

Appendix B

Notice of Preparation and Comments Received



Notice of Preparation of a Draft Environmental Impact Report (DEIR)

Warner Center Specific Plan Update

DATE: June 8, 2009

TO: Agencies, Organizations, and Interested Parties

FROM: City of Los Angeles – Department of City Planning

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

PROJECT TITLE / CASE NO.: WARNER CENTER SPECIFIC PLAN UPDATE / ENV-2008-3471-EIR

The City of Los Angeles Department of City Planning requests your views on the scope and content of the DEIR for the Warner Center Specific Plan Update.

PROJECT LOCATION AND ENVIRONMENTAL SETTING:

The Warner Center Specific Plan (WCSP) project area is located in the southwestern corner of the San Fernando Valley in the City of Los Angeles (see Figure No. 1). The WCSP project area is currently bounded generally by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Blvd. on the west (see Figure No. 2). The WCSP project area comprises approximately 924 acres or 1.5 square miles and is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. Staff is considering expanding the Specific Plan area up to the Los Angeles River.

Similar to the WCSP area, the surrounding area is developed and supports a variety of land uses. The area surrounding the site contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

PROJECT DESCRIPTION:

In the mid-1980s a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and providing design and aesthetic standards for the Warner Center area. That effort culminated in the adoption of the Warner Center Specific Plan (WCSP -- Ordinance Nos. 168873 and 168984) by the City Council in June 1993. Changes and amendments to the plan were adopted in 1997, 2000 and 2001. An Environmental Impact Report (EIR)

for the Warner Center Specific Plan was certified in 1993 (State Clearing House No. 90-011055). The EIR analyzed 21.5 million square feet of commercial space and 3,000 residential units in Phase I (2010). The Specific Plan required that further environmental review be conducted in 2011 prior to implementation of Phase II. When the Specific Plan was adopted in 1993, commercial growth in Warner Center was higher than residential growth. In order to encourage residential growth and create more balanced development, transportation fees and other restrictions were not required on residential projects as they were on commercial and industrial development. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet, however, there was no limit on the residential units allowed -- except that the EIR only analyzed 3,000 units and therefore development in excess of the 3,000 units was required to conduct additional environmental analysis.

As residential development outpaced that anticipated for 2010 (3,000 units were reach in 2005, while commercial development remained at about 17.5 million square feet), the community became concerned with this unanticipated development and associated impacts. In addition the community and the Woodland Hills Warner Center Neighborhood Council were concerned that design and aesthetic standards in the 1993 Specific Plan were minimal. To address these concerns Interim Regulations were adopted in 2005 to limit new residential growth until the Specific Plan could be updated. At the same time, Council initiated a motion to restudy the current plan. As part of this motion a Citizen's Advisory Committee was formed to advise City of Los Angeles Planning Department staff on planning, development and quality of life issues in Warner Center and to provide input to the Warner Center Specific Plan Update. The Warner Center Specific Plan Update is being developed to address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions.

Details of the Warner Center Specific Plan Update will be developed in concert with the environmental review process so as to incorporate environmental concerns in to the plan. The overview of the Warner Center Specific Plan Update is presented below. The EIR will analyze anticipated development impacts for the year 2035.

Overview - Warner Center Specific Plan Update 2009

1. Key Development Goals. Warner Center shall be an economically competitive community with a concentration of jobs, housing, services, transit, and public infrastructure to support a true regional center.

- A. By 2035 more than double the Jobs from 40,000 to 89,000+;
- B. By 2035 add between 15,000 and 20,000 new residential units;
- C. Encourage sustainability; meet or exceed regulatory requirements; and
- D. All of Warner Center will be a Transit Oriented District (TOD) through enhanced transit.
(The definition of what will be considered a TOD will be included in the Specific Plan.)

2. New Streets. Provide new publicly accessible private, local serving, streets and shared, publicly accessible fire access roads in the form of private streets or pedestrian paseos.

3. Development Intensity.

- A. No Density (lot area/unit) limitation. The minimum unit size shall be 400 square feet.
- B. Base Floor Area Ratio (FAR) maximum of 3:1 for projects within proposed TOD areas and a base FAR maximum of 1.5:1 for projects in non-TOD areas. The goal of the plan is to provide an internal transit system that connects most parcels in Warner Center to the Orange Line and Ventura Rapid Bus with 10-minute headways during peak commute periods and 15-minute headways during non-peak business hours, so that all of Warner Center is in a TOD.

- C. Allow for development intensity bonuses (i.e. FAR) for projects in TOD areas.
- D. No height limit throughout the Plan area, except the transitional height ordinance would be applied west of Topanga Canyon and north of Vanowen.

4. Land Use. It is proposed that the existing Specific Plan area be divided into seven (7) districts;

Uptown – Mixed-use

Northeast Residential – Urban residential

Downtown – Mixed-use, designed to have architectural variation and a walkable scale

Eastside – Live-work

Southwest – Residential land use

Business Park – Business park (maintenance of existing setbacks)

Topanga West – Retail and other commercial uses

Warner Center is proposed to have a mix of uses to promote a jobs/housing balance. These uses would have access to regional transit, aggregated, publicly accessible open space, local services, neighborhood serving retail and other land uses promoting walk ability and transit use. The proposed Warner Center Specific Plan will identify a cap in development for the year 2035 or the amount of development anticipated for that year based on current economic/market analyses — whichever came first. Development beyond this cap will require additional environmental review (the plan itself would not necessarily have to be revised). While development would be capped at the level anticipated for the year 2035, the Specific Plan would allow for considerable flexibility as to where development would occur, and would plan for development beyond the year 2035. Also, staff is considering expanding the Specific Plan area up to the Los Angeles River either in a new district or in one or more of the above described districts.

5. Transportation. A fundamental component of the revised Specific Plan will be a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle ridership and transit usage. The transportation component of the existing Specific Plan relies heavily on substantial mitigation funding from commercial and industrial projects only. The revised Specific Plan will propose “fair share” mitigation plans funded by all anticipated development and will encourage transit oriented development around existing and proposed regional transit systems through land use and transportation incentives. The type of mitigation measures desired in the new Specific Plan have shifted to more transit-oriented solutions, non-motorized trips, mixed use development, and measures to reduce automobile trips and vehicle miles traveled. As with the original Plan, Transportation Demand Management measures will be an additional tool in order to reduce vehicle trips and miles traveled and increase average vehicle ridership. Also, to mitigate potential significant traffic impacts, it is anticipated that mitigation measure program may provide for transportation system improvements including, but not be limited to, new travel through lanes and turn lanes, new traffic signals and signal modifications, automobile/pedestrian bridges and underpasses, signalization improvements, street restriping, dedicated turn lanes, public parking lots and structures, changes to street designations and street centerline alignments, additional transit service and changes to existing service, freeway interchange improvements, bike lanes, and small slow vehicle lanes.

6. Parking. Parking is proposed to be regulated as part of a comprehensive Transportation Demand Management strategy. Consideration will be given to shared, off-site, reduced, and other appropriate parking strategies.

7. Open Space. Publicly accessible open space would be required in association with development, with incentives for the aggregation of required on-site open space into larger open space areas.

8. Street and Design Standards. Provide street dedications/easements/setbacks for the following Warner Center streets including, but not limited to: Topanga Canyon Boulevard; Owensmouth Avenue; Canoga Avenue; Variel Avenue; De Soto Avenue; Vanowen Street; Victory Boulevard; Erwin Street;

Oxnard Street; Califa Street; and Burbank Boulevard. Other secondary, collector streets, and local streets will also be studied, as well as new private streets.

9. Urban Design Standards and Guidelines. The proposed Specific Plan would include design guidelines to address the private and public realm. Issues to be addressed include sustainability (neighborhood design and green development), ground floor treatment (retail storefronts, common open space, residential entries), parking structures (integration, landscaping), massing and street wall (building proportions, sidewalk environment), towers (minimum spacing, simple slender forms, human scale at the street).

10. Sign Requirements. As part of the Urban Design Standards and Guidelines, the Warner Center Specific Plan will include comprehensive sign requirements to facilitate the creation of a sense of place through unique quality, theme or character special sign regulations that convey a unified design or architectural theme. The sign requirements of the Specific Plan will also be designed to improve the visual environment through sign limitations regulating the number, individual size, cumulative size, and style.

11. Other. Public art would be required. Development and/or Design Review Boards may be proposed in order to implement provisions of the Plan.

PROBABLE ENVIRONMENTAL EFFECTS: The following topics have been identified in an Initial Study to be analyzed in detail in the DEIR: Traffic, Circulation and Parking; Land Use; Aesthetic Impacts; Air Quality; Noise; Geology and Soils; Hazards; Water Resources; Energy; Historic, Archeological and Paleontological Resources; Population and Housing; Public Services and Utilities, and Growth Inducing Impacts. A copy of an Initial Study is not attached.

SCOPING MEETING: A scoping meeting will be held for the project on **Monday, June 22, 2009 at 5:30 p.m.** The scoping meeting location will be at:

**Kaiser Permanente Hospital - Auditorium B, Entrance #5,
5601 De Soto Avenue,
Woodland Hills, CA 91367**

The circulation period for the NOP will be 30 days from Monday, June 8, 2009 to Wednesday, July 8, 2009. Written comments should be received by **Wednesday, July 8, 2009 at 4:30 p.m.** Please send written comments to the following contact and address:

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

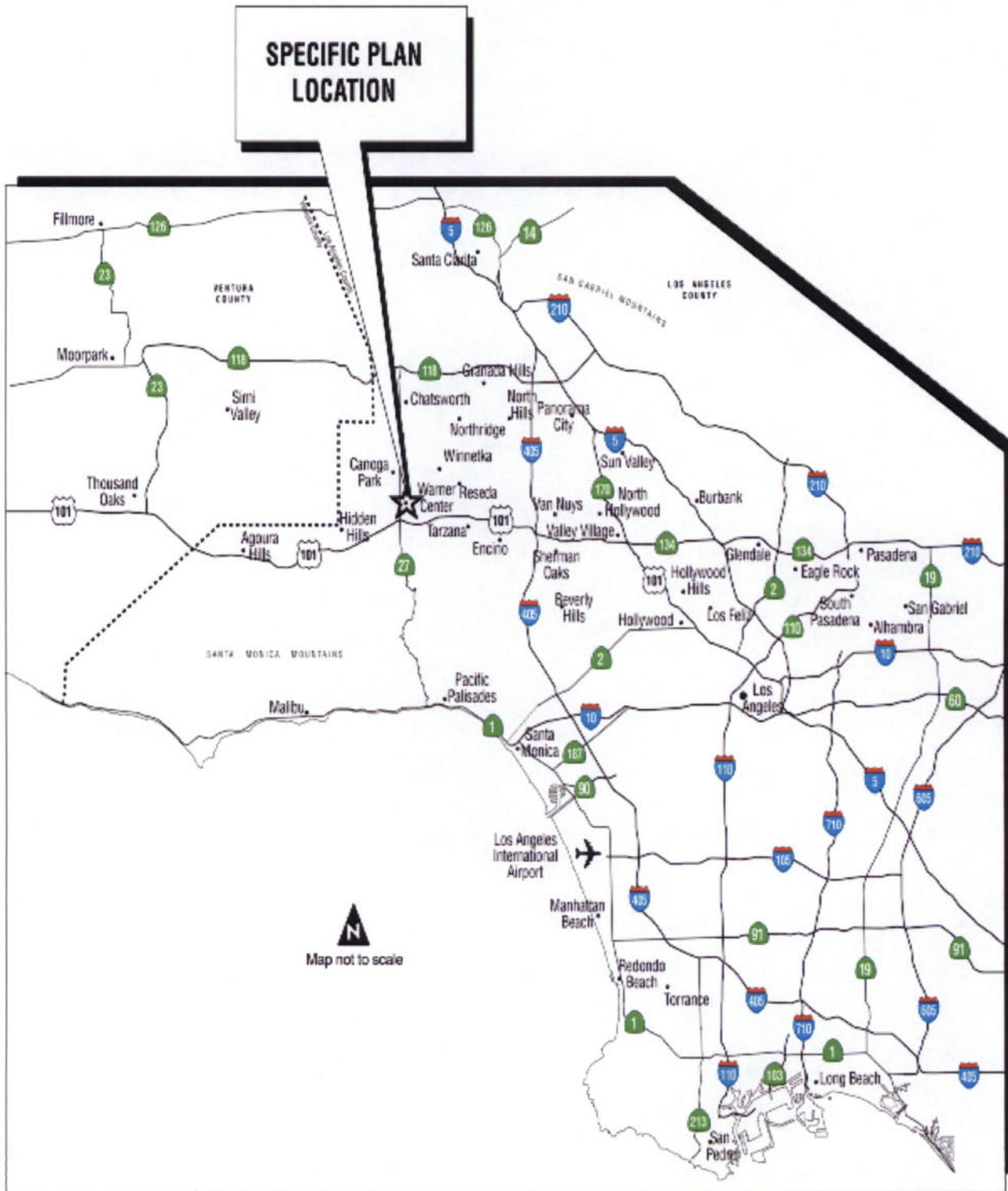
Your comments may also be sent by e-mail to **Tom.Glick@lacity.org**; please write "**Warner Center Specific Plan NOP Comment**" in the subject line. Tom can also be reached by phone at 818-374-5062.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than **Wednesday, July 8, 2009.**

AGENCY RESPONSE TO THIS NOP: The City of Los Angeles Department of City Planning requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the project. Your agency may need to use the EIR when considering any permit or other approval that your agency must issue for the project.

