd EB left (optional)	Yes	\$240,000	\$203,250	\$249,998	\$36,900		\$489,998 \$526,898	Int Total
133	Signalized	Reseda Blvd and 101 Ventura Fwy Wb Remove WB shared LTR to add 2nd left and 2nd right Add a 3rd NB through lane	Yes Cost accounted for	\$0 \$0	\$203,250 \$0	\$249,998 \$0			\$249,998 \$0 \$249,998	Int Total
136	Signalized	De Soto Ave and Nordhoff St Add prot signal control for NB Add a 2nd EB left	Yes	\$240,000	\$203,250	\$249,998	\$36,900 \$36,900		\$489,998 \$526,898	Int Total
137	Signalized	Topanga Canyon Blvd and Parthenia St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354			\$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 Add a dedicated WB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
			Yes	\$240,000	\$203,250	\$249,998			\$489,998	
							\$36,900	\$1,016,895		
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	Int Total
								\$3,690		
141	Signalized	Shoup Ave and Roscoe Blvd Add prot signal control for NB	No				\$36,900		\$36,900	Int Total
							\$36,900			
142	Signalized	Canoga Ave and Roscoe Blvd Add prot signal control for NB	No				\$36,900		\$36,900	Int Total
							\$36,900			
143	Signalized	De Soto Ave and Roscoe Blvd Add a dedicated NB right Add a dedicated WB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
			Yes	\$240,000	\$203,250	\$249,998			\$489,998	
								\$979,995		
144	Signalized	Mason Ave and Roscoe Blvd Add a dedicated NB right (restripe) Add a dedicated SB right (restripe)	No	\$0	\$3,000	\$3,690			\$3,690	Int Total
			No	\$0	\$3,000	\$3,690			\$3,690	
								\$7,380		
145	Signalized	Winnetka Ave and Roscoe Blvd Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No	\$0	\$1,980	\$2,435			\$2,435	Int Total
			No	\$0	\$1,980	\$2,435			\$2,435	
								\$4,871		
148	Signalized	Mason Ave and Saticoy St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right	Yes	\$240,000	\$203,250	\$249,998			\$489,998	Int Total
			Yes	\$240,000	\$203,250	\$249,998			\$489,998	
			Yes	\$240,000	\$203,250	\$249,998			\$489,998	
			Yes	\$240,000	\$203,250	\$249,998			\$489,998	
								\$1,959,990		
149	Signalized	Winnetka Ave and Saticoy St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No	\$0	\$19,800	\$24,354			\$24,354	Int Total
			No	\$0	\$19,800	\$24,354			\$24,354	
								\$48,708		
150	Signalized	Fallbrook Av and Sherman Way Add prot signal control for SB	No				\$36,900		\$36,900	Int Total
								\$36,900		
151	Signalized	Winnetka Ave and Sherman Way Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No	\$0	\$19,800	\$24,354			\$24,354	Int Total
			No	\$0	\$19,800	\$24,354			\$24,354	
								\$48,708		

\$133,387,772	TOTAL
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**Appendix G-8
Table 2 - Warner Center Mobility Fee Table**

LAND USE CATEGORY	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	\$1,000	\$1,550	\$2,100	\$3,400	\$6,500

LAND USE CATEGORY	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	\$2.72	\$2.91	\$3.17	\$3.54	\$3.75	\$4.13	\$5.29
Hospital (Excluding Non-Profit Institutions) Private School or Educational Facility (Excluding Non-Profit Institutions)							
Category C - General Office Use	\$5.57	\$5.97	\$6.50	\$7.27	\$7.68	\$8.47	\$10.85
Office R&D Lab Industrial							
Category D - Retail / Other	\$10.74	\$11.50	\$12.52	\$14.00	\$14.79	\$16.32	\$20.91
Bank Car Wash Coffee Shop Convenience Market Credit Union Fast Food Restaurant Free-Standing Discount Store Gas Station Health Club Hotel Medical Clinic Medical/Dental Office Motel Pharmacy/Drugstore Restaurant Retail Savings and Loan Service Shopping Center Sound Studio Supermarket Theater Video Rental Store Veterinary Clinic							

LAND USE CATEGORY	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
All Other Uses Not Listed in Categories A-D	\$10.74	\$11.50	\$12.52	\$14.00	\$14.79	\$16.32	\$20.91

EXEMPT LAND USE CATEGORIES	Exempt
Place of Worship Non-Profit Hospitals and their Related Medical Uses Community or Governmental Facilities No Greater Than 40,000 Sq.ft. Non-Profit Public/Private Schools or Educational Facilities Child Care, Elder Care and Inter-generational Care Facilities Transit Stations and Park-And-Ride Facilities	\$0.00

Mixed-Use Residential Component Conversion for Total FAR Calculations
1,180 Sq.ft. per Dwelling Unit (Warner Center Specific Plan Average Rate for New Dwelling Units)