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DRAFT ENVIRONMENTAL IMPACT REPORT

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

Warner Center Regional Core Comprehensive Specific Plan

ENV-2008-3471-EIR

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

State Clearinghouse No.1990011055

Council District 3

Project Location: Generally, the Warner Center project area is currently bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. As part of the proposed Warner Center Regional Core Specific Plan (WCRCCSP), the City is considering expanding the existing Warner Center Specific Plan Area (WCSP) area north up to the Los Angeles River.

Project Description: The proposed WCRCCSP updates the existing WCSP and is being developed to address: 1) previously identified concerns, 2) the environmental analysis required by the 1993 Specific Plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The proposed WCRCCSP would provide for sustainable development where people could live, work and play and where day-to-day needs could be met by walking, bicycling and local transit. Under the proposed WCRCCSP, Warner Center would have a mix of uses designed to promote a jobs/housing balance. These uses would have access to local and regional transit, aggregated, publicly accessible open space, local services, neighborhood serving retail and other land uses promoting walkability and transit use in compliance with SB 375 and AB 32. The proposed WCRCCSP would include a balanced mix and concentration of jobs (including high-paying creative and industrial jobs) and housing to support a complete sustainable center. The proposed WCRCCSP identifies several characteristics needed to attract development including having a balanced mix of uses: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service. Other characteristics that the WCRCCSP identify as necessary to attract such development include high quality development, attractive, shaded, walkable streets with activity along the sidewalks and a network of open space around which development is oriented. The proposed WCRCCSP identifies an assumption (forecast) of growth for the year 2035 that represents development anticipated to occur by that year based on population growth and market demand. Development beyond this assumed growth would require additional environmental review (the plan itself would not necessarily have to be revised). The WCRCCSP would allow for considerable flexibility as to where development would occur, and would plan for development beyond the year 2035. It is anticipated that development under the WCRCCSP would result in the direct addition of approximately 42,700 new residents and approximately 48,860 new employees. It is anticipated that the WCRCCSP would result in a net increase of 14 million square feet (sf) of new non-residential area (net changes: 12.5 million sf of office, 2.3 million sf of retail, and -0.8 million sf of industrial) and 23.5 million square feet of residential area (19,848 units). The project would require adoption of a Specific Plan Ordinance along with implementing ordinances and General Plan Amendments.

PREPARED BY:

Los Angeles City Planning Department, Valley Office

December 2011

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EXECUTIVE SUMMARY

The proposed project entitled the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP) replaces the name of its predecessor Ordinance, the Warner Center Specific Plan (WCSP). The new name is more representative of the Plan's policies and goals in that it will be a development guide for the Warner Center regional center, a Transit Oriented District (TOD). Throughout the remainder of the document, the proposed project will be referred to as either the "proposed project" or the Specific Plan or WCRCCSP.

In accordance with California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15123, this Draft Environmental Impact Report (DEIR) contains a brief summary of the proposed project, referred to in this document as the proposed project, and its anticipated consequences. More detailed information regarding the proposed project and its potential environmental effects are provided in the following sections of this EIR, particularly throughout Chapter 4, Environmental Setting, and Mitigation Measures.

LEAD AGENCY

The City of Los Angeles Planning Department is the Lead Agency for preparation of this EIR. The City of Los Angeles, Planning Department held a series of workshops in early 2009 to provide information about the proposed project and to solicit public input.

PROJECT LOCATION

Warner Center is located in the southwestern corner of the San Fernando Valley in the City of Los Angeles. The current Specific Plan area, originally adopted in 1993, is 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 current proposed project area comprises approximately 924 acres or 1.5 square miles. The proposed project would add 42.8 acres and extend the Specific Plan area to the Los Angeles River in the north rather than ending at Vanowen Street as in the current Specific Plan.

ANTICIPATED DEVELOPMENT UNDER THE WARNER CENTER REGIONAL CORE COMPREHENSIVE SPECIFIC PLAN (WCRCCSP)

In general terms, a Specific Plan allocates land uses in a manner that provides for development flexibility to meet future demands for those land uses. The proposed project attempts to continue to balance future growth with an improved transportation system.

The proposed project acknowledges that the economic climate has changed over the years and projected regional transportation demands have changed. Development anticipated under the proposed project is based on predictions of 2035 market demand. **Table ES-1** shows potential development (based on market demand) under the proposed project and the SCAG (No Project) forecast.

TABLE ES-1:
DEVELOPMENT LEVELS -- EXISTING, 2035 PROPOSED WCRCCSP AND 2035 SCAG (NO PROJECT)

	Existing Development	2035 Proposed WCRCCSP Forecast (existing + Plan)	2035 SCAG Forecast (Existing + anticipated development without the WCRCCSP)[e]
Total area	25.2 million sf	62.7 million sf	31.2 million sf
Residential area	9.1 million sf	32.6 million sf	10.7 million sf
Non-residential area	16.1 million sf [c]	30.1 million sf [d]	20.5 million sf[e]
FAR over buildable area in existing WCRCCSP area[f]	0.66:1	1.64:1	0.82:1
Total Dwelling Units[a]	6,200	26,048	6,731
Total Employees[b]	40,258	89,118	54,037

a. For residential development new units would be 1,180 sf/unit, which results in the following average unit sizes: 1,473 sf/du in 2008, 1,250 sf/du Plan, 1,589 sf/du SCAG
b. Plan employees: New development: 500 sf / retail employee, 333 sf / office employee and 1 hotel employee / room Eliminated development: 500 sf / retail employee and 500 sf / industrial space employee.
This results in an average of 300 sf per net new employee, which is an average assumption for SCAG development. These assumptions result in the following average non-residential sf/employee: 399 existing, 338 Plan, 379 SCAG.
c. Of the 16.1 million sf existing non-residential, 5.77 million sf would be removed with a loss of 10,471 jobs (an average of 522 sf/employee).
d. Approximately 19.8 million sf of new office and retail development would be constructed (and 5.77 million sf demolished, for a net increase of 14 million sf, resulting in an average of 334 sf per new employee.
e. The 1993 Specific Plan contemplated three phases to bring total non-residential development to the following totals (residential development was not limited): Phase I -- 21.5 miilion sf, Phase II – 27.5 million sf, Phase III – 35.7 millions sf. Based on SCAG and City of Los Angeles analyses, the anticipated level of development under the 1993 Specific Plan would not reach the Phase II total by 2035. Further environmental review was required prior to Phases II and III moving forward.
f. Over the original Warner Center area, not including the added area north of Vanowen (which is anticipated to remain similar in density to today) and not including open space areas in Warner Center.

Source: City of Los Angeles, Patricia Smith, Strategic Economics, 2009

ENVIRONMENTAL REVIEW AND PROJECT APPROVAL

The environmental review process started with publication of a Notice of Preparation (NOP) that circulated from June 8, 2009 to July 8, 2009. A scoping meeting was held June 22, 2009, 5:30 p.m.

This EIR presents the results of the environmental analysis prepared for the proposed project. This document addresses potential project impacts and mitigation measures, and serves as a project planning tool for local, county, state and federal agencies, and the public consistent with CEQA guidelines, procedures and policies.

The proposed project is subject to review under the requirements of CEQA. The purpose of an EIR is to identify all potentially significant effects of a project on the physical environment, to determine

the extent to which those effects could be reduced or avoided, and to identify and evaluate reasonable alternatives to the project.