FIGURE 1

WARNER CENTER SPECIFIC PLAN DEIR (JUNE 2009)





Community Plan Bureau - South Valley Section

6262 Van Nuys Boulevard Room 351 Braude Building • Van Nuys, CA 91401



July 8, 2009

TO: All Interested Parties

FROM: Thomas Lee Glick
City Planner
Community Planning Bureau - South Valley

SUBJECT: **EXTENSION OF NOTICE OF PREPARATION
WARNER CENTER SPECIFIC PLAN ENVIRONMENTAL IMPACT
REPORT**

The public comment period for the Notice of Preparation of the Warner Center Specific Plan Restudy Draft Environmental Impact Report has been extended an additional 15 (fifteen) days to **Thursday, July 23, 2009**.

As stated in the NOP, please send written comments to the following contact and address:

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

Your comments may also be sent by e-mail to Tom.Glick@lacity.org; please write "**Warner Center Specific Plan NOP Comment**" in the subject line. Tom can also be reached by phone at 818-374-5062. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than **Thursday, July 23, 2009**.

From: <colleenmarmor@roadrunner.com>
To: <Tom.Glick@lacity.org>
Date: 7/13/2009 9:02 AM
Subject: Warner Center Specific Plan - Comments to NOP Sent by July 8th
Attachments: Bounced Back - Email sent to Tom Glick.htm

Dear Mr. Glick - Please accept this delayed email regarding the NOP. (I entered your email address incorrectly and just got notice, as indicated in attachment.) Thank you.

This message was sent July 8, 2009

Dear Mr. Glick:

I have lived in Woodland Hills for more than 13 years. Please allow me to comment on the Notice of Preparation of an EIR for the Warner Center Specific Plan. This is a turning point for the community of Woodland Hills, to become another victim of overzealous development or to take the reins and thoughtfully, methodically design a future that enhances and improves this unique community that so many Southern Californians seek out to live in, work in and enjoy.

PROJECT DESCRIPTION

1. What specific method, program, plan or more effective law is to be followed, in order to gain control of the residential overbuilding in Warner Center?
2. How can the failure of the 2005 Interim Regulations, intended to limit new residential growth, be reconciled against:
 - a.) the real life corridor of massive apartments rising up on both sides of De Soto and on other nearby streets within Warner Center, and
 - b.) A goal stated in the NOP, to add 15,000-20,000 more residential units by 2035?
3. What will happen to all the empty residential units glutting the market now?
4. What specific benchmarks will be set to measure progress during the 25 years the updated Specific Plan includes?
5. What benchmarks can be set to measure the actual need to add 15,000-20,000 more residential units by 2035?

ZONING CHANGE

1. What justification is there for seeking a zoning change (as indicated in Case Number: CPC-2008-3470-SP-GPA-ZC), beyond the concept of "growth"?
2. How will the zoning change improve the community, including residents, business interests and the reputation Woodland Hills currently enjoys and is proud of within Southern California?
3. Which community stakeholders will benefit financially from the zoning change and why?
4. Which community stakeholders will suffer unmitigated significant impacts if the zoning change is approved?

MANDATING COMPLIANCE WITH SUSTAINABILITY STANDARDS

1. What specific sustainability measures will be encouraged?
2. Why can't specific sustainability standards be mandatory for all new development within Warner Center?
3. What sustainability measures, efforts and methods are currently viable that would be compatible with new development anticipated or desired in Warner Center?
4. What are the cutting edge and emerging concepts in building and technology that would be compatible with new development anticipated or desired in Warner Center?

NO DENSITY OR HEIGHT LIMITATIONS

1. What is the reasoning and justification for not setting parameters for the density in Warner Center?

2. What is the reasoning and justification for not setting parameters for the height of buildings in Warner Center?
3. Which stakeholders in the Woodland Hills community will benefit financially from a "no limits" policy on density and why?
4. Which stakeholders in the Woodland Hills community will be benefit financially from a "no limits" policy on building height?
5. What are the impacts of not setting parameters for density in Warner Center?
6. What are the impacts of not setting parameters for building height in Warner Center?

LAND USE

Where is the category of land use strictly for outdoor leisure/activity? (The patchy, aggregated open space areas mentioned at Page 3, #7. in the NOP is wholly inadequate for a place called Woodland Hills.)

PUBLIC ART

1. How will Public Art be required?
2. Who will decide what Public Art is selected?
3. What will the standards be?
4. Who will pay for the Public Art?
5. Who will decide where the Public Art is located?

I thank you for the chance to have input on this proposal for such a significant change of direction in my community.

Sincerely,

Colleen Marmor

From: <olson@lafn.org>
To: <Tom.Glick@lacity.org>
CC: <olson@lafn.org>
Date: 7/8/2009 12:23 PM
Subject: Warner Center Specific Plan NOP Comment

Dear Mr. Glick:

The Warner Center Specific Plan suffers from unfortunate effects from the proposed MTA extension of the Orange Line along Canoga Avenue from Victory Boulevard to the Chatsworth station. These adverse effects need to be mitigated in the EIR.

1. Traffic, Circulation, and Parking:

A. The extension will degrade bus service to Warner Center. The Orange Line buses from the North Hollywood station will need to be divided between the Warner Center and Chatsworth Station destination. Thus the buses to Warner Center will decline in both directions.

B. The \$215+ million cost of the busway produces almost no benefit to riders. There is currently no busline on Canoga Avenue because there is almost no demand for bus transit there. The projections of 9023 daily boardings (4500 persons) are truly incredible. MTA does not even know how these numbers were developed by its consultant Iteris Inc. You need to require that MTA find out the methodology, make it public, and allow comment for the EIR. If the \$215+ million were just given to the 4500 riders, it would come to about \$50,000 each. This is a very poor use of tax money. Of course, there is the ongoing waste of yearly operating subsidies in addition.

C. The initial \$215+ million and the ongoing tax subsidy of hundreds of millions of dollars will drain away vast amounts of money for significant improvements in traffic. For instance, the bottleneck on the 101 at Topanga Canyon (at which the lanes shrink from 5 to 4) could be improved and speed up traffic. Right now, the freeway speed is unacceptable and very low rated.

D. Traffic on Canoga Avenue will be disrupted for years in constructing the busway, without any significant benefit to the public.

2. Land Use:

A. The Orange Line extension will destroy 60+ businesses along the east side of Canoga Avenue. Business cannot find comparable locations at similar rents. Hundreds of employees will be displaced. Thousands of customers will lose their valuable stores. The businesses along the west side of Canoga Avenue will lose out because of (1) reduction in traffic going to the businesses on the other side of the street, and (2) the disruption for years on Canoga due to construction.

B. These displacements will destroy much needed commercial/industrial land in the West Valley. The L. A. City Council has been wringing its hands about the loss of commercial/industrial land. Now an obvious preventable case has arisen.

C. A much better public benefit would be obtained if the MTA were to scrap the project and sell the land to the existing businesses and others. Easily \$100 million could be raised for truly worthwhile transportation projects.

Sincerely,

Carl Olson
P. O. Box 6102
Woodland Hills, California 91365
818-223-8080

This message was sent using Endymion MailMan.
<http://www.endymion.com/products/mailman/>



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
9211 Oakdale Avenue
Chatsworth, California 91311



Arnold Schwarzenegger
Governor

July 9, 2009

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

NOTICE OF PREPARATION FOR THE WARNER CENTER SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 1990011055

Dear Mr. Glick:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of a draft Environmental Impact Report (EIR) for the project mentioned above.

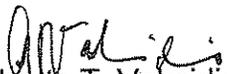
Based on the review of the document, DTSC comments are as follows:

1. The draft EIR needs to identify and determine whether current or historic uses at the Project site (Site) have resulted in any release of hazardous wastes/substances.
2. The draft EIR needs to identify any known or potentially contaminated area within the Site. For all identified areas, the draft EIR needs to evaluate whether conditions at the Site pose a threat to human health or the environment.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any area that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

Mr. Thomas Lee Glick
July 9, 2009
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6550.

Sincerely,


Alberto T. Valmidiano
Project Manager
Brownfields and Environmental Restoration Program – Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Office of Planning and Environmental Analysis
CEQA Tracking Center
Department of Toxic Substances Control
1001 "1" Street, P.O. Box 806
Sacramento, California 95812-0806

Warner Center Specific Plan Review NOP Comments

From: August Steurer

4320 Alhama Drive

Woodland Hills, CA 91364

Woodland Hills-Warner Center Neighborhood Council Planning, Land Use &

Mobility Chair

a.steurer@whcouncil.org

C (818) 312-5610

W (818) 704-6899

Traffic/Circulation Permeability

Traffic is always what comes to people's minds. The plan needs to address the health problem of carbon particulates near the freeway and along Topanga and De Soto due to the higher volume of traffic.

The nature of on-ramp access and off-ramp dispersal from the Ventura freeway needs to be improved. Signalization does not adequately move traffic on and off the freeway in a smooth manner. There is a lot of unnecessary idling time.

The freeway is a major source of frustration for many people in Woodland Hills. The city must work with CalTrans to find solutions in a project that is solely for Woodland Hills. A common off-ramp lane and a common on-ramp lane for all 5 Warner Center exits (3 existing plus 2 new for Owensmouth and Variel) should be investigated to increase the number of access points without causing crossover problems.

One problem for Warner Center is that the freeway blocks free travel on Owensmouth and Variel (if it went through to Alhama) to Ventura Blvd. Access via overpass or underpass would increase the travel route options without requiring greater widening of Topanga Canyon, Desoto and Canoga which would be detrimental to pedestrians and make creation of boulevards more difficult. Alternatives should include the benefits of these actions to circulation of all transit modes. Pedestrians and cyclists would benefit as Variel and Owensmouth are calmer for traffic.

Addressing the freeway requires measures to be taken south of the freeway on Ventura Boulevard. Ventura Boulevard carries a lot of traffic into and out of Warner Center. I suggest that one of the plan's alternatives is the inclusion in the plan of the area south of the freeway to approximately Ave San Luis between Kelvin and Shoup.

