

# FINDINGS

## CEQA Findings

Pursuant to the California Environmental Quality Act (CEQA), the project was assessed in the Warner Center Specific Plan Update EIR Case No. ENV-2008-3471-EIR, State Clearinghouse No. 1990011055, certified by City Council on April 24, 2013, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

## **Charter Findings**

Pursuant to Charter Section 556, the proposed ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan. The Warner Center 2035 Specific Plan became effective on December 25, 2013, through Ordinance No. 182,766. The proposed ordinance is an update and clarification to the Warner Center 2035 Specific Plan as it pertains to the methodology for calculating and assessing Mobility Fees pursuant to Section 7 of that Plan. The ordinance proposes no change in permitted or prohibited land uses, and no substantial change in existing development limitations or requirements. The ordinance will facilitate the collection of appropriate fees necessary to fund identified and specific mobility improvements required within the Plan area. The ordinance is consistent with and helps to further accomplish goals, objectives, and policies contained in portions of the General Plan, including the Citywide Mobility Plan 2035. Specifically:

Policy 2.3 Pedestrian Infrastructure – Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.5 Transit Network – Improve the performance and reliability of existing and future bus service.

Policy 2.6 Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities\* for people of all types and abilities.

Policy 2.9 Multiple Networks – Consider the role of each enhanced network when designing a street that includes multiple modes.

Policy 2.14 Street Design – Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 2.17 Street Widening – Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

The list of specified public improvements required to be funded through the Warner Center 2035 Specific Plan's Mobility Fees are stated in terms of dedications, roadway widening, enhanced turn lanes, signalization, and public transportation. While these do not explicitly call out improvements to pedestrian or bike facilities, the Plan area does contain several enhanced network concepts for such improvements. When a public improvement is undertaken, providing pedestrian and bike enhancements and amenities are a part of the final designs which must be taken into consideration. As a result, more efficient collection of Mobility Fees will result in meeting many public infrastructure policy goals cited in Mobility Plan 2035.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan contains the following Goals and Objectives:

**GOAL 10 DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.**

Objective 10-1 - To encourage improved local/shuttle bus service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

**GOAL 12 A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.**

Objective 12-1 - Reduction of vehicular trip delays in the Community Plan Area through coordination of the street traffic signal system with the Caltrans freeway traffic management system.

**GOAL 13 TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED, AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.**

Objective 13-1 - To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Through the more efficient collection of Mobility Fees, as facilitated by the proposed ordinance, the Goals and Objectives of the Community Plan are furthered throughout the Warner Center 2035 Specific Plan area. Collected Mobility Fees are not only reserved for proscribed travel lane and roadway improvements and intersection enhancements, but can also spent on the creation and enhancement of a proposed transit node, which would support or contribute to the multi-modal public transportation

system in the Plan area. Collected Fees that result in more direct improvements to roadway system would relieve traffic congestion through lane enhancements, roadway widening, and improved intersection signalization, all goals and objective so the Community Plan.

Pursuant to Charter Sections 556 and 558 and Sections 11.5.7 and 12.32 of the Los Angeles Municipal Code, the proposed land use ordinance will be in conformity with the purposes, intent and provisions of the General Plan, as well as the public necessity, convenience, general welfare and good zoning practice, as discussed above. The proposed ordinance, updating and clarifying the Warner Center 2035 Specific Plan as it pertains to the methodology for calculating and assessing Mobility Fees pursuant to Section 7 of that Plan, will facilitate the collection of appropriate fees necessary to fund identified and specific mobility improvements required within the Plan area. Collection of appropriate Mobility Fees in conjunction with qualified Projects will result in tangible mobility improvements within the Plan area, traffic congestion relief, associated improvements and enhancements to pedestrian areas, and improvements and enhancements to local public transportation. Achieving these improvements over the life of the Plan is consistent with the purposes, intent and provisions of the General Plan, and is in conformity with public necessity, convenience, general welfare and good zoning practice.