As noted above, the City of Los Angeles Planning Department is the Lead Agency responsible for the preparation of the environmental documentation in compliance with CEQA. The City of Los Angeles Planning Department held a series of workshops in early 2009 to provide information about the proposed project and to solicit public input. In addition the Citizen's Advisory Committee has met regularly to discuss the Specific Plan and its components. A scoping meeting for this EIR was held on June 22, 2009.

It is anticipated that the following approvals would be necessary for project implementation:

- Adoption of the Specific Plan (Planning Commission recommends adoption, City Council takes final action);
- Adoption of the implementing ordinances including new zoning maps consistent with the new Regional Commercial designation;
- Repeal of all 1993 funding ordinances with the exception of the Transportation Trust Fund which will be amended;
- For each project: consistency review and finding of consistency with the adopted WCRCCSP and EIR;
- Approval of individual projects as proposed;
- General Plan Amendment to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan to designate all of the proposed project area as Regional Center Commercial including a footnote addition to the Plan Map to permit hybrid industrial uses within the project area in order to permit a Sign District consistent with LAMC requirements;
- Creation of a separate Sign Ordinance consistent with the goals of the proposed project and the Supplemental Sign District requirements of the LAMC;
- Revisions to the Transportation Element to reflect changes in roadway designations;
- Specific Plan Boundary expansion north to the Los Angeles River; and
- Formation of a local Development Corporation or other organization to assist in developing the area and implementing mitigation measures.

Study Issues

Based on preliminary review of potential issues and comments received during the scoping process, this EIR includes an analysis of the following environmental issue areas: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Hazards, Hydrology and Water Quality; Land Use; Noise, Population and Housing, Public Services; Transportation and Circulation; and Utilities. Other possible effects of the project and why these impacts were determined not to be significant are addressed in Section 5 of this EIR.

AREAS OF CONTROVERSY

Comments received during the scoping period including at the June 22, 2009 public scoping meeting as well as comments received during on –going CAC meetings, indicate that potential areas of controversy and issues to be resolved by the City's decision-makers include the following:

- Appropriate density for the specific plan area and type of uses permitted (is residential density appropriate at the levels identified and how much of the area should be designated a Transit-Oriented development [TOD]);
- Aesthetics, including urban design and streetscapes;
- Neighborhood protection – what protective measures will be taken to ensure local neighborhoods are not impacted by new development;
- Traffic impacts in general;
- Parking requirements;
- Location of future transit circulation within Warner Center; and
- Greenhouse gas emissions and energy saving measures.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-2 provides a summary of project impacts and mitigation measures and identifies level of significance after mitigation.

SUMMARY OF PROJECT ALTERNATIVES

As required by Section 15126.6 of the *CEQA Guidelines,* this EIR examines a range of reasonable alternatives to the proposed Projects. The analysis of project alternatives in this EIR focuses on a reasonable range of alternatives consistent with CEQA Guidelines Section 15126.6(a).

The following alternatives address the CEQA-required No Project Alternative and provide a reasonable range of alternatives; these alternatives would reduce the potential environmental impacts of the project:

No Project: Continuation of Existing Specific Plan or Revert to Underlying Development Right (0.35:1). This alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the existing Specific Plan would remain in place. Future development opportunities would remain open. This alternative would result in additional growth in Warner Center in accordance with the 2008 SCAG growth forecast. On average Warner Center is currently developed to an average Floor to Area Ratio (FAR) of about 0.66:1. Under this alternative the FAR would increase to 0.82:1 (as compared to 1.64 under the proposed project).

Reduced Development FAR (75% Project). This alternative would scale down project areas by 25% resulting in an overall reduction in impacts of about 25% with residential scaled back from 26,000 dwelling units to 19,500 dwelling units total, and non-residential uses scaled back from 30 million square feet total to 22.5 million square feet total. Most impacts that are anticipated to be significant for the project would remain significant under the Reduced Development 75% Project Alternative, but impacts would either be reduced in intensity and/or duration.

The following alternatives were considered and rejected from further consideration:

Reduced Development All Non-Residential (No Additional Residential Development). This alternative would not result in reduction of trips that would occur with a mix of uses, specifically from the addition of residential uses to what is now a substantially commercial center.

Reduced Mobility Fee. Under this alternative mitigation would be paid for on a project-by-project basis or less mitigation would be required. Both approaches have the potential to result in additional impacts beyond those analyzed in this EIR. For this reason this alternative was rejected.

TABLE 1-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
4.1 Aesthetics		
The proposed project would not result in damage to scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or other locally recognized desirable aesthetic natural features.	AES-1: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker. AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.	Less than significant.
Development under the proposed project would not substantially degrade the existing visual character or quality of the site (Warner Center) and its surroundings. The proposed project would result in the consolidation of development into a high-density transit-oriented development (TOD) center. However, new signage has the potential to negatively impact visual quality.	MM-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15. MM-4: Multiple temporary signs in the store windows and along the building walls are not permitted. MM-5: By issuance of a building permit for signage, for every Digital Display each Applicant or its successor shall remove or cause to have removed one billboard for each Digital Display. MM-6: A building permit for a new Digital Display sign shall not be issued until any prohibited signs, on such parcel, have been removed. MM-7: All signs in the WCRCCSP area shall meet the following criteria: a) The building and ground area around signs shall be properly maintained at all times. All unused mounting structures, hardware and wall perforations from any previous sign shall be removed and building surfaces shall be restored to their original condition. b) All signage copy shall be properly maintained and kept free from damaged sign material and other unsightly conditions, including graffiti. c) Any sign structure shall be at all times kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes. d) Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view. e) The signage copy must be repaired or replaced immediately upon tearing, ripping, or peeling or when marred or damaged by graffiti. f) No access platform, ladder, or other service appurtenance, visible from the sidewalk, street or public right-of-way, shall be installed or attached to any sign structure. g) Existing signs that are no longer serving the current tenants, including support structures, shall be	**Potentially significant as a result of new signage.**

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	removed and the building facades originally covered by the signs shall be repaired/resurfaced with materials and colors that are compatible with the facades. MM-8: The material, construction, mounting, and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.	
The proposed project could increase the overall lighting and illumination of the area; with mitigation impacts would be less than significant.	AES-9: All lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the construction area boundaries that is improved with light-sensitive uses. AES-10: Exterior lighting shall incorporate fixtures and light sources that focus light onto project sites to minimize light trespass. AES-11: Lighting of individual projects shall comply with LAMC Section 93.0117. As such, lighting shall not cause more than two footcandles of lighting intensity or direct glare from the light source at any residential property. AES-12: All buildings, parking structures, and signage within Warner Center shall be prohibited from the using highly reflective building materials such as mirrored glass in exterior façades. Examples of commonly used non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and would likely include additional materials as technology advances in the future. AES-13: Buildings shall not include large areas of reflective surfaces that could reflect light from signage into surrounding areas. No high brightness special effects lighting with brightness levels that shall exceed the lighting levels of permitted signage would be allowed. Buildings, signage or thematic elements shall not incorporate reflective building materials or provide a source of auto headlight-related glare in proximity to glare sensitive uses. AES-14: Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential uses. AES-15: The exteriors of buildings shall be constructed of materials such as high performance tinted non-reflective glass and/or pre-cast concrete or fabricated wall surfaces. AES-16: Prior to issuance of a building permit for signage displays, a lighting design expert shall develop plans and specifications for the proposed lighting displays, to identify maximum luminance levels for the displays. The City and lighting expert shall review and monitor the installation and testing of the displays,	Less than significant.