On the north, the inclusion of the south area adjacent to the river is good as the river makes a good buffer, but it also serves as a barrier. There is a circulation problem in the northeast corner of Warner Center due to the Orange line and this is compounded by the fact that Variel does not cross the river or the Orange

Line. These should be corrected with the addition of a bridge on the river, an Orange Line crossing at Variel and addressed in the EIR. Further, development and use of the pedestrian easement from Avalon Bay adjacent to the Orange Line should be addressed in the EIR.

As traffic volume increases, the number of collisions can be expected to increase. Modern roundabouts are much safer in that they reduce collisions, slow traffic to a safer speed, and reduce green house gas emissions by reducing idling time. A series of roundabouts should be considered for Topanga Canyon at the freeway to handle the complex traffic patterns. An off ramp from southbound 101 to Topanga Canyon should be included as part of this solution to take traffic that is currently getting off onto Ventura Boulevard (at a horrible overpass) and increasing congestion at Ventura and Topanga Canyon.

Plan Area

Regulation and zoning changes and a balance of development of both sides of the freeway would result in better development and possibly a better arrangement of freeway adjacent parking structures. The impacts of Warner Center development on this area cannot be ignored and should be accommodated by the plan. Canoga and Ventura is likely to become a very important transit node in the future and actions need to be taken now to ensure the area develops appropriately without stressing residential areas south of Ventura.

The area west of Warner Center between Shoup and Topanga Canyon will be affected positively and negatively by the increased development of Warner Center. The Calabasas Creek, especially if homes were removed to make recreational/bikeways along it, would be a natural buffer zone between Warner Center and single-family residential areas further west. A plan alternative should include the possibility of this area included in the plan and what the effects would be. There would be a better congruity of development if the multifamily zones in this area had the same standards as Warner Center.

Transit

The Orange Line must accommodate access to the Canoga Station from the residential area to the northeast.

With the density increase that can be anticipated, a streetcar system can be anticipated and should be planned for. I believe the optimal route for such a system would be to connect Sherman Way and Ventura Boulevard via Owensmouth Ave. and Variel Ave. through to Alhama. It can also be anticipated that another line would run west on Victory Boulevard and possibly one on Oxnard and another on Ventura Boulevard. Any future light rail from Santa Monica to the south would likely travel up Canoga Ave. to meet up with the

Orange Line. The intersection of lines can therefore be anticipated as significant transit hubs and care should be given to orient transit sensitive or transit dependent uses accordingly.

In regards to a third hub at Oxnard and Variel, that could work temporarily, however a good spot for a layover would be a lot behind the Fire station next to the freeway adjacent to Kaiser Hospital.

Looking to the long term needs, there is also a need for streetcar maintenance/layover facility and the same location would be good for that purpose. A parking garage could be built to be a layover/maintenance facility on the Variel extension that runs to Ventura Blvd. It could also have an off ramp into the garage from the freeway for cars and busses.

Access to busses and transit requires convenient, well furnished transit stops. Adequate space must be provided on the roadside to accommodate expected volumes of travelers now and 20 years from now. They should be located to facilitate maximum mobility and mode transfer.

Amenities that support travelers must be located conveniently. This would include shelters, newsstands, beverage kiosks, drinking fountains, directional signage, etc.

Taxis

While taxis are not even seen in Woodland Hills today, the presence of taxis could occur in the next 20 years. Consideration should be given as to where taxi stops would be located and how they would be accommodated so as to not become a traffic problem.

Neighborhood Electric Vehicles

As energy prices rise, the presence of these vehicles is bound to increase and special travel lanes and routes may be necessary for them. These vehicles are limited to 25 mph and would not generally travel along with high-speed traffic. Consideration should be given in regard to mitigating issues caused by their presence.

Personal Electric Vehicles

Segways and wheelchairs are two examples of personal electric vehicles. Seniors are also making greater use of motorized scooters due to the fact of increased obesity on the population and the marketing of these vehicles by their manufacturers to the disabled population.

Considerations much be given to the potential needs of these users for pathways and parking plus other problems that would be related to their use in a pedestrian environment.

Bicycles

In Holland, 40% of the population uses bicycles for transportation. We should look to Holland as an example for how to integrate the use of bicycles within Warner Center. It is a form of travel that can be used successfully in dense populations. Safe and adequate routes and lanes must be developed within Warner Center and Woodland Hills. Consideration should be given as to the needs and requirements of the users of bicycles and how this greater use of this means of transit can be fostered.

Skateboards

Consideration should be given to the needs and habits of those who use skateboards for transit and what the implications are when numerous skateboards are in use within Warner Center. Design of alternative travel space different from pedestrian space might be considered.

Commercial Freight Trucks

Freight deliveries and departures are sure to be an important design consideration. With the presence of retail and commercial entities, it can be anticipated that there will be a significant amount of delivery and shipping activity on the site.

Trucks do not seem to get along well with all forms of other transportation. Efforts must be made to separate their activities from the rest. This presumably means deliveries at hidden docks on limited access roads. Loading docks should not be visible from pedestrian travel ways as they represent a dangerous place and the potential for danger to encroach upon them.

Shopping Carts, Strollers and Wagons

Personal freight transport is another consideration. Pedestrians can be anticipated to purchase more than they can carry. It can be anticipated that they will resort to using shopping carts, wagons and strollers to transport their goods home when walking. Consideration should be given to the presence and needs of these means of transport in the pedestrian zones in regards to what problems they would create and what can be done to mitigate them.

Parcel & Package Transportation Within Warner Center

Some means of transferring packages between shops and parking garages needs to be developed in order to facilitate the concept of park once to shop in Warner Center. Additionally, for those using transit, some means of temporary storage at the departure point must be available for shoppers to pick up their parcels at their time of departure.

Package Delivery Service

Creation of a local parcel delivery service including meals might be a valuable means of limiting demand for parking. One of the things that can discourage walking within Warner Center is the need or inability to carry parcels back home.

A delivery service provided by the merchants at a subsidized cost might serve to encourage more walking. Walking benefits the merchants in that pedestrians are more likely to encounter their shops and enter in.

Underground Infrastructure Zoning

Ignoring the issue of the water table for discussion, the organization of the underground infrastructure should be addressed in the EIR. It can be anticipated that in the future, there will be the need to utilize the space under the streets for subways, freight movement, pipelines of many sorts, some not even present today such as reclaimed water, heating/cooling lines, or even pipes to transfer small packages. Consideration should be given to zoning the space underground for specific uses so that their potential use in the future is not unintentionally prohibited by prior actions. With underground zoning, utilities can be gradually relocated if necessary as development proceeds, making the space eventually available. The alternative is that these uses are put above ground or not available to the detriment of the community.

Power lines should be relocated underground in a manner that keeps them safe, yet prohibits them from interfering with other uses of underground space which will become a premium some day. Now is the time to bring order to the underground.

The placement of utilities on projects should be done as if the private streets were public rights of way in the event that those roadways and easements were to become public at some point in the future.

Assuming that podium parking is not in use, some consideration should be given to locating all utilities in tunnels under pedestrian zones so that at some time in the future, freight tunnels may be located under the roadway.

The wastewater infrastructure needs to be adequate for the development proposed and infrastructure to bring recycled water from treatment plants needs to be included to mitigate the demand for water, which will presumably increase even with conservation. We will need the water to maintain public spaces.

Stormwater

Underground zoning would help in dealing with processing the stormwater diversion and reclamation. Currently during storm periods much water travels through Warner Center from the Santa Monica Mountains to the south. Treatment of this water in addition to the water collected in Warner Center should be addressed. Inclusion in the plan of a drainage system that brings much of this water to a lake on the blue cross property for biofiltration to trap solids should be considered as a mitigation measure benefiting the region.

Future Needs for Open Space/Recreation

Large areas of open space must be banked for the needs of future residents. They cannot be reasonably acquired once they are developed. The anticipated needs of a future beyond what the plan addresses should still be considered, because the plan sets the course of ongoing development and needs. Pocket parks and small plazas are needed now and should still be included, but the needs of a dense regional center with less ability to travel far and wide for cultural events should be considered. Open spaces for large events for the region need to be expected and preserved. I would like to see included in one alternative, the designation of most of the land on the Blue Cross block as a civic center and open space/park with lake/plaza with outdoor market capability. Further additional space should be designated down the middle third to fifth of the blocks leading north to the river to provide a stream/creekbed to the river with recreational/park areas alongside.

This open space is also needed as a public safety consideration. We know that there will be a big quake(s), possible terrorist attacks of health epidemics in the future. With a dense community such as the one proposed for Warner Center, after such an event there could be many people outdoors. The availability of open space for tent communities and a corridor for aid helicopters to land and fly through, should be considered as a necessary option. Pierce College could serve this purpose now, but the future of Pierce College land is not under our control nor would it necessarily be adequate, if people come from multifamily zones in surrounding communities. This type of emergency event should be addressed in the EIR.

Shallow Water Table

The Warner Center area is reputed to have a shallow water table. Consideration should be given to how this affects the construction methods used and the stability of the soil to support the buildings. Liquefaction is an important concern in the event of an earthquake.

Consideration must be given to what might happen when the River Revitalization project removes or changes the sides of the Los Angeles river channel, which is nearby. Will this result in a lower water table. Additionally, there are some claims by community members that underground streams travel through Warner Center and the impact of construction through pile driving and soil compaction should be investigated.

Contaminated Water

Consideration must be given to the nature and possibility of contaminated water spreading from the site of rocket engine manufacturing.

One important source of water pollution is parking lots, which have liquid hydrocarbon deposits plus rubber, asbestos, heavy metals and carbon particulates which are carried by stormwater runoff. Runoff from all urban surfaces should not only be retained onsite, but they should also be bio-filtered through vegetated trap systems before retention for percolation or release to the river or stormwater drainage system. The removal of contaminated soil from runoff should be expected and planned with requirements to do so.

Wildlife and Pets

Consideration must be given to those features of projects and public areas that may attract wildlife. Coyotes are prevalent all over Woodland Hills as are squirrels and other wildlife. At night, Coyotes pass under the freeway at Canoga and other points into Warner Center. In the past, a pond at Prudential was attractive to migratory waterfowl. While a delight of kids and parents, considerations of health and safety issues must be addressed. With increased amounts of landscaping, vermin control must also be addressed. As a vacant lot, the displacement of existing wildlife must be addressed.

There are many positive aspects to having wildlife present in the community and this should also be addressed. Landscaping should be considered in regard to what species it supports and whether those species are desirable or detrimental for the community.

The presence of pets, primarily canine types, can be anticipated and residents of the area will use Warner Center as an area to exercise their pets. As such, thought should be given as to the needs of pet owners and what problems might be anticipated due to the presence of pets in the community. The plan should provide for the sanitation needs of cats and dogs and the support for cleanup by their owners.

Waste Management (Trash)

The presence of more people will increase the need for collection of waste, especially trash from pedestrians. Measure need to be required to provide for receptacle and collection of trash in public spaces. Collected trash needs to be stored in appropriate nonpublic areas.

Parking Structure Power Usage

Consideration should be given to the amount of power used to light conventional parking garages to provide ventilation and security around the clock. The use of automated robotic garages that do not require illumination of the interior except for maintenance should be considered.

Parking Area Needs

Bicycle Storage

Bicycle racks on the sidewalk are certainly economical. When there is low ridership they are not a pressing problem. However, if bicycling is promoted, a better means of accommodating bike parking is required because large numbers of bikes on the sidewalk would hinder pedestrian movement. Consideration should be given to the provision of storage lockers, but also one or more centralized parking valets that could hang bikes vertically. An attended kiosk setup could facilitate bike storage. The potential of theft or difficulty in storing bikes is a great deterrent to their use.

Personal Electric Vehicle

Accommodation should be made to offer people with Segway and other similar types of electric transportation vehicles to have a place to park or store their vehicles. Additionally, power conduits to storage spaces should be installed in the event that charging of vehicles is desired. Use of Segways in buildings should be discouraged or disallowed. In the case of Segways, Covered areas with posts to secure the vehicle may be necessary. Dealers of Segways should be consulted on this matter.