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	in order to insure compliance with all City lighting regulations and these mitigation measures. AES-17: Each applicant (and successor) and/or its lighting design expert shall implement the following protocol to determine compliance with all City lighting regulations and these mitigation measures no later than 6 months after certificate of occupancy: a) A representative testing site shall be established on or next to those light sensitive receptors that have the greatest exposure to signage lighting on each facades of a development. b) A light meter mounted to a tripod at eye level, facing project buildings, should be calibrated and measurements should be taken to determine ambient light levels with the sign on. c) An opaque object (a board) should be used to block out the view of the sign from the light meter, at a distance of at least 4 feet away from the tripod and blocking the light meter's view of the building. A reading should be taken to determine the ambient light levels with the sign off. d) The difference between the two would be the amount of light the sign casts onto the sensitive receptor. e) An alternate acceptable method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage. This method takes more coordination, but is more accurate. AES-18: All displays shall have a wattage draw not to exceed 12 watts/sq. ft to meet Title 24 2008 requirements. AES-19: All displays shall be fully dimmable, and shall be controlled by a programmable timer so that luminance levels may be adjusted according to the time of day. Displays shall also include an automatic light level meter, with the intensity of the illumination not to exceed 0.3 footcandles above ambient light levels, in addition to the other illumination restrictions of these mitigations. AES-20: All displays shall have a maximum total lumen output of no more than 20 lumens per square foot. AE-21: Digital signage shall not exceed 100 feet above grade. AES-22: Digital displays shall include an automatic light sensor/meter to ensure that illumination levels do not exceed 0.3 footcandles above ambient light levels. AES-23: During daytime hours all digital displays will have a brightness less than 3500 candelas/ m^2. AES-24: All digital displays shall transition smoothly at a consistent rate of speed from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding the transition to nighttime brightness 45 minutes after sunset. Where applicable, they shall	

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	also transition smoothly at a consistent rate of speed from the permitted nighttime brightness to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding the transition to daytime brightness 45 minutes after sunrise. AES-25: All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky. AES-26: All signs using animation or that otherwise change shall be restricted. Each applicant shall submit a study to the Department of City Planning documenting proposed refresh rates and compliance with the SUD.. AES-27: Each applicant (or successors as appropriate) shall submit a conceptual signage and lighting design plan to the Department of City Planning to establish lighting standards and guidelines.	
The proposed project could result in significant shade and shadow impacts to nearby sensitive uses including new uses that would be developed as part of the WCRCCSP as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new mid- and high rise development).	AES-28: Individual discretionary projects will conduct further site-specific analysis to determine whether adjacent sensitive uses could be impacted by proposed structures. The City shall require that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible.	**Potentially significant**.
4.2 Air Quality		
Implementation of the proposed project could incrementally provide new sources of regional air emissions but they would be consistent with development assumptions for the City of Los Angeles and would therefore not	None required.	Less than significant.

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conflict with or obstruct implementation of the Air Quality Management Plan.		
Anticipated construction activities within the WCRCCSP area would exceed SCAQMD regional significance thresholds. Average emissions would exceed thresholds for ROG. Peak construction activity would vary depending on project size larger projects would result in additional thresholds being exceeded. It is anticipated that localized significance thresholds could be exceeded in the vicinity of some construction sites.	AQ-1: The City shall require that all projects use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust AQ-2: The City shall require that ground cover be reestablished on construction sites through seeding and watering on completion of construction (or is sites are to remain undeveloped for more than a year). AQ-3: The City shall require that trucks leaving construction sites be washed to reduce track-out dirt and dust. AQ-4: The City shall require that developers provide rideshare and transit incentives to construction personnel. AQ-5: The City shall require that developers configure construction parking to minimize interference with traffic lanes. AQ-6: The City shall require that developers and City Departments minimize the obstruction of through-traffic in the vicinity of construction sites. AQ-7: The City shall require that developers and City Departments use flag people during construction to guide traffic properly. AQ-8: The City shall require that construction activities that could affect roadways be scheduled for off-peak periods. AQ-9: The City shall require that developers (as well as City construction personnel associated with construction of roadway and other infrastructure) ensure that that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to Canoga Park High School, Woodland Hills Academy Middle School and Hart Elementary School throughout the construction phase of each project to reduce potentially significant project-specific and cumulative construction-related air quality impacts. The City shall ensure that haul routes are designed to comply with this measure. AQ-10: The City shall require that projects located within 0.5 miles of any LAUSD school shall be subject to a construction fee that provides for funding for the replacement of air filters at the beginning and at the	**Significant and unavoidable.**

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	conclusion of construction in any air conditioning units at the affected school site. AQ-11: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall provide advance notification of the project's anticipated general construction schedule and a specific schedule for site grading and preparation activities, and shall allow the affected school 15 days to review and comment on the schedule. In addition any such project shall be required to provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction, as coordinated with the appropriate school administrative staff. AQ-12: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, as a condition of the Project Permit Compliance Review, execute a covenant to implement feasible mitigation measures, including all measures identified above. AQ-13: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, contribute a fair share to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee shall be $0.10 per square foot of proposed surface area disturbed or greater as may be identified in a subsequent fair share study. AQ-14: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall submit a Construction Air Quality Management Plan (CAQMP) to the City and LAUSD that identifies any anticipated significant project-specific and cumulative air quality impacts on area LAUSD schools and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. Comments from LAUSD shall be provided to the planning Director or his/her designee to determine the extent to which LAUSD comments shall be incorporated in to the CAQMP. The developer shall be required to provide a construction mitigation program that identifies a general schedule of construction activities including the types of machinery, duration of each activity, and the amount of grading or potential earth movement as performed on a daily basis. The program shall provide quantified evidence that proposed daily construction activities would not generate significant construction-related air quality impacts. The City shall review the CAQMPs to verify that impacts are adequately addressed and appropriate mitigation measures are required. The developer shall be required to covenant for all mitigation measures identified in the CAQMP. If the developer wishes to change an approved CAQMP within 15 days of the start of grading/site preparation, the developer shall request in writing from the Director of Planning permission for any such changes. The Director or his/her designee shall base permission for such changes on information in the case file.	

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	AQ-15: If a project were to identify potential significant interior air quality impacts at any school the developer shall provide funding (into the Warner Center Air Quality Trust Fund) for the replacement of air filters at the affected school site. Further developer shall contribute a fair share to fund air conditioners at the school to the extent that air conditioners are not present and/or are in need of replacement. AQ-16: In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into project building design. The appropriate measures shall include one of the following methods: a. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required. b. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing. c. Do not locate sensitive receptors near distribution center's entry and exit points. d. Do not locate sensitive receptors in the same building as a perchloroleythene dry cleaning facility. e. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). f. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used. g. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources. h. Maintain positive pressure within the building. i. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air. j. Achieve a performance standard of at least 4 air exchanges per hour of recirculation k. Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.	