Electric Vehicle Parking

On restricted vehicle access paseos and avenues, some storefront parking could be allowed for Neighborhood Electric Vehicles.

Carts and Wagons

As more people walk, it can be anticipated that they may make use of shopping carts and personal wagons to transport their packages and purchases. Consideration should be given as to what must be done to accommodate the use and presence of wagons, shopping carts and possibly strollers.

Service Vehicle Parking

Forethought and consideration should be given to the requirements posed by having service vehicles come to the site and provision of convenient and accessible means of parking close to their point of service.

Bus & Taxi Parking/Dropoff/Pickup

Consideration should be given to the problems stemming from introducing, tour and transit busses plus taxis in a densified center. Where can they be stationed and how are they integrated into other traffic.

Truck parking and Loading docks

The overnight and weekend parking of truck trailers needs to be addressed. Also the issue of how to locate/mitigate loading docks in a dense area to protect the

public and yet not encourage double parking needs to be considered.

Regional Civic Center

As Warner Center grows as a regional center, there will be an increased need for Civic facilities and services. The EIR should address these developing needs for community centers, day care, libraries, museums, theater, courts, police and fire stations or substations, regional city hall/constituent center, council district offices, hospitals, schools and parks.

The presence of Woodland Hills next to the freeway is not good because of carbon particulate effects on children's lungs. Schools in the area should be relocated if necessary. The area by Shoup park and the Hughes school should be designated as an area for future school compounds with adequate transportation.

Public safety

The need for surveillance or the placement of additional security personnel of many new public areas for crime prevention needs to be addressed. There will be increased numbers of children, youth and elderly citizens to watch out for.

With the introduction of many new paseos and auto-restricted passageways, the availability of mobile paramedics on bikes or alternative vehicles should be considered. The storage of emergency supplies for a disaster should be considered.

Heat, Wind and Rain

Woodland Hills can get hot or cold during the year. To encourage pedestrian travel, consideration must be given to mitigating the environmental conditions. Cooling towers that could be located in roundabouts would be one way of lowering the temperatures at pedestrian levels, especially if global warming continues.

Building arcades, permanent structures like pergolas and colonades or umbrellas should be present to provide shade in those circumstances where it is not provided adequately by trees. Shade is necessary for pedestrians and parked vehicles alike. Solar panels can also be utilized to provide shade in some cases.

Woodland Hills is prone to periods of high winds. In the design and placement of buildings, considerations must be given to the deflection of winds in ways that are detrimental to pedestrians.

Noise

Mitigation of noise from street activity and pedestrians should be addressed in those areas that include residential and hotel uses. Projects such as shopping districts may want an outdoor sound system throughout the project playing music.

Consideration should be given to the possible negative impacts of public address and environmental sound systems. Outdoor dining should be encouraged to locate away from combustion-powered traffic.

Mitigation of noise from outdoor concert or outdoor musicians or from within entertainment establishments with open walls should be pursued where the noise may annoy nearby residents.

Consideration must be given to minimum distance of separation from the roadway and whether the slip streets on multi-way boulevards are satisfactory to minimize harm to outdoor diners.

Freight trucks should be limited to nighttime deliveries. Avenues of restricted vehicular traffic should be opened at night to allow for storefront deliveries before 7:00 am.

Industrial uses and warehouse stores (Big Boxes) should be limited to short distances from the freeway as that will be the primary route for incoming and outgoing shipments and regional traffic drawn to them.

Air Quality

Air quality is known to be bad for children in long-term exposure near freeways. Presumably, the effect is also bad near high volume arterials.

Schools should not be allowed adjacent to the freeway or De Soto or Topanga Canyon due to increased levels of particulates.

Residential should not be allowed next to the freeway to a safe distance until such time as carbon particulates are reduced to a safe level.



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE:
REFER TO FILE: LD-1

July 21, 2009

Mr. Tom Glick, City Planner
Department of City Planning—Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Dear Mr. Glick:

**NOTICE OF PREPARATION (NOP)
DRAFT ENVIRONMENTAL IMPACT REPORT
WARNER CENTER SPECIFIC PLAN UPDATE**

We reviewed the NOP for the proposed project. The subject project area comprises approximately 924 acres or 1.5-square miles and is developed with retail, residential, commercial, hospital, open spaces, office, manufacturing, and hotel uses.

The following comments are for your consideration and relate to the environmental document only.

Hazards—Flood/Water Quality

The NOP states that consideration is being made to expand the plan area up the Los Angeles River. Please note that all proposed developments adjacent to the Los Angeles River must comply with the project goals specified in the Los Angeles River Master Plan. In addition, the NOP does not provide details on the proposed update. The plan and subsequent environmental documents must address the potential hydrologic and water quality impacts to the Los Angeles County Flood Control District's drainage system.

If you have any questions regarding flood and water quality comments, please contact Ms. Angela George at (626) 458-4341.

Mr. Tom Glick
July 21, 2009
Page 2

If you have any other questions or require additional information, please contact
Mr. Toan Duong at (626) 458-4921.

Very truly yours,

GAIL FARBER
Director of Public Works


for DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

MA:ca
P:\dpub\CEQA\COM\ CITY OF L.A. - WARNER CENTER SPECIFIC PLAN UPDATE-NOP.doc

From: <powcp@aol.com>
To: <Tom.Glick@lacity.org>
Date: 7/20/2009 6:18 PM
Subject: Warner Center Specific Plan NOP Comment

Dear?Sirs and Madams,

?

?My name is Jeff Bornstein. I ran for City Council twice.

There is a large segment of the population that thinks

this is too much. If nothing else the Warner Center

Specific Plan needs to be specific

? Under Development Intensity # 3 A. There must be density

limitation. A specific density limitation in the specific plan

would seem more appropriate.

? Please take into account those who oppose massive density

and look to your leadership to protect them.

? In #4 A park on De Soto Ave or Canoga?Ave must be specified

as part of Land use and must be a healthy percentage the size of Warner Center

Park. Please make sure public open space is mandated.

?Paragraph # 5 Transportation is honestly full of words that are not

specific. Fair Share Mitigation needs to be specified. The term means

nothing legally. Please make sure terms like "encourage" are changed to mandate.

And those mandates should include specific numbers and specific

actions to be taken to increase public transit in the area as to show

the developers good faith effort to increase public transit to achieve

firm goals that need to be set to make the vague "Transit Oriented Development"

into something concrete. Transit Oriented Development needs to have specific

language as to what it is. How developers will contribute specifically needs

to be included in this Specific Plan.

? Developers need to be required to have wider sidewalks 18' wide and

they need to be set off the street more than 12' to make Warner Center

more pedestrian friendly. This may not be the right course of action, but

it is specific. I actually think it is a good idea to specify sidewalk width and

offset to make the automobile less attractive an option to achieve a "TOD"

? Also additional police and fire need to be mandated into the

Specific Plan. Developers need to contribute by square foot if need be

to having more police and fire on the street to help serve those additional units

that will inevitable need to be served.

? Please hear our voice to curtail the massive seemingly open ended number

of units proposed. A limit of 10,000 is too much but is a realistic compromise.

Growth must be done wisely and more incremental than the proposed

numbers represent.

? Beyond the number units being firmly capped the community deserves

more specifics on services especially health and safety and transportation.

?? Someone needs you to fill in the blanks that are left

open to help the community know what is planned and the more specific

you are the more the citizens of the community will know about their

communities future.

?

????????????????

Thank You,

????????????????????????????????Jeff

Bornstein

?

(please confirm receipt)

?

?

An Excellent Credit Score is 750. See Yours in Just 2 Easy Steps!

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



June 26, 2009

Thomas Lee Glick
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

RE: SCH#1990011055 Warner Center Specific Plan Update; Los Angeles County.

Dear Mr. Glick:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in cursive script that reads "Katy Sanchez".

Katy Sanchez
Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contact
Los Angeles County
June 29, 2009

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021
Beaumont , CA 92223
(951) 897-2536
(951) 768-845-3606 - FAX

Gabrielino

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

Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Gabrielino Tongva

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
(828) 286-1262 -FAX
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Mercedes Dorame, Tribal Administrator
PO Box 590t809
San Francisco , CA 94159
Pluto05@hotmail.com

Gabrielino Tongva

Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell

Gabrielino Tongva

Gabrielino-Tongva Tribe
Felicia Sheerman, Chairperson
501 Santa Monica Blvd, # 500
Santa Monica , CA 90401
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281
fsheerman1@GabrielinoTribe.

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

Distribution of this list does not relieve any person of 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 only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 1990011055 Warner Center Specific Plan Update; Los Angeles County.

Native American Contact
Los Angeles County
June 29, 2009

Gabrielino-Tongva Tribe
Bernie Acuna
501 Santa Monica Blvd, # 500 Gabrielino
Santa Monica , CA 90401
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281

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

Distribution of this list does not relieve any person of 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 only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 1990011055 Warner Center Specific Plan Update; Los Angeles County.

From: <olson@lafn.org>
To: <Tom.Glick@lacity.org>
CC: <olson@lafn.org>
Date: 7/8/2009 12:23 PM
Subject: Warner Center Specific Plan NOP Comment

Dear Mr. Glick:

The Warner Center Specific Plan suffers from unfortunate effects from the proposed MTA extension of the Orange Line along Canoga Avenue from Victory Boulevard to the Chatsworth station. These adverse effects need to be mitigated in the EIR.

1. Traffic, Circulation, and Parking:

A. The extension will degrade bus service to Warner Center. The Orange Line buses from the North Hollywood station will need to be divided between the Warner Center and Chatsworth Station destination. Thus the buses to Warner Center will decline in both directions.

B. The \$215+ million cost of the busway produces almost no benefit to riders. There is currently no busline on Canoga Avenue because there is almost no demand for bus transit there. The projections of 9023 daily boardings (4500 persons) are truly incredible. MTA does not even know how these numbers were developed by its consultant Iteris Inc. You need to require that MTA find out the methodology, make it public, and allow comment for the EIR. If the \$215+ million were just given to the 4500 riders, it would come to about \$50,000 each. This is a very poor use of tax money. Of course, there is the ongoing waste of yearly operating subsidies in addition.

C. The initial \$215+ million and the ongoing tax subsidy of hundreds of millions of dollars will drain away vast amounts of money for significant improvements in traffic. For instance, the bottleneck on the 101 at Topanga Canyon (at which the lanes shrink from 5 to 4) could be improved and speed up traffic. Right now, the freeway speed is unacceptable and very low rated.

D. Traffic on Canoga Avenue will be disrupted for years in constructing the busway, without any significant benefit to the public.

2. Land Use:

A. The Orange Line extension will destroy 60+ businesses along the east side of Canoga Avenue. Business cannot find comparable locations at similar rents. Hundreds of employees will be displaced. Thousands of customers will lose their valuable stores. The businesses along the west side of Canoga Avenue will lose out because of (1) reduction in traffic going to the businesses on the other side of the street, and (2) the disruption for years on Canoga due to construction.

B. These displacements will destroy much needed commercial/industrial land in the West Valley. The L. A. City Council has been wringing its hands about the loss of commercial/industrial land. Now an obvious preventable case has arisen.

C. A much better public benefit would be obtained if the MTA were to scrap the project and sell the land to the existing businesses and others. Easily \$100 million could be raised for truly worthwhile transportation projects.

Sincerely,

Carl Olson
P. O. Box 6102
Woodland Hills, California 91365
818-223-8080

This message was sent using Endymion MailMan.
<http://www.endymion.com/products/mailman/>

From: "Laura Hocking" <Laura.Hocking@ventura.org>
To: <tom.glick@lacity.org>
Date: 7/8/2009 12:32 PM
Subject: Warner Center Specific Plan Update
Attachments: 09-031 LA city (Trans).pdf; 09-031 City of LA Response Cover Letter.pdf

Mr. Glick:

Please find attached comments from the County of Ventura regarding the NOP of the DEIR for the Warner Center Specific Plan Update.