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	l. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and m. Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.	
In 2035 the net regional operational emissions resulting from the WCRCCSP would exceed SCAQMD significance thresholds for $PM_{2.5}$, and PM_{10}.	AQ-17: The City shall implement the WCRCCSP components, including transit and rideshare incentives and promotions, and the anticipated transit circulation system, transit shelters, bicycle lanes and pedestrian amenities that increase transit, bicycle and pedestrian modes of transport to meet the assumptions used in the trip generation analysis. AQ-18: The City shall encourage alternative work schedules and telecommuting in the Warner Center Regional Core Comprehensive Specific Plan area. AQ-19: The City shall require that goods movement in to and out of the Warner Center Regional Core Comprehensive Specific Plan area be scheduled for off-peak periods. AQ-20: The City shall promote efficient parking management; as parking demand decreases (as anticipated with smart growth), the City shall change parking requirements to reflect such changes and provide for re-use of parking lots and structures. AQ-21: As streetlights are replaced, energy-efficient lighting shall be used. AQ-22: All landscaping in public and private projects shall be required to be drought tolerant to reduce water consumption and provide passive solar benefits.	**Significant and unavoidable.**
The WCRCCSP could expose sensitive receptors to substantial pollutant concentrations.	See above mitigation measures.	**Potentially Significant and Unavoidable.**
It is not anticipated that the WCRCCSP would result in significant construction and operational odor impacts.	None required.	Less than significant.
The WCRCCSP would result in a significant increase in greenhouse gas emissions. However,	The project itself is a response by the City of Los Angeles to address greenhouse gas emissions through "Smart Growth." That is the location of dense development adjacent to transit and a mix of uses designed to reduce vehicle trips. See also measures for trip reduction (Section 4.12 Transportation) and energy	**Significant and unavoidable.**

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development of the WCRCCSP is anticipated to be offset by changes in regional development patterns (less development in places without transit and in locations without mixed-use).	reduction and water conservation (Section 4.13 Utilities).	
4.3 Biological Resources		
The proposed project could impact nesting birds protected by the Migratory Birds Treat Act. In addition, protected bats may be present beneath bridges in the area.	BIO-1: For development in the Specific Plan area the City should require avoiding disturbance of any nests protected by the Migratory Bird Treaty Act: If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required. If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act: • No more than two weeks prior to construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available. • If active nests are found during preconstruction surveys, the project proponent will create a no-disturbance buffer (acceptable in size to the CDFG) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFG and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the "take" (mortality, severe disturbance to, etc.) of any individual birds will be prohibited. If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed. BIO-3: The City shall ensure that development within the Specific Plan area avoid disturbance of the roosts of any special-status bats: Prior to construction activities within 200 feet of a bridge (including Owensmouth Avenue, Canoga Avenue, and De Soto Avenue bridges, and the Variel pedestrian bridge), a qualified bat biologist shall survey for special-status bats. If no evidence of bats (i.e., direct observation,	Less than significant.

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	guano, staining, strong odors is present, no further mitigation is required. If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats: • A no-disturbance buffer acceptable in size to CDFG shall be created around active bat roosts during the breeding season (April 15 through August 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the take of individuals will be prohibited. • Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well.	
The proposed project could conflict with local policies and ordinances regarding tree preservation.	BIO-2: For development in the Specific Plan area the City shall require replacement of loss of any protected trees in accordance with the Los Angeles Protected Tree Ordinance: Replace all on-site trees to ensure continuation of the urban forest. Replace all nonnative trees greater than 10 centimeters (4 inches) in diameter at breast height (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio. For native species, source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.	Less than significant.
Project construction activities near the Los Angeles River could require permits from ACOE and/or CDFG.	BIO-4: An Individual Permit or Nationwide Permit, if determined to be necessary by the ACOE, shall be obtained as appropriate prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River. In addition, a Water Quality Certificate from the RWQCB may also be necessary in advance of construction activities. BIO-5: A Streambed Alteration Agreement from the CDFG shall be obtained if necessary prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River.	Less than significant.
4.4 Cultural Resources		
It is not anticipated that implementation of the WCRCCSP would cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5. However, as time goes by more buildings will be older than 50 years and may become potential resources.	CUL 1: For discretionary projects in the Specific Plan area the City shall require that to the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Secretary of the Interior's Standards shall be deemed to not be a significant impact under CEQA and, in such cases no additional mitigation measures will be required. CUL 2: For discretionary projects in the Specific Plan area the City shall require that in the event that a future development project is proposed on a site containing a potential historic property (more than 45 years in age), the City shall require, as part of the environmental review of the project, a site-specific historic resources assessment to determine whether the property is a historic resource under CEQA. If the	Less than significant.

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	historic resources assessment determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under CUL 1.	
Development in the WCRCCSP area would require ground-breaking activities. This could cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5.	CUL 3: For discretionary projects in the Specific Plan area the City shall require that archaeological monitoring, by a qualified archaeologist, of grading of subsurface materials not previously disturbed shall be undertaken. If buried cultural resources are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated. CUL 4: For discretionary projects in the Specific Plan area the City shall require that if cultural resources are discovered during construction activities, the construction contractor will verify that work is halted until appropriate site-specific treatment measures are implemented.	Less than significant.
Ground-breaking activities in the WCRCCSP area could disturb human remains, including those interred outside of formal cemeteries.	CUL 5: For discretionary projects in the Specific Plan area the City shall require that if human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials that fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts, and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.	Less than significant.
Ground-breaking activities in the WCRCCSP area could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	CUL 6: For discretionary projects in the Specific Plan area the City shall require that a qualified paleontologic monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his/her professional opinion, potentially fossiliferous units, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.	Less than significant.
4.5 Geology and Soils		
No known active faults or faults that could result in ground rupture	GEO-1: The City shall require that individual projects prepare detailed geotechnical investigations that address site-specific geologic constraints of the site including soil conditions (including liquefaction and	Less than significant.

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traverse the project area. The project area contains areas that are potentially subject to liquefaction, expansive soils and slope stability issues. Development within the WCRCCSP would include grading activities prior to the construction of multi-story structures.	expansive soils) and stability. The study shall include recommendations related to erosion control and other site-specific conditions including seismicity for construction of individual projects. GEO-2: The City shall require that individual projects be constructed in compliance with the Los Angeles Municipal Code and California Building Code and other applicable regulations. GEO-3: Unless otherwise specified by the City of Los Angeles, the City shall require that individual projects demonstrate compliance with specific recommendations for grading, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, asphalt concrete pavement and interlocking pavers, design review, construction monitoring and geotechnical testing as identified in a site-specific geotechnical study, to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits. GEO-4: The City shall require that individual projects comply with the following Department of Building and Safety requirements (if not already covered by mitigation measure GEO-3), prior to issuance of a grading permit for the project: • Prior to the issuance of a grading permit by the Department of Building and Safety, the consulting geologist and soils engineer for each project shall review and approve project grading plans. This approval shall be conferred by signature on the plans which clearly indicate the geologist and/or soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report. • Prior to the commencement of grading activities, a qualified geotechnical engineer and engineering geologist shall be employed on each project for the purpose of observing earthwork procedures and testing fills for conformance to the recommendations of the City Engineer, approved grading plans, applicable grading codes, and the geotechnical report approved to the satisfaction of the Department of Building and Safety. • On each project, during construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Los Angeles Municipal Code and California Building Code and to the satisfaction of the City Engineer and the Superintendent of Building and Safety. • Any recommendations prepared by the consulting geologist and/or soils engineer on each project for correction of geologic hazards, if any, encountered during grading shall be submitted to the Department of Building and Safety for approval prior to issuance of a Certificate of Occupancy for the project. • Grading and excavation activities shall be undertaken in compliance with all relevant requirements of	

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	the California Division of Industrial safety, the Occupational Safety and Health Act of 1970 and the Construction Safety Act. GEO-5: the City shall require that individual projects conform to applicable criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California. GEO-6: The City shall require that seismic design for structures and foundations within WCRCCSP shall comply with the parameters outlined in the 2008 California Building Code as designated for site-specific soil conditions. GEO-7: The City shall require that individual projects within WCRCCSP shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the Los Angeles Municipal Code and California Building Code and Grading Ordinance as may be identified by the Department of Building and Safety prior to Plan Check approval on each building. GEO-8: The City shall require that the structural design of each building within the WCRCCSP area shall comply with the seismic standards of the most recent applicable California Building Code according to the seismic zone and construction type. GEO-9: The City shall require that on each project site, during inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit. GEO-10: The City shall require appropriate erosion control and drainage devices to be incorporated to the satisfaction of the Department of Building and Safety in to every project within the WCRCCSP area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, GEO-11: The City shall require that if temporary excavation slopes are to be maintained during the rainy season, all drainage shall be directed away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope. GEO-12: The City shall require that on each project site provisions are made for adequate surface	

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	drainage away from areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment. GEO-13: The City shall require that all projects within the WCRCCSP area shall comply with National Pollutant Discharge Elimination System (NPDES) permit requirements, including preparation of Storm Water Pollution Prevention Plans. As part of each SWPPP, Best Management Practices would be identified for construction to reduce soil erosion and pollutant levels to the maximum extent possible.	
4.6. Hazards and Hazardous Materials		
A number of contaminated areas exist within Warner Center and development on these sites could result in these contaminants coming in to contact with site workers, passers by and/or future occupants. In addition uses within Warner Center would store, use and generate routine hazardous materials/wastes (gasoline, cleaning products, paint, etc.). In addition, certain uses may involve the use/generation of non-routine hazardous materials or wastes. Therefore development within the WCRCCSP area could create a significant hazard to the public or the environment through the routine transport, use, handling, or disposal of hazardous materials or through accidental conditions involving the release of hazardous materials.	HAZ-1: The City shall require that individual projects conduct a Phase 1 Environmental Site Assessment to identify any hazardous materials/wastes that could be present on each project site. The Phase 1 will also include recommendations and measures for further site assessment (Phase 2) and mitigation (Phase 3) to address any hazardous materials/wastes potentially present on each site including any asbestos and lead-based paint. HAZ-2: The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. Should the Phase 2 site Assessment indicate contamination a Phase 3 Mitigation Plan shall be designed and implemented to the satisfaction of the appropriate regulatory agency (DTSC, LARQCB, LAFD or other regulatory agency as appropriate). HAZ-3: The City shall require that each project applicant and/or contractor ensure that no hazardous materials are transported along Topanga Canyon Boulevard or Burbank Boulevard or within one-quarter mile of a school. HAZ-4: The City shall require that each applicant and/or contractor coordinate in advance of construction with the City of Los Angeles Department of Transportation and Fire Department to ensure that road closures (temporary or permanent) are identified and that alternate access and evacuation routes are determined in the event of an emergency and/or natural disaster. HAZ-5: The City shall ensure that any construction site and/or permanent facility storing hazardous materials comply with applicable regulations regarding storage, transport and disposal of hazardous materials and wastes.	Less than significant.
The WCRCCSP is not located within an airport land use plan, within two miles of a public airport,	None required	Less than significant

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
or located within the vicinity of a private airstrip.		
The WCRCCSP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required.	Less than significant.
The WCRCCSP would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.	None required.	Less than significant.
4.7 Hydrology and Water Quality		
The WCRCCSP could cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body. Proposed construction activities are not anticipated to result in interruption of flow as little or no construction would occur in the Los Angeles River. Much of the project area is currently paved. Storm water flows would drain in a similar manner as today; runoff would be required to be treated and retained as necessary.	HYDRO-1: For development in the WCRCCSP area the City shall require compliance with the Low Impact Development (LID) Ordinance. Construction contractors of individual projects shall be required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practice (BMP) during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments. (LID measures also require review and approval of the Watermaster.) HYDRO-2: For development in the WCRCCSP area the City shall require structural design of individual projects to be modified when possible to avoid the need for a permanent dewatering system. When a permanent dewatering system is necessary, one or more of the following measures as per the Department of Building and Safety shall be followed: • Pumping water to a beneficial use on site (landscaping, decorative fountains or lakes, toilet flushing, cooling towers); or • Returning water to the groundwater basin by an injection well. HYDRO-3: For development in the WCRCCSP area the City shall require sufficient area to be available so that runoff can be collected in roadside vegetated swales as appropriate and directed to existing curb and gutter or storm drains. In other areas, runoff shall be collected in gutters and directed to the storm drain systems. Swale design shall be coordinated with on-site hazardous materials issues as necessary. HYDRO-4: For development in the WCRCCSP area the City shall require compliance with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	Prevention Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los Angeles Municipal Strom Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit. (SUSMP measures require review and approval of the Watermaster.) HYDRO-5: For development in the Specific Plan area the City shall require runoff from parking lots to be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems. HYDRO-6: The City shall require as conditions on project approval within the WCRCCSP area that all wastes from construction in the WCRCCSP area shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site. HYDRO-7: The City shall require as conditions on project approval within the WCRCCSP area that leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. HYDRO-8: The City shall prohibit, as a condition on project approval within the WCRCCSP area, material spills from being hosed down at the pavement. Dry cleanup methods shall be required wherever possible. HYDRO-9: The City shall require as conditions on project approval within the WCRCCSP area that dumpsters be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting. HYDRO-10: The City shall require as conditions on project approval within the WCRCCSP area that where truck traffic is frequent, gravel approaches and dirt tracking devices shall be used to reduce soil compaction and limit the tracking of sediment into streets. HYDRO-11: The City shall require as conditions on project approval within the WCRCCSP area that all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills. HYDRO-12: Short-term water quality impacts may result from the construction of the proposed project.	

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificance. HYDRO-13: Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/). • The project applicant shall implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. • Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. • Clearing and grading of native vegetation at the project site shall be limited to the minimum needed to build lots, allow access, and provide fire protection. • Trees and other vegetation at each site shall be maximized by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Natural vegetation shall be promoted by using parking lot islands and other landscaped areas. • Any identified riparian areas shall be preserved. • Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated. • Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. • Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation. • Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.	

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	• Roof runoff systems will be installed where site is suitable for installation. • Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted. • All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. • Legibility of stencils and signs must be maintained. • Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • The storage area will be paved and sufficiently impervious to contain leaks and spills. • The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area. • An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers. • Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. • Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer. • Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled. • Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent materials whenever grease containers are emptied will be used. • The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.	