If you have any questions, please contact me at (805) 654-2443.

Thank you for allowing us to be part of the review process for this project. Please confirm receipt of this email.

Sincerely,

Laura Hocking
Ventura County Planning Division
800 S. Victoria Avenue, Ventura, CA 93009
(805) 654-2443



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division**

MEMORANDUM

DATE: June 23, 2009

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Nazir Lalani, Deputy Director

SUBJECT: REVIEW OF DOCUMENT 09-031

Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the **Warner Center Specific Plan Update**. Project located at the southwestern corner of the San Fernando Valley in the City of Los Angeles, bounded generally 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. (city)

Lead Agency: **City of Los Angeles**

Pursuant to your request, the Public Works Agency -- Transportation Department has reviewed the subject NOP of a Draft EIR for the Warner Center Specific Plan Update. The Warner Center Specific Plan update is being developed to address 1) previously identified concerns, 2) the environmental analysis required by the 1993 plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The project is located on the southwestern corner of the San Fernando Valley in the city of Los Angeles, currently bounded generally 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. We have this comment:

We generally concur with the comments in the NOP of Draft EIR for those areas under the purview of the Transportation Department. Please provide us a copy of the Draft EIR when it becomes available.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2080 if you have questions.

July 8, 2009

City of Los Angeles
Planning Department - Valley Office
6262 Van Nuys Blvd., Rm. 351
Van Nuys, CA 91401
Attn.: Tom Glick, City Planner

E-mail: Tom.Glick@lacity.org

Subject: Comments on NOP of DEIR; Warner Center Specific Plan Update

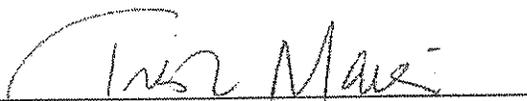
Dear Mr. Glick:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,


Tricia Maier, Manager
Program Administration Section

Attachment

County RMA Reference Number 09-031



WARNER CENTER ASSOCIATION

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

July 7, 2009

Tom Glick, City Planner
City Planning Department
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91367

Re. Warner Center Specific Plan, Notice of Preparation Comments

Dear Mr. Glick,

The Warner Center Association (WCA) would like to take this opportunity to express our appreciation to the City of Los Angeles, its consultants and the Citizen's Advisory Committee (CAC) for working together during the Warner Center Specific Plan (WCSP) re-study process. We value the time they have spent soliciting community input and identifying a collective vision for Warner Center as the vibrant, mixed-use, transit oriented downtown for the West San Fernando Valley.

As part of the Scoping Process, the WCA would like to submit the following comments. We believe these comments, along with the direction outlined by the City of Los Angeles at the Scoping Meeting, will result in an environmental analysis that will become the basis upon which the community's Year 2035 vision will be implemented through the new WCSP.

1. We believe the entire WCSP area should be designated a Regional Center in the Canoga Park-West Hills-Winnetka-Woodland Hills Community Plan and the City of Los Angeles General Plan.
2. The entirety of Warner Center should be identified as a Transit Oriented District allowing for unlimited building height, unlimited Project density and unlimited Project Floor Area. However, no single Project or Unified Development should be permitted to encumber more than 20 percent of the Floor Area identified for Year 2035 (63,080,361 Total Square Feet).
3. The WCA would like the EIR to study 15% greater growth rate than currently projected for Year 2035 (63,080,361 Total Square Feet x 15% = **72,542,415 Total Square Feet**). Using this number will allow for greater flexibility based on future demand and may further encourage mid-rise and high-rise development, where feasible.
4. The WCA would like transportation mitigation measures focused on improving transit alternatives, the pedestrian experience and alternative methods for circulation.
5. Residential serving retail located in residential districts should not be burdened with required parking or trip fees.

6. Reuse/change of use and/or modernization/renovation of existing buildings should be encouraged through minimal review process, expedient processing and minimal fee imposition. To facilitate these types of projects, a threshold should be established to exempt modest changes in use and small building additions. These incentives will allow greater flexibility for the reuse of existing buildings and will alleviate the burdens currently experienced by the small businesses and landowners who currently (or hope to soon) occupy and/or own such properties.
7. The Warner Center Specific Plan's EIR should anticipate implementation of the Zoning Code's by-right Adaptive Reuse provisions in the WCSP area.
8. The WCA believes the areas west of Topanga Canyon Blvd. and north of Vanowen Street must be addressed based on their unique nature and circumstances (i.e. lot size, lot frontage and depth, signage requirements and single user functions etc.). Furthermore, small and/or narrow lots within the WCSP (other than those on the west side of Topanga Canyon Blvd. and north of Vanowen Street) should also be analyzed and given special consideration.
9. Potential impacts (noise and light in particular) associated with Mixed Use Entertainment Districts located in proximity to potential or existing residential and/or hotel uses should be analyzed.
10. The potential benefits and/or impacts associated with the operation of stand-alone public or private parking facilities within, or on the perimeter of Warner Center, should be analyzed.
11. Protecting the single-family neighborhoods surrounding Warner Center is a priority for all stakeholders. These neighborhoods should continue to have resources available to implement neighborhood protection strategies.
12. As traffic is restricted in the neighborhoods, greater congestion will result on the "remaining streets" in and around Warner Center. Because neighborhood protection is a policy decision made by the decision makers (a policy we strongly support) the WCA feels that the decision makers should make a further policy decision that recognizes and accepts higher levels of congestion on the "remaining streets" than might otherwise be deemed ideal. Such a policy should be reflected in the Environmental Impact Report (EIR) and corresponding traffic analysis.
13. Fees (or portions thereof) generated in Warner Center, including but not limited to, gross receipts tax, parking tax, and transit occupancy tax, should stay in Warner Center to implement traffic mitigation measures, beautification measures, public benefits as well as other improvements. Consideration of the possibility of these fees being retained in Warner Center should be considered as necessary in the EIR.
14. There is strong consensus towards the establishment of a Local Development Corporation (LDC) as a mechanism to implement the many provisions of the WCSP. Such provisions may include but may not necessarily be limited to traffic mitigation measures, street

standards, uniform signage, beautification, and other specific plan elements and public benefits that will be fundamental to achieving the community's vision for Year 2035 Warner Center. We request that the EIR address the establishment of the LDC as required, in order to allow the establishment of such an organization.

Flexibility, innovation, incentive based provisions and certainty have been key objectives throughout the WCSP re-study process. It is imperative that the corresponding EIR enable the implementation of the collective vision that has been established through the efforts of the city staff, its' consultants and the CAC with considerable input from the greater Woodland Hills/west San Fernando community. We thank you for the opportunity to provide these comments and we look forward to continuing to work with you on the completion of the EIR and the drafting of the WCSP text.

Sincerely,



Richard L. Aronoff
CHAIRMAN OF THE BOARD

Cc The Honorable Dennis P. Zine
The Honorable Antonio Villaraigosa
Ms. Gail Goldberg
Warner Center Association Membership
Woodland Hills Warner Center Neighborhood Council

KEYES MOTORS, INC.

5855 VAN NUYS BOULEVARD • VAN NUYS, CALIFORNIA • 91401 • (818) 782-0122

July 7, 2009

Tom Glick, City Planner
City Planning Department
6262 Van Nuys Boulevard
Room 351
Van Nuys, CA 91367

**Re. Warner Center Specific Plan (WCSP) Draft Environmental Impact
Report (DEIR) Comments**

Dear Mr. Glick,

Keyes Automotive is the owner of the properties located at 6111 and 6133 Topanga Canyon Boulevard, both located within the WCSP area and on the west side of Topanga Canyon Boulevard. On behalf of Keyes Automotive, I respectfully submit the following comments in response to the Warner Center Specific Plan DEIR scoping meeting held on June 22, 2009 and the public notice that has been distributed.

As you know, the properties located on the west side of Topanga Canyon Boulevard within the Warner Center Specific Plan area are generally quite different from the properties located throughout the remainder of the Warner Center. The properties on the west side of Topanga Canyon Boulevard tend to be smaller in size (including lesser depth and width) and often only accommodate single tenants. Furthermore, the west side of Topanga Canyon Boulevard is segregated from Warner Center by a State Highway (Route 27), which carries thousands of regional trips daily. Additionally, the Keyes Automotive properties are the only sites in Warner Center that provide for new automobile sales. We feel very strongly that the new WCSP must address the unique nature of these properties in a manner that promotes their re-use, renovation and/or redevelopment in a positive and productive manner.

The current WCSP includes setback requirements, sign limitations and other provisions that often deter property owners from major changes to their current properties. As such, neither the community nor the property owner receives the benefits associated with newly renovated or redeveloped buildings. As you will recall, Keyes Automotive faced this very situation several years ago. At that time, rather than conform to the unreasonable provisions of the WCSP or go through the time-consuming, costly and uncertain Specific Plan Exception process, Keyes Automotive chose to complete a lesser project that did not subject the property to the WCSP requirements. As a result, the project did not fully meet our needs nor did it afford the benefits to the community that a complete redevelopment would have provided.

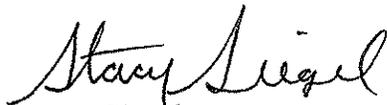
Mr. Tom Glick
July 7, 2009
Page 2

As involved members of the Woodland Hills – Warner Center community we feel that the unique nature of the properties on the west side of Topanga Canyon Boulevard warrant their being addressed differently than the rest of Warner Center. Setbacks and street frontage landscaping should be reduced, existing pole signs (of which there are many) should be permitted to be renovated and improved rather than maintained “as is” or removed. Additionally, auto dealers have distinct operating requirements that should be accommodated in the revised WCSP. In turn, a successful new car dealership will bring great fiscal value to the City of Los Angeles as a whole as well as the local community.

With this in mind, we respectfully request that the City of Los Angeles seriously consider the unique aspects of the west side of Topanga Canyon Boulevard as the environmental document is prepared. With such consideration the new WCSP can more aptly address the unique nature and specific standards and requirements that must be achieved in order to promote quality business development along the west side of Topanga Canyon Boulevard within the WCSP area.

As always, Keyes Automotive stands ready to assist the City of Los Angeles in understanding the unique aspects of our business in order to tailor the WCSP to most effectively address our needs while implementing the communities’ overall vision for Warner Center. We thank you for the opportunity to provide these thoughts as they relate to the preparation of the Warner Center Specific Plan EIR and ultimately as they lead to the preparation of the new Warner Center Specific Plan.

Sincerely,



Stacey Siegel
Director of Corporate and Public Affairs

Tom Glick - Warner Center Specific Plan NOP Comment

From: <POWcp@aol.com>
To: <Tom.Glick@lacity.org>
Date: 7/8/2009 9:26 AM
Subject: Warner Center Specific Plan NOP Comment
CC: <POWcp@aol.com>

Dear Planning Dept,
RE: Warner Center Specific Plan Update

WOW Way too much. This proposal allows economic abuse of the beautiful southwest San Fernando Valley . This proposal opens the door for the development community to ruin the west valley with density. Adding as many as 20,000 new residential units is beyond over development it is much worse. It is balancing future LA City budget on the backs of west valley residents.

Why is the planning community making Warner Center a sardine can?

It has to be money projected in the future to sustain today. The west San Fernando valley is so beautiful and special. I am frustrated no one will protect the beautiful nature and special people of the west valley.

The development community drools, the city councilperson is a wolf in sheep's clothing especially on this issue and the city planning department only has to pretend to care, probably just doing what they are told.

Can the predatory development community be stopped?

No one will step up to the plate and protect the west valley.

It is ironic or maybe symbolic but the councilperson for Warner Center is a large 6'4" man, a former police officer sworn to serve and protect can't or won't even attempt to curtail the seemingly limitless number of 20,000 new residential units.

Please curtail this number. Please less than 10,000 units by 2035. Please.

Please don't ruin the west valley. Services will be diminished. People will still use their cars and there will be at least 35,000 more residents.

Please make the limit lower at this time. Please no more than 10,000 residential units allowed.
Please protect the West Valley.

Sincerely,
Jeff Bornstein

[Popular laptop deals plus free shipping!](#)

From: "Cepkauskas, Marty N" <mcepkauskas@hearst.com>
To: "tom.glick@lacity.org" <tom.glick@lacity.org>
Date: 7/8/2009 10:13 AM
Subject: Warner Center NOP

Mr. Glick,

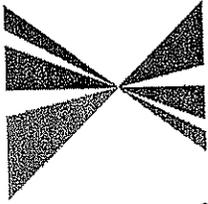
The Hearst Corporation is the owner of the former Daily News property at 21221 Oxnard Street Woodland Hills, CA 91367 within the Warner Center. I am aware that you are the contact for the Specific Plan update. I would appreciate you adding me to your contact list for all notifications that go out about the specific plan update process. We are interested in participating in the planning and review process of the DEIR. My contact information is below. Thanks you for your cooperation.

Marty

HEARST corporation
Director of Real Estate
Western Properties
5 Third Street, Suite 200
San Francisco, CA 94103
Office Phone: 415-777-8196
Office Fax: 415-543-3490
mcepkauskas@hearst.com

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SOUTHERN CALIFORNIA



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Human Development
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Energy & Environment
Keith Hanks, Azusa

Transportation
Mike Ten, South Pasadena

July 6, 2009

Mr. Tom Glick
City Planner
City of Los Angeles
City Planning Department – Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Tom.Glick@lacity.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Warner Center Specific Plan Update [SCAG No. I20090398]

Dear Mr. Glick,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Warner Center Specific Plan Update [SCAG No. I20090398] 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 Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act 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 Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project is an update of the Warner Center Specific Plan.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies 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 provide a minimum of 45 days for SCAG to review the Draft EIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800 or lee@scag.ca.gov. Thank you.

Sincerely,

Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 152587

The Regional Council is comprised of 83 elected officials representing 189 cities, six counties, five County Transportation Commissions, Imperial Valley Association of Governments and a Tribal Government representative within Southern California.

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE WARNER CENTER SPECIFIC
PLAN UPDATE – SCAG NO. I20090398**

PROJECT LOCATION

The Warner Center Specific Plan (WCSP) project area is located in the southwestern corner of the San Fernando Valley in the City of Los Angeles. The WCSP project area is currently bounded generally 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 WCSP project area comprises approximately 924 acres or 1.5 square miles and is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. Staff is considering expanding the Specific Plan area up to the Los Angeles River.

Similar to the WCSP area, the surrounding area is developed and supports a variety of land uses. The area surrounding the site contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

PROJECT DESCRIPTION

In the mid-1980s a community-based effort was initiated to create a Master Development Plan to balance commercial and residential growth, thus reducing traffic impacts in the region and providing design and aesthetic standards for the Warner Center area. That effort culminated in the adoption of the Warner Center Specific Plan (WCSP – Ordinance Nos. 168873 and 168984) by the City Council in June 1993. Changes and amendments to the plan were adopted in 1997, 2000 and 2001. An Environmental Impact Report (EIR) for the Warner Center Specific Plan was certified in 1993 (State Clearing House No. 90-011055). The EIR analyzed 21.5 million square feet of commercial space and 3,000 residential units in Phase I (2010). The Specific Plan required that further environmental review be conducted in 2011 prior to implementation of Phase II. When the Specific Plan was adopted in 1993, commercial growth in Warner Center was higher than residential growth. In order to encourage residential growth and create more balanced development, transportation fees and other restrictions were not required on residential projects as they were on commercial and industrial development. The 1993 WCSP limited Phase I commercial development to 21.5 million square feet, however, there was no limit on the residential units allowed – except that the EIR only analyzed 3,000 units and therefore development in excess of the 3,000 units was required to conduct additional environmental analysis.

As residential development outpaced that anticipated for 2010 (3,000 units were reached in 2005, while commercial development remained at about 17.5 million square feet), the community became concerned with this unanticipated development and associated impacts. In addition the community and the Woodland Hills Warner Center Neighborhood Council were concerned that design and aesthetic standards in the 1993 Specific Plan were minimal. To address these concerns Interim Regulations were adopted in 2005 to limit new residential growth until the Specific Plan could be updated. At the same time, Council initiated a motion to restudy the current plan. As part of this motion a Citizen's Advisory Committee was formed to advise City of Los Angeles Planning Department staff on planning, development and quality of life issues in Warner Center and to provide input to the Warner Center Specific Plan Update. The Warner Center Specific Plan Update is being developed to address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions.

Details of the Warner Center Specific Plan Update will be developed in concert with the environmental review process so as to incorporate environmental concerns in to the plan. The EIR will analyze anticipated development impacts for the year 2035.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region and subregion/city are as follows:

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 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. City totals are the sum of small area data and should be used for advisory purposes only.

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.*

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*

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.*

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.*

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*

CONCLUSION

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.

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

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: <http://www.scag.ca.gov/igr/>

- Click on "*Demonstrating Your Project's Consistency With SCAG Policies*"
- Scroll down to "*Table of SCAG Policies for IGR*"

| SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles | | |
|---|--|---|
| Regional Transportation Plan Goals | | |
| Goal/ Principle Number | Policy Text | Statement of Consistency, Non-Consistency, or Not Applicable |
| RTP G1 | Maximize mobility and accessibility for all people and goods in the region. | <i>Consistent: Statement as to why</i> <i>Not-Consistent: Statement as to why</i> <i>or</i> <i>Not Applicable: Statement as to why</i> |
| RTP G2 | Ensure travel safety and reliability for all people and goods in the region. | <i>Consistent: Statement as to why</i> <i>Not-Consistent: Statement as to why</i> <i>or</i> <i>Not Applicable: Statement as to why</i> |
| RTP G3 | Preserve and ensure a sustainable regional transportation system. | <i>Consistent: Statement as to why</i> <i>Not-Consistent: Statement as to why</i> <i>or</i> <i>Not Applicable: Statement as to why</i> |
| Etc. | Etc. | Etc. |

From: Dan Scott
To: Priya Mehendale; Tom Glick
Date: 6/26/2009 11:30 AM
Subject: Fwd: LA Daily News - Warner Center Specific Plan Update

>>> Christopher Murray <chris@raa-inc.com> 6/24/2009 5:13 AM >>>
Dan:

Here's the article in the LA Daily News re the Warner Center Specific Plan Update.

Warner Center's future in middle of debate

VISION: City's Planning Department to discuss ways to update the area.
By Talal Ansari, Staff Writer
Updated: 06/19/2009 09:31:22 PM PDT

Decades after Warner Center evolved into the West San Fernando Valley's version of a downtown, city planners and neighborhood activists are renewing debate about the future of the 1.5-square-mile residential and commercial area.

The city is working with the community to update the Warner Center Specific Plan, which spells out zoning and development goals for the area.

Some hope the plan will create a walkable, shoppable and residential development in Woodland Hills similar to those in Santa Monica and Pasadena, while others caution against growth for growth's sake.

The city Planning Department will hold a meeting on Monday to discuss the draft plan.

For two years the Planning Department, urban planning consultant Pat Smith, the Citizen's Advisory Committee, neighborhood council and residents have worked on the new plan.

``We want everyone to see the vision we have. We want to get everyone's input on the future of their neighborhood," said Joyce Pearson, chairwoman of the Woodland Hills Warner Center Neighborhood Council.

Pearson envisions Warner Center becoming more conducive to walking while simultaneously adding more retail and residential properties \$ eventually leading to more mass transit.

``We know we have to crawl before we can walk or run. We are pushing to cut the blocks down to create opportunities for retail and more open space," Pearson said.

For years now, Warner Center has found itself wrestling with its urban ambitions and suburban legacy.

According to the neighborhood council, there is a consensus within the

community to make the area more pedestrian-friendly. But that won't be easy. The 924 acres were designed for cars, in a city that reveres and relies on its vehicles.

Councilman Dennis Zine, who represents the community, is cautious about adding more retail and residential properties to Warner Center.

``The area was originally designed to have a balance," Zine said.

``Retail is nice but it doesn't employ the volume we are looking for. We need jobs that pay well. People in retail can't afford housing in and around the Warner Center. We already have three malls in the area and they are cutting hours."

Zine said he ``appreciates input from the community" but is committed to ``creating and maintaining a balance between good jobs and affordable housing."

``It is up to us to make the final decision," Zine said.

The Westfield Group, one of the largest retail property companies in the world, owns and operates two malls in Warner Center. Pearson sees Westfield as an invaluable partner in furthering the neighborhood council's aspirations.

Westfield reopened the Topanga mall in 2006 after a \$1.25 billion renovation, making it the largest retail center in the city.

In the late 1960s, the Warner Center was envisioned to be the Valley's version of Century City, a car-friendly mini-downtown surrounded by suburbia. The development evolved over the next three decades; first with low- and mid-rise building and later high-rise construction peppered with apartments and condominiums.

The new Warner Center Specific Plan is still a work-in-progress. Monday will be a new chapter.

``Monday's meeting is a review and update of the plan," Zine said. ``It is not going to be the final version."

--
Christopher Murray
Rosenheim & Associates, Inc.
21550 Oxnard Street, Suite 780
Woodland Hills, California 91367
Office: (818) 716-2782
Mobile: (818) 599-5469
Fax: (818) 593-6184

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

This form allows you to make comments on what you believe should be addressed in the Environmental Impact Report. You may submit your comments at this scoping meeting or mail to the City Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 8, 2009**.

Comments:

The density of Woodland Hills is very troubling. There is a danger that increased density will create complete traffic gridlocks.

Please send out newsletters sooner so we can notify our homeowners. Maybe get higher attendance.

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

LYNN RUGER

Address:

5800-43 OWENSMOUTH AVE.

City/State/ZIP:

WOODLAND HILLS, CA-91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment" in the subject line.)

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

This form allows you to make comments on what you believe should be addressed in the Environmental Impact Report. You may submit your comments at this scoping meeting or mail to the City Contact listed below. Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 8, 2009**.

Comments: Because the Warner Center and nearby areas already suffer from
traffic congestion, noise, and air quality decline, all of which will
become worse with continuing new development, the Environmental
Impact Report should discuss (1) what can be done and (2) what would
have to be done to stop or at least slow down further development.
Describe the obstacles, legal & other, to stopping and/or slowing new
development, what action would be needed at the local, state, and
Federal levels?

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

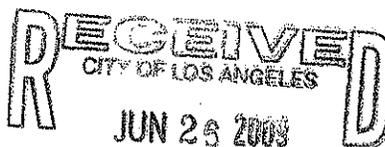
Name: Irving Sherman
Address: 24030 Killian Street
City/State/ZIP: Woodland Hills, CA 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org
(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail: NersesYerjanian@dot.ca.gov



*Flex your power!
Be energy efficient!*

CITY PLANNING
VAN NUYS

Mr. Thomas Lee Glick
Department of City Planning
6262 Van Nuys Blvd., Room 351
Van Nuys, CA. 91401

IGR/CEQA# 090622/NY
NOP/Warner Center Specific Plan Update
SCH#1990011055

LA/101/25.34

June 23, 2009

Dear Mr. Glick:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Warner Center Specific Plan Update. Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 101.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

Mr. Glick

June 23, 2009

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

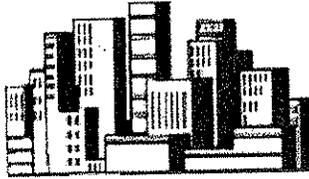
Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 090622/NY.