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
The WCRCCSP area is located outside of a designated flood plain.	None required.	Less than significant.
Implementation of the WCRCCSP would entail the recycling of existing urban land uses and would not convert natural lands that provide or substantially contribute to groundwater recharge. They would not include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. Therefore, no demonstrable and sustained reduction of groundwater recharge capacity would occur.	None required.	Less than significant.
The WCRCCSP could affect the rate or change the direction of movement of existing contaminants. See discussion of hazardous materials.	See Hazardous Materials mitigation above.	Less than significant.
The WCRCCSP would not cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.	None required.	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
4.8 Land Use and Planning		
The WCRCCSP would encourage medium to high-density mixed-use development adjacent to enhanced transit on sites that are currently developed with various urban uses. Proposed development would not physically divide an established community.	None required.	Less than significant.
The WCRCCSP would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project.	None required.	Less than significant.
The WCRCCSP would not conflict with an applicable habitat conservation plan or natural community conservation plan.	None required.	Less than significant.
4.9 Noise		
During construction of individual projects, the WCRCCSP could cause exposure of persons to noise in levels in excess of standards established in the Los Angeles General Plan and/or Noise Ordinance, or applicable standards of other agencies. Vibration as a result of construction could also affect fragile buildings and/or people.	NOI-1: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the potentially affected school. The CNMP shall be prepared by a licensed Acoustical Engineer and shall include measurement of existing noise conditions and noise modeling of anticipated construction activities at the site. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by a project. NOI-2: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Facility Noise Management Plan (FNP) to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts on nearby schools. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall include noise measurements of existing conditions and noise modeling of anticipated on-site noise sources including any loading docks, public address system, any anticipated crowd/spectator noise and other sources of both stationary and mobile noise. Compliance with this noise limitation may include,	**Potentially significant and unavoidable**.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	but is not limited to, the installation of noise walls/barriers, mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks. NOI-3: The City shall require that all construction activities within the WCRCCSP area shall be restricted to hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take be allowed on Sundays or national holidays. NOI-4: The City shall require that noise-generating construction equipment be equipped with the most effective state-of-the-art noise control devices, i.e., mufflers, lagging, or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. NOI-5: The City shall require effective temporary noise barriers to be used and relocated, as needed, to block line-of-sight (sound) between the construction equipment and any noise-sensitive receptors within 500 feet of a construction site. NOI-6: The City shall require that truck deliveries and haul routes, to the extent feasible, shall be directed away from the three LAUSD schools in the vicinity of Warner Center and not access construction sites from De Soto Avenue, along the lot line of Woodland Hills Academy Middle School or from Topanga Canyon Boulevard and Vanowen Street along the lot line of Canoga Park High School, or use Variel north of Warner Center to access project sites in Warner Center. NO-7: The City shall require applicants for projects within Warner Center to notify schools in advance of construction activities. The construction manager's (or representative's) telephone number shall be provided with the notification so that each school may communicate any concerns. NOI-8: For projects within 500 feet of an LAUSD school, the City shall ensure that if the results of the Construction and/or Facility Noise Management Plans submitted to the Department of City Planning as part of the Project Permit Compliance Review application show that additional noise mitigation measures are necessary, these additional measures shall be imposed by the Planning Department. NOI-9: As part of the entitlement process of new projects established by the WCRCCSP implementing ordinances, the City shall ensure that any construction within 100 feet of an adjacent off-site building of more than 70 years old such buildings should be protected from potential vibration impacts as appropriate.	

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
The WCRCCSP could result in significant operational noise impacts on Variel between Victory and Vanowen.	None available.	**Significant and unavoidable annoyance impact.**
4.10 Population, Housing and Employment		
The project would result in increased population, housing and employment in the area.	None necessary.	Less than significant.
4.11 Public Services		
The WCRCCSP would result in an increase in residents as well as daytime population in Warner Center. This would result in an increased need for fire protection services on the site and Add Area.	PS-1: The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities. PS-2: The City shall require that applicants of the individual projects developed as part of the WCRCCSP shall submit for review and approval all future project plans to the LAFD to ensure that all new structures would comply with current fire codes and LAFD requirements. PS-3: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit. PS-4: The City shall require that all applicants within the WCRCCSP area consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project. PS-5: The City shall require that plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of any project. PS-6: The City shall require fire hydrants to be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade. PS-7: The City shall require plot plans indicating access driveways and roads and turning areas be reviewed and approved by the Fire Department, prior to the issuance of a building permit.	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	PS-8: The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed. PS-9: The City shall require that each project comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles. PS-10: The City shall require that all access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code. PS-11: The City shall require a Fire Flow analysis to be prepared for all projects within the WCRCCSP. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the area. Should fire flow be found to be inadequate each applicant shall be required to comply with the requirements of LADWP (including construction of additional water supply lines within the WCRCCSP area, payment of a fee to cover fair share costs and/or other measures as deemed necessary by LADWP and/or LAFD) to ensure adequate fire flow.	
The WCRCCSP would increase the number of residents as well as daytime population within Warner Center. This would result in an increased need for police services in the area.	PS-12: The City shall require that during construction of individual projects, each project applicant shall implement security measures including security fencing, lighting, locked entry, and security patrol on the site. PS-13: The City shall require that during the construction phase of each project, each applicant shall provide adequate through access and emergency access to adjacent uses as necessary. PS-14: The City shall require that each applicant consult with the Police Department and comply with recommended security features for each construction site, including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol. PS-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities.	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	PS-16: The City shall require that applicants consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security sand semi-public and private spaces which may include but not be limited to access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well – illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if need. These measures shall be approved by the LAPD prior to the issuance of building permits. PS-17: The City shall require that upon completion of each project, each applicant shall provide the local Commanding Officer with access routes and other information that might facilitate police response, as requested by the LAPD. PS-18: The City shall require that each applicant provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project. PS-19: The City shall require that each project incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.	
The WCRCCSP would increase the number of residents as well as daytime population in Warner Center, thereby, increasing the number of students in the area.	PS-20: For projects developed under the WCRCCSP, the City shall ensure that prior to issuance of a building permit, the project developer shall pay to the LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service area, and would allow for the LAUSD to allocate these funds as they deem necessary.	Less than significant.
The proposed WCRCCSP would increase residential and daytime population in the area. This could impact the need for new parks	PS-21: The City shall require that project applicants comply with one or more of the following: 1) dedicate two acres of neighborhood parkland and two acres of community parkland per 1,000 residents; 2) pay in-lieu fees for any land dedication requirement shortfall; or 3) provide on-site improvements for which credit may be granted against the required in-lieu fees.	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
and/or recreational facilities in the area.		
The WCRCCSP could result in a significant impact to local libraries and the need for new or physically altered libraries or library facilities.	PS-22: The City shall require that individual projects developed within the WCRCCSP area be required to pay any appropriate impact fees to offset the burden on the existing libraries.	Less than significant.
4.12 Transportation and Circulation		
The WCRCCSP has the potential to significantly impact the level of service at 87 intersections (out of 152 analyzed) and 4 arterial roadway segments (out of 52 analyzed).	For the system-wide and intersection and arterial mitigation measures (TRS-1 and TR-1 – TR-94), the City shall require individual projects developed within the WCRCCSP area to pay an appropriate fee to offset their share of transportation impacts through the implementation of the following transportation capacity and operational improvements: TRS-1: Implement the Variel Avenue Corridor Improvement to complete the two disconnects in Variel Avenue between Victory Boulevard and the L.A. River. The system improvement includes construction of a new at-grade crossing of the Metro Orange Line Busway along Variel Avenue (including signalization); construction of a new 4-lane bridge crossing the Los Angeles River (replacing the current pedestrian bridge in the same location), and; widening of Variel Avenue to a 4-lane cross-section between Victory Boulevard and Bassett Street. TR-1: Topanga Canyon Boulevard and Vanowen Street (#1): the addition of: a second dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated westbound right turn lane. The removal of the eastbound right turn lane for a shared through-right lane to add a 2nd eastbound left turn lane. TR-2: Canoga Avenue and Vanowen Street (#2): the addition of a third eastbound and westbound through lane. TR-3: De Soto Avenue and Vanowen Street (#3): the addition of a third eastbound and westbound through lane. TR-4: Topanga Canyon Boulevard and Victory Boulevard (#4): the addition of: a fourth eastbound through lane, a second dedicated northbound left turn lane, a dedicated northbound right turn lane, a dedicated westbound right turn lane, a second dedicated southbound left turn lane, and a dedicated southbound right turn lane.	One intersection (Variel and Victory), and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street) would remain **significantly impacted**.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	TR-5: Canoga Avenue and Victory Boulevard (#5): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated westbound left turn lane, and a second dedicated southbound left turn lane. TR-6: De Soto Avenue and Victory Boulevard (#6): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a westbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated southbound left turn lane, a fourth southbound through lane, and a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-7: Topanga Canyon Boulevard and Erwin Street (#7): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane. TR-8: Owensmouth Avenue and Erwin Street (#8): the addition of: a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and dual southbound dedicated right turn lanes. Change southbound left turn lane signal control from protected to permitted/protected. TR-9: Canoga Avenue and Erwin Street (#9): the addition of: a second dedicated northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane. TR-10: DeSoto Avenue and Erwin Street (#11): *in conjunction with mitigations TR-6 and TR-13*, the addition of: a second northbound through lane, a fourth southbound through lane, a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-11: Topanga Canyon Boulevard and Oxnard Street (#12): the addition of a dedicated northbound right turn lane,and a second dedicated westbound left turn lane. TR-12: Canoga Avenue and Oxnard Street (#13): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, a dedicated southbound right turn lane, and a second dedicated northbound left turn lane. TR-13: De Soto Avenue and Oxnard Street (#14): the addition of: a dedicated northbound right turn lane, a dedicated southbound right turn lane, a fourth southbound through lane. Relocate existing bike lane along	