Sincerely,



Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Regional Transportation Planning



KIDS FROM THE VALLEY, LLC

850 S. Broadway, Penthouse Fl. Los Angeles, CA 90014
Tel (213) 626-5321 Fax (213) 622-1939

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

June 15, 2009

Dear Mr. Glick:

We have received and reviewed the "Notice of Preparation of a Draft Environmental Impact Report (DEIR)". We own three (3) commercial properties in the area and as local property owners have some concerns that we feel must be addressed prior to expansion. Per our previous discussions with Field Deputy Stephanie Romero from Councilman Dennis Zine's office, below is a list of our concerns that have yet to be addressed or resolved. At the forefront of our concerns lie graffiti and day workers. Although we admire your offices efforts to expand the area, we feel that expanding without cleaning up the foundation is similar to putting a band-aid on a larger problem.

We had voiced our concern and added some suggestions for resolve regarding our two business parks located at 21110 & 21200 Vanowen Street and our Vanowen / Desoto Valu Plus Market shopping center. As we are sure you are aware we are not alone with our concerns regarding the current "Day Laborer" quandary. We as landlords and property owners are required to uphold a clean and safe environment for our tenants and their customers to conduct daily business. As of late we have received several complaints from our tenants concerning Day Laborers. There has been a significant increase in Day Laborers loitering on our properties and immediately outside our. They have been destroying our landscaping, littering, graffiti tagging, consuming alcohol, and in some extreme cases urinating on our properties.

We have made several attempts to discourage these groups from congregating on or near our properties, but it has been a futile outcome. We replaced our plants on one property over four times but to our dismay they continue to pull out the ivy further destroying our landscape so that they can continue to squat on our property. We are currently in the process of removing our ornate block wall on Vanowen and Eton and replacing it with wrought iron fencing to alleviate the problem of graffiti and squatting. It is common that the Day Laborers chain their bikes to our property fence along Vanowen and Eton. At any one given time we have had up to ten (10) bikes chained to our fence.

An additional concern of ours is the alarming increase in graffiti. We were forced to install fencing in the rear of our Van Owen / De Soto property having consistently been vandalized twice a week by gang graffiti. We have also received reports that Day Laborers have been spotted in the parking lots of our property looking inside vehicles and have been chased off by our tenants on numerous occasions. We fear for the safety of our tenants, business and property.

Between the Day Laborers loitering, traffic stopping to pick them up, graffiti, drinking of alcohol, littering etc. our property's appeal towards new and current tenants and prospective customers has been on a decline. It is hard enough to attract new tenants in this economy let alone to deal with this ongoing issue. Something needs to be done as Vanowen between Desoto and Canoga no longer has an appeal to new business.

Some of our suggestions for creating steps to resolve this issue are as follows:

- 1) A safe and appealing alternative must be created for the Day Laborers. We suggest creating a shelter stand such as the one's required by law at large construction supply stores. A great location for this would be at the "Park & Ride" parking lot located on the SEC of Vanowen and Canoga. Many Day Laborers already congregate in this location and perhaps if provided shelter, water and restrooms it could possibly lure others to the one location and off the neighborhood streets. Only 15% of the lot is in use at any one given time and the other portion of the lot can be used as a shelter for Day Laborers. Day Laborers start at 7:00 am and leave around 3:00 pm.
- 2) Encourage Day Laborers to congregate at Home Depots. Home Depot located just south of Victory on Variel has a large shelter on its lot for Day Laborers equipped with shade, water and restrooms.
- 3) Increase Police/Security Patrol. Coordinate with the local police department to have local patrol officers' drive and stop by locations where Day Laborers congregate. This would help discourage the drinking, graffiti, loitering on private property, urinating in public, etc.
- 4) Signage. Install signage on public streets to discourage people from picking up Day Laborers.
- 5) Adding and Expanding Business Improvement Districts. We recommend either expanding or adding additional Business Improvement Districts (BIDS) in the Warner Center Specific Plan (WCSP) as these entities have proven to reduce crime and waste.

We are open to any other suggestions from you or other property and business owners in the area. Again we would like to voice our appreciation toward you and your office's interest in our area and look forward to the cleanup and expansion. We are hopeful that these issues will be addressed and the business quality of the area will increase. We look forward to resolving this matter and creating a safe and prosperous alternative for all parties involved.

Sincerely,



Mark Cohen, CFO

MC/cd

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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Comments:

Safety issues. With the increase of residential population & job opportunities in a situation of emergency (ies) where will there be medical facilities to accommodate patients?

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

ANTHONY SPINELLA

Address:

21602 YOCUM AVENUE

City/State/ZIP:

WOODLAND HILLS, CA 91364

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment" in the subject line.)

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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- Comments:
1. Water is needed in LA City & County - Is there a plan to create desalination plants to convert salt water into fresh water?
 2. Since rent in the new & existing apartments is ~\$1000+/month, what steps are being taken to get good paying jobs in this area (like Pratt Whitney, Lockheed, Northrop, Litton type companies).
 3. Most people working in this area do not live in this area, that means most people live outside this area thus traffic is increasing. Is there any plans to connect Agoura Hills, Calabasas, TO, etc included in higher speed express mass transit plans?

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

ANTHONY SPINELLA

Address:

21602 YUCATAN AVENUE

City/State/ZIP:

WOODLAND HILLS, CA 91364

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

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Comments: What can we do to mitigate
traffic on Topanga Canyon.
I have problems getting on Topanga
Canyon in the morning & turning
onto my street after work during
rush hour. Can a light be
added to Topanga Canyon / Colton St.
Can Topanga Canyon be converted
into one way street? Also, when can
we add bike lane

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

L Boykin

Address:

5715 Topanga Canyon Blvd

City/State/ZIP:

Woodland Hills, CA

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

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2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

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Comments: Many say they will be moved on by 2035.
What accommodations will be made for SENIOR
Citizens who will still be in the area.
Walking is great but the timed walk lights in
operation right now are very short unless one
is jogging or riding a bike.
Can we get the audible walk signals
installed with the lights, please for those with
vision impairment.

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

M. E. Bruhn

Address:

6031 Fountain PK Ln #10

City/State/ZIP:

Woodland Hills, CA 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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Comments: What are you planning for better transportation? Are you thinking about fuel efficient trams or more of those megabuses that pollute the air and carry few people? We used to have rail transportation in the Valley,
How are you planning to supply enough water for these new developments

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name: PATRICIA McFARLIN
Address: 1915 MARMOL DR
City/State/ZIP: WOODLAND HILLS, CA 91364

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org
(Please include "Warner Center Specific Plan NOP Comment" in the subject line.)

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Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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Comments: Can a traffic light be installed at the main
entrance of The Met condos.
We need more fun places for all the singles
in Woodland Hills.
What does it take to install a wall along the
101 freeway to block out the noise in our
condo development.

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name: Susan Noto
Address: 5535 Canyon Crest 102
City/State/ZIP: Woodland Hills Ca 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org
(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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Comments: How can the expected double population in 2035 be
expected to move anywhere on the existing streets?? Will major
streets be added? WHERE? how? People movers? Monorails? Affordable to all?
And how can our water challenges be addressed?
People? Landscapes?
If environment deems - no project - then what -
Any body does anything with old codes?

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name: Paula Hayes
Address: 6532 Pentfield Ave
City/State/ZIP: Woodland Hills CA 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org
(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

Public Input Form
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2009 Warner Center Specific Plan Update
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June 22, 2009

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Comments: WHY WAIT FOR 2035? WHY NOT PLAN FOR 2015 OR 2020?
ONE SOLUTION FOR TRAFFIC IN AND AROUND THE
WARNER CENTER AREA WOULD BE TO MAKE
WALKWAYS, OVER HEAD LIKE DOWNTOWN LAS VEGAS.
THIS WILL CUT DOWN A LOT ON AUTO TRAFFIC.
PEOPLE WOULD BE ABLE TO WALK FROM 1 POINT
2 THE OTHER. HAVE MOVING TRAMS/ESCALATORS
TO MOVE PEOPLE FROM 1 POINT 2 THE OTHER

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

TOM CAREY

Address:

26006 ALIZIA CANYON DR # E

City/State/ZIP:

CALABASAS CA. 91302

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment" in the subject line.)

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Scoping Meeting
2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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Comments: ARE THERE PLANS FOR
PHARMACY (DRUG STORE) MARKET IN
THIS AREA —
PLEASE SEND BROCHURE
(DRAFT DOCUMENT)

I REPRESENT 220 OWNERS THAT LIVE
IN WOODLAND HILLS

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

PATRICIA TRAVIS

Address:

22033 OXWARD ST

City/State/ZIP:

WOODLAND HILLS CALIF 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@city.org

(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

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2009 Warner Center Specific Plan Update
Project/Case Number: ENV-2008-3471-EIR

June 22, 2009

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Comments: NEED TO INCORPORATE A LOCAL DEVELOPMENT
CORPORATION INTO PLAN TO BE THE ENTITY
THAT OVERSEES MAINTENANCE, PARKING
ALLOCATIONS, NEIGHBORHOOD PROTECTION

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name: M. KLEIN
Address: 4126 CAHALETE ST.
City/State/ZIP: WOODLAND HILLS CA 91364

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org
(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

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Comments: To have less traffic outside your proposed plan. How are you planning to make it easier for those people outside your proposed plan to travel there without a car. It's fine to walk but if one wants to shop and then have to carry packages home, it's difficult if there is not transportation home. You also need include all areas outside your map in the beautification project just to keep the entire area beautiful.

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

Janet Lucar

Address:

6225-102 Shoup Ave

City/State/ZIP:

Woodland Hills, CA 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment" in the subject line.)

Public Input Form
Scoping Meeting
2009 Warner Center Specific Plan Update
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June 22, 2009

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- Comments: ① New buildings to be constructed should be designed to require less energy for cooling and heating. Are specifications for insulation against heat transfer to be part of the EIR?
- ② Is there a plan for upgrading existing Orange Line and other bus routes to light rail lines, perhaps elevated or subway?
- ③ How about a heliport for transfer to and from airports - Bob Hope, LAX, Palmdale?
- ④ Don't plant trees that have roots that break the sidewalks, especially fruitless mulberry!

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

Albert J. Saur

Address:

5416 Manton Ave.

City/State/ZIP:

Woodland Hills, CA 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment" in the subject line.)

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June 22, 2009

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Comments: currently walking hazard is not helped by cars, buses, etc
on any street or business and lack of enforcement
of traffic laws. Also street lights on 24/7 on straight
but not working for last 6 mo. on freeway exits / on ramp
ie 101 off to topanga. foliage needs trim on regular basis
not as tree falling down and blocking traffic for days.
Empty buildings + schools for years but you all continue to
discuss building new and more. Use of existing might be
cheaper and more functional.

You may also indicate if you would like to receive notices for meetings hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the City offices and, for a charge, individual copies may be obtained.

Name:

E. SCHWARTZ

Address:

21931 BUEBANK #31

City/State/ZIP:

WH CA 91367

Lead Agency Contact:

Tom Glick, City Planner
City Planning Department
6262 van Nuys Boulevard, Room 351
Van Nuys, CA 91401

e-mail: Tom.Glick@lacity.org

(Please include "Warner Center Specific Plan NOP Comment"
in the subject line.)

From: susan notaro <susannotaro@hotmail.com>
To: <tom.glick@lacity.org>
Date: 6/24/2009 4:04 PM
Subject: warner center

hey tom,

just wanted to drop you a quick note to say i enjoyed the meeting in woodland hills on monday evening.. and i was impressed by how well you handled everyone's comments... and glad when one of my girlfriends stood up to say something positive about the plans, after listening to everyone else complain so much. anyway, you handled it all very well!

best wishes,

susan notaro

From: "Patricia Morgan" <irish2atee@earthlink.net>
To: <tom.glick@lacity.org>
Date: 6/23/2009 9:59 PM
Subject: Last night's meeting!

Hi Tom and Wendy!