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street. TR-14: Topanga Canyon Boulevard and Calfia Street (#15): signalize the intersection and add a dedicated northbound right turn lane and a second dedicated westbound right turn lane. TR-15: DeSoto Avenue and Calfia Street (#18): signalize the intersection and add a dedicated southbound right turn lane and second dedicated eastbound right turn lane. TR-16: US-101 Ventura Freeway Westbound Ramp and Burbank Boulevard (#19): *in conjunction with improvements at intersection TR-17*: the addition of a second westbound through lane. TR-17: Topanga Canyon Boulevard and Burbank Boulevard (#20): the addition of: a third westbound through lane, a northbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated northbound left turn lane. TR-18: Canoga Avenue and Burbank Boulevard (#22): the addition of dual dedicated northbound right turn lanes and a second dedicated northbound left turn lane. TR-19: De Soto Avenue and US-101 Ventura Freeway Westbound Ramp (#25): the addition of a third northbound through lane, and a second dedicated southbound right turn lane. TR-20: De Soto Avenue and US-101 Ventura Freeway Eastbound Ramp (#27): the addition of a fourth northbound through lane. TR-21: Topanga Canyon Boulevard and Nordhoff Street (#28): the addition of a second dedicated westbound left turn lane. TR-22: Topanga Canyon Boulevard and Roscoe Boulevard (#29): the addition of a second dedicated southbound right turn lane and a second dedicated northbound left turn lane. TR-23: Shoup Avenue and Sherman Way (#31): the addition of a dedicated northbound right turn lane. Change southbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period. TR-24: Owensmouth Avenue and Sherman Way (#33): the addition of a second dedicated westbound left turn lane.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	TR-25: Canoga Avenue and Sherman Way (#34): the addition of protected left turn signal control for northbound and westbound left turn lanes, and a second dedicated westbound left turn lane. TR-26: De Soto Avenue and Sherman Way (#35): the addition of a dedicated northbound right turn lane, and a dedicated southbound right turn lane. TR-27: Fallbrook Avenue and Vanowen Street (#36): the addition of: a northbound shared through-right turn lane as third through lane, to replace dedicated right turn lane; and a southbound shared through-right turn lane as third through lane, to replace dedicated right turn lane. Requires relocation of existing Metro bus stops along Fallbrook Avenue at the northeast and southwest corners. TR-28: Shoup Avenue and Vanowen Street (#37): the addition of a dedicated eastbound right turn lane. TR-29: Owensmouth Avenue and Vanowen Street (38): the addition of: a third eastbound through lane, a third westbound through lane, a second dedicated westbound left turn lane, a dedicated southbound right turn lane. TR-30: Variel Avenue and Vanowen Street (#39): *as part of TRS-1*: the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, and a dedicated southbound left turn lane. *In conjunction with improvements at intersections TR-2 and TR-3:* the addition of a third eastbound through lane and a third westbound through lane. TR-31: Topanga Canyon Boulevard and Kittridge Street (#40): mitigated by way of TRS-1 Variel Avenue Corridor Improvement. TR-32: Woodlake Avenue and Victory Boulevard (#41): the addition of a northbound shared through-left lane and shared through-right lane, to replace existing single share left-through-right lane. TR-33: Fallbrook Avenue and Victory Boulevard (#42): the addition of a second dedicated southbound left turn lane, and a dedicated westbound right turn lane. TR-34: Shoup Avenue and Victory Boulevard (#43): the addition of a third eastbound through lane and a third westbound through lane. TR-35: Owensmouth Avenue and Victory Boulevard (#45): the addition of a third northbound through lane, a	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	third southbound through lane, and a second dedicated southbound left turn lane. TR-36: Variel Avenue and Victory Boulevard (#46): the addition of a dedicated eastbound right turn lane and a second dedicated westbound left turn lane. *As part of TRS-1*, the addition of: a second northbound through lane, a dedicated northbound right turn lane, a dedicated eastbound left turn lane, a shared westbound right turn lane to the future fourth westbound through lane; a new southbound approach with two through lanes, one dedicated left turn lane, and one dedicated right turn lane. TR-37: Mason Avenue and Victory Boulevard (#47): the addition of: a second dedicated eastbound left turn lane, a second southbound left turn lane, a dedicated northbound right turn lane, and a second southbound right turn lane by converting the existing through lane into a shared through-right lane. TR-38: Owensmouth Avenue and Canyon Creek Drive (#48): the addition of a second dedicated northbound left turn lane, a second dedicated eastbound right turn lane, and a dedicated southbound right turn lane. TR-39: Shoup Avenue and Erwin Street (#49): the addition of a dedicated northbound right turn lane. TR-40: Shoup Avenue and Oxnard Street (#50): the addition of a dedicated northbound right turn lane. TR-41: Shoup Avenue and Burbank Boulevard (#52): change westbound left turn phasing from permitted to protected; change northbound left turn phasing from permitted to protected. TR-42: Shoup Avenue and Ventura Boulevard (#53): reconfigure phasing on eastbound and westbound approach to remove split phasing and add protected left turn phasing. Add a second westbound right turn lane by converting the existing through lane into a shared through-right lane. TR-43: US-101 Ventura Freeway and Ventura Boulevard (#54): the addition of a second dedicated eastbound left turn lane. TR-44: US-101 Ventura Freeway WB Off Ramp to Northbound to Northbound Topanga Canyon Boulevard (#55): within existing right-of-way, restripe and construct an island to change the WB-off-ramp (two stop controlled right turn lanes) into 1 free-flowing channelized right turn lane, merging into 3 lanes northbound on Topanga Canyon Boulevard. TR-45: Topanga Canyon Boulevard and Ventura Boulevard (#56): the addition of: second dedicated eastbound left turn lane, a second dedicated southbound left turn lane, a second dedicated southbound right	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	turn lane, and a second dedicated westbound right turn lane. TR-46: De Soto Avenue/Serrania Avenue and Ventura Boulevard (#58): the addition of a dedicated northbound right turn lane. TR-47: De Soto Avenue and Kittridge Street (#61): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement. TR-48: AMC Driveway and Oxnard Street (#70): the addition of a dedicated northbound right turn lane and a dedicated northbound left turn lane. TR-49: Eton Avenue and Vanowen Street (#71): *in conjunction with improvements at intersections TR-2 and TR-3:* add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane. TR-50: Independence Avenue and Vanowen Street (#72): *in conjunction with improvements at intersections TR-2 and TR-3:*add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane. TR-51: Variel Avenue and Kittridge Street (#73): signalize the intersection. *As part of TRS-1*, the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, a dedicated southbound left turn lane. TR-52: Variel Avenue and Oxnard Street (#74): Signalize the intersection and add a dedicated westbound left turn lane and a dedicated eastbound left turn lane. TR-53: De Soto Avenue and Clark Street (#77): the addition of a dedicated northbound right turn lane and a third northbound through lane. TR-54: Randi Avenue and Victory Boulevard (#83): *in conjunction with improvements at intersections TR-4 and TR-34:* add a third eastbound through lane and a third westbound through lane. TR-55: Topanga Canyon Boulevard and Clarendon Street (#86): the addition of a second dedicated eastbound left turn lane and a second dedicated westbound right turn lane. TR-56: Jordan Avenue and Sherman Way (#87): the addition of a dedicated northbound left turn lane and a	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	dedicated southbound left turn lane. TR-57: Remmet Avenue and Sherman Way (#88): the addition of a dedicated northbound left turn lane, a dedicated southbound left turn lane, and a dedicated westbound right turn lane. TR-58: Variel Avenue and Sherman Way (#89): the addition of a dedicated northbound left turn lane a dedicated northbound right turn lane, a dedicated southbound left turn lane, and a dedicated eastbound right turn lane. TR-59: Owensmouth Avenue and Hart Street (#91): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement TR-60: Mason Avenue and Vanowen Street (#93): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane, and a dedicated westbound right turn lane. The additional westbound right turn lane capacity would require the relocation of an existing Metro bus stop. TR-61: Owensmouth Avenue and Saticoy Street (#95): the addition of a dedicated northbound left turn lane. TR-62: Canoga Avenue and Saticoy Street (#96): the addition of a second dedicated southbound left turn lane and a dedicated eastbound right turn lane. TR-63: De Soto Avenue and Saticoy Street (#98): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane. TR-64: Canoga Avenue and Valerio Street (#101): add westbound protected left turn signal control, change northbound left turn signal control from protected to permitted. TR-65: Mason Avenue and Sherman Way (#103): change southbound and westbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period; change northbound and eastbound left turn lane signal control to permitted for AM peak period and protected/permitted for PM peak period. TR-66: Winnetka Avenue and Vanowen Street (#106): the addition of a dedicated southbound right turn lane and a dedicated northbound right turn lane. TR-67: Winnetka Avenue and Victory Boulevard (#108): add a second dedicated northbound left turn lane,	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	second dedicated eastbound left turn lane, second dedicated southbound left turn lane, and a second dedicated westbound left turn lane. TR-68: Winnetka Avenue and Oxnard Street (#112): add a dedicated westbound right turn lane. TR-69: Fallbrook Avenue and Burbank Boulevard (#113): add protected left turn signal control to northbound and westbound approaches. TR-70: Winnetka Avenue and Ventura Boulevard (#118): add a westbound shared through-right turn lane as third through lane, to replace the existing dedicated right turn lane. TR-71: Topanga Canyon Boulevard and Mullholland Drive (#120): add a dedicated southbound right turn lane. TR-72: Fallbrook Avenue and Ventura Boulevard (#121): change eastbound left turn control to strictly protected. TR-73: Tampa Avenue and Ventura Boulevard (#123): change eastbound left turn control to strictly protected. TR-74: Vanalden Avenue and US-101 Ventura Freeway Eastbound Ramp (#126): add a third westbound through lane. TR-75: Topham Street/Busway and Victory Boulevard (#127): reconfigure Topham Street (northbound) approach for one dedicated left turn lane and one shared left-through-right lane. TR-76: Corbin Avenue and Victory Boulevard (#128): the addition of a third eastbound through lane and a third westbound through lane. TR-77: Tampa Avenue and Victory Boulevard (#129): the addition of a third eastbound through lane and a third westbound through lane. TR-78: Burbank Boulevard and Ventura Boulevard (#130): add protected southbound left turn control. TR-79: Reseda Boulevard and Burbank Boulevard (#131): the addition of a dedicated eastbound right turn lane, a third northbound through lane, and a second dedicated northbound right turn lane.	