I think that the two of you did a great job contolling the Senior Citizen Mob of Woodland Hills very well! It was my first meeting and I was amazed and appawled by their negativity.....They are not even going to be around in ten years by their groaning but never mind 2035! Now, I will probably be back in my Homeland with my ashes by then but I have a suggestion that maybe I can be part of it...I have been an educator for 14 years and in sales for another 17 years. Why can we not get the elementary and high school children involved - set them a goal of \$\$\$\$ to come up with the best environmental plan and let them visit the location - these are the people of the future plus every parent will be involved with this evolution. Every child will be excited with the program because we will go to every sporting goods store in Woodland Hills to get sponsership. Because I have been a teacher even recently between looking for my next great environmental sales job, I know how intelligent these young children are - so consider this and I will be here to do PR with all your help!! Wendy, are you from England or is that an insutt??!!!! I am from a wee fart of a town in Southern Ireland called Clones!

Best regards!

Patricia Morgan

From: "Kathleen Furness" <kfurness@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Date: 6/23/2009 4:15 PM
Subject: Warner Center Specific Plan NOP Comment

There must be adequate parking for all purposes (residential and commercial) in the Warner Center plan

We own a place just West of Topanga in Fountain Park Co-op. The parking is already a real issue out in front. If there is a concert at the park or other activities in Warner Center the neighborhood streets are full.

I know we would like to think a lot of people would use the rapid transit system, but the reality is people in California love their cars and are not likely to give them up.

Thank you for allowing me to express my opinion.

Robin Hutchison
6040 Nevada Avenue #17
Woodland Hills, CA 91367



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

June 16, 2009

Mr. Tom Glick
City Planner
City Planning Department – Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Dear Mr. Glick:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Warner Center Specific Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

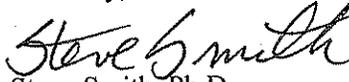
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:DG:AK

LAC090609-10AK

Control Number



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: **LD-1**

July 21, 2009

Mr. Tom Glick, City Planner
Department of City Planning--Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

Dear Mr. Glick:

**NOTICE OF PREPARATION (NOP)
DRAFT ENVIRONMENTAL IMPACT REPORT
WARNER CENTER SPECIFIC PLAN UPDATE**

We reviewed the NOP for the proposed project. The subject project area comprises approximately 924 acres or 1.5-square miles and is developed with retail, residential, commercial, hospital, open spaces, office, manufacturing, and hotel uses.

The following comments are for your consideration and relate to the environmental document only.

Hazards--Flood/Water Quality

The NOP states that consideration is being made to expand the plan area up the Los Angeles River. Please note that all proposed developments adjacent to the Los Angeles River must comply with the project goals specified in the Los Angeles River Master Plan. In addition, the NOP does not provide details on the proposed update. The plan and subsequent environmental documents must address the potential hydrologic and water quality impacts to the Los Angeles County Flood Control District's drainage system.

If you have any questions regarding flood and water quality comments, please contact Ms. Angela George at (626) 458-4341.

Mr. Tom Glick
July 21, 2009
Page 2

If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921.

Very truly yours,

GAIL FARBER
Director of Public Works


DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

MA:ca

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July 25, 2008



Mr. Tom Glick
City Planner, Department of Planning
City of Los Angeles
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401

Re: Warner Center Specific Plan Update – Comments

Dear Mr. Glick,

On behalf of the Valley Industry and Commerce Association (VICA), we are writing to provide early input as the City of Los Angeles formally initiates the Warner Center Specific Plan (WCSP) update. As an integral part of the business community within the San Fernando Valley, Warner Center is of vital interest due to its role as a primary employment and retail center. It is the firm belief of the VICA Board that this current update effort can lead to an even more successful and vibrant Warner Center.

With this in mind, there are several fundamental principles that we believe should be reflected in the specific plan update. These following principles, appropriately implemented, will allow Warner Center to continue to thrive while enhancing the quality of life within the broader community:

- The continued promotion of housing near jobs and transit
- The preservation and maximization of commercial land for the purpose of retaining and attracting high-paying jobs and generating retail sales
- Expansion of transit opportunities and infrastructure near jobs

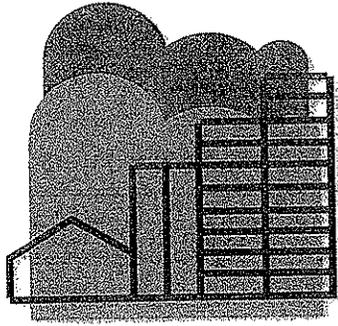
VICA urges that these principles be incorporated into the redraft of the Warner Center Specific Plan. Enclosed with this letter is VICA's Land Use Vision for the San Fernando Valley, a detailed document that provides suggestions on how to increase business growth during the Specific Plan and Community Plan updating process.

Thank you for your time and consideration.

Sincerely,


Greg Lippe
Chairman


Brendan L. Huffman
President & CEO



Woodland Hills Warner Center Neighborhood Council

Your participation in city governance through the Neighborhood Council enables the city to be more responsive to our community's needs.

www.whcouncil.org

Issue No 6 - June 2009

Warner Center's Future Becoming Clear

New Warner Center Specific Plan Taking Shape

By Dennis Dibiase, Woodland Hills Warner Center NC, WCSP Citizen's Advisory Committee Member

After two years of hard work on the part of the Los Angeles City Planning Department, Urban Planning Consultant Pat Smith, the Citizen's Advisory Committee (CAC), an advisory body made of Neighborhood Council representatives composed of Woodland Hills residents, business owners and the community based organizations, plus property owners from the Warner Center Association, a new Warner Center Specific Plan (WCSP) is taking shape and the future looks bright. As the community organization that pushed for the expedited review, a significant participant in this process has been the Woodland Hills Warner Center Neighborhood Council (WHWCNC).

"Many issues have been discussed over the last two years....and this dialogue hasn't taken place in a 'smoke filled' back room," commented, Joyce Pearson, WHWCNC Chairman and CAC member. "The Neighborhood Council is working to both preserve

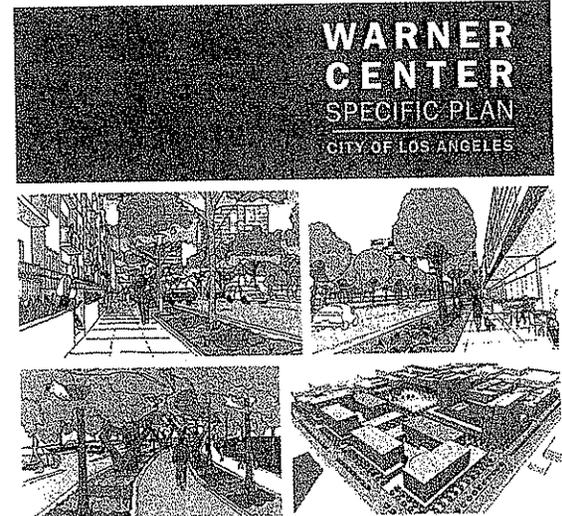
and enhance those portions of the WCSP that protect the quality of life in Woodland Hills."

The Specific Plan

The Warner Center specific plan was drawn up in 1992 in an effort to both encourage the development of Warner Center as a regional business hub and to mitigate the impact of that development on the community. A number of infrastructure requirements, such as widening roadways, were included to ease the flow of traffic. Developers are assessed fees to pay for these improvements, passing along these costs in the form of higher rents.

In 2003, however, there was a significant rise in commercial construction that consumed commercial property resulting in job losses. Neighborhood Council leaders advocated to the City through Councilman Dennis P. Zine for changes to the plan and a temporary stop to residential construction. As a result, the Los Angeles City Planning Department was authorized and budgeted to begin a review of the WCSP in 2006.

The WHWCNC has worked hard to require and facilitate community



participation in the process. A summary of this participation and the issues it has raised follows below. The next step in the revision of the WCSP is preparation of a "Draft Environmental Impact Report" (DEIR). A special LA City Planning Department public meeting to explain this step will be held on June 22 (see announcement on page three of this publication). Traffic, utilities, affects on schools, air pollution and numerous other items will all be evaluated for this report.

A "Walk-Able" Warner Center

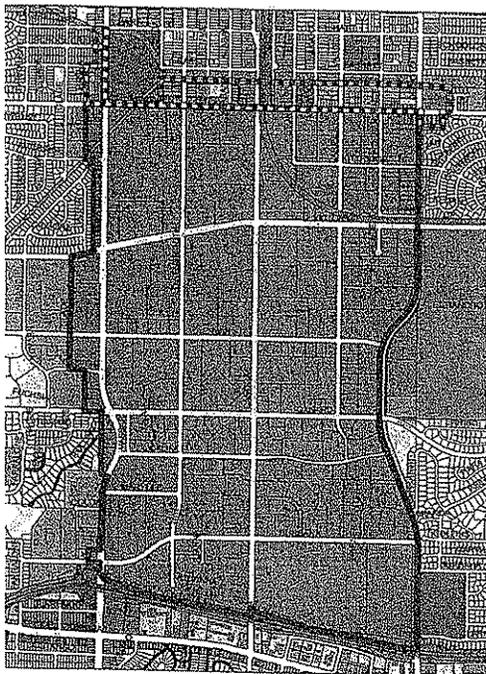
Attendance at the WHWCNC's two "Specific Plan" workshops during the summer of 2008 exceeded all expectations. It turns out that the Woodland Hills community has great interest in and many wonderful ideas regarding the beauty and lush landscape in Warner Center. Also,

"Warner Center" continued on page 6

Warner Center Specific Plan Update

Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

The City of Los Angeles Department of City Planning requests your views on the scope and content of the DEIR for the Warner Center Specific Plan Update.



PROJECT LOCATION AND ENVIRONMENTAL SETTING:

The Warner Center Specific Plan (WCSP) project area is located in the southwestern corner of the San Fernando Valley in the City of Los Angeles. The WCSP project area is currently bounded generally by Vanowen Street to the north, the Ventura Freeway to the south, De

Soto Avenue to the east, and Topanga Canyon Blvd. on the west. The WCSP project area comprises approximately 924 acres or 1.5 square miles and is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. Similar to the WCSP area, the surrounding area is developed and supports a variety of land uses. The area surrounding the site contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard. Staff is considering expanding the Warner Center Specific Plan area up to the Los Angeles River.

PROJECT DESCRIPTION:

Details of the Warner Center Specific Plan Update will be developed in concert with the environmental review process so as to incorporate environmental concerns in to the new Specific Plan ordinance. The details of the Warner Center Specific Plan Update will include, but not be limited to: Development Intensity; Land Use; Transportation; Streets and Highway Design and Standards; Urban Design Standards and Guidelines; Signage; Parking; and Public Art. The EIR will analyze anticipated development impacts for the year 2035, and potentially project level impacts for an interim year (2023), in order to streamline future environmental review of the first projects to move forward under the new Specific Plan.

PROBABLE ENVIRONMENTAL EFFECTS:

The following topics have been identified in an Initial Study to be analyzed in detail in the DEIR: Traffic, Circulation and Parking; Land Use; Aesthetic Impacts; Air Quality; Noise; Geology and Soils; Hazards; Water Resources; Energy; Historic, Archeological and Paleontological Resources; Population and Housing; Public Services and Utilities, and Growth Inducing Impacts.

SCOPING MEETING:

A scoping meeting will be held for the project on **Monday, June 22, 2009 at 5:30 p.m.** The scoping meeting location will be at:

Kaiser Permanente Hospital, Auditorium B, Entrance #5, 5601 De Soto Avenue, Woodland Hills, CA 91367.

WRITTEN COMMENTS:

The circulation period for the NOP will be 30 days from Monday, June 8, 2009 to Wednesday, July 8, 2009. Written comments should be received by **Wednesday, July 8, 2009 at 4:30 p.m.** Please send written comments to the following contact and address to: **Tom Glick, City Planner, City Planning Department -Valley Office, 6262 Van Nuys Boulevard, Room 351, Van Nuys, CA 91401.**

Your comments may also be sent by e-mail to Tom.Glick@lacity.org; please write "Warner Center Specific Plan NOP Comment" in the subject line.