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	TR-80: Reseda Boulevard and US-101 Ventura Freeway Eastbound Ramp (#132): add a second dedicated eastbound left turn lane. TR-81: Reseda Boulevard and US-101 Ventura Freeway Westbound Ramp (#133): remove westbound shared left-through-right lane to add a second left turn lane and a second right turn lane. Add a third northbound through lane. TR-82: De Soto Avenue and Nordhoff Street (#136): add a second dedicated eastbound left turn lane. Change southbound left turn lane signal control to protected. TR-83: Topanga Canyon Boulevard and Parthenia Street (#137): add a third southbound through lane. Add a third northbound through lane. TR-84: De Soto Avenue and Parthenia Street (#139): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane. TR-85: Fallbrook Avenue and Roscoe Boulevard (#140): add a shared right turn to existing northbound through lane. TR-86: Shoup Avenue and Roscoe Boulevard (#141): add protected northbound left turn control. TR-87: Canoga Avenue and Roscoe Boulevard (#142): add protected northbound left turn control. TR-88: De Soto Avenue and Roscoe Boulevard (#143): The addition of a dedicated northbound right turn lane and a dedicated westbound right turn lane. TR-89: Mason Avenue and Roscoe Boulevard (#144): the addition of a dedicated northbound right turn lane and a dedicated southbound right turn lane. TR-90: Winnetka Avenue and Roscoe Boulevard (#145): the addition of a third northbound through lane and a third southbound through lane. TR-91: Mason Avenue and Saticoy Street (#148): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane and a dedicated westbound right turn lane.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	TR-92: Winnetka Avenue and Saticoy Street (#149): the addition of a third northbound through lane and a third southbound through lane. TR-93: Fallbrook Avenue and Sherman Way (#150): add protected southbound left turn control. TR-94: Winnetka Avenue and Sherman Way (#151): the addition of a third northbound through lane and a third southbound through lane. TR-95: Vanowen Street from Topanga Canyon Boulevard to DeSoto Avenue (Segment 10): Add third eastbound and westbound through lanes. *Arterial improvement included in: TR-2, TR-3, TR-30, TR-49, TR-50.* TR-96: Desoto Avenue from Victory Boulevard to Oxnard Street (Segment #44): Add a fourth southbound through lane. *Arterial improvement included in: TR-6, TR-10, TR-13.* TR-97: Victory Boulevard from Corbin Avenue to Tampa Avenue (Segment #21): Add a fourth through lane in each direction. *Arterial improvement included as part of TR-76, TR-77.* TR-98: Vanowen Street from Winnetka Avenue to Reseda Boulevard (Segments #12 and #13): Implement peak hour parking restrictions for added eastbound and westbound through lanes. TR-99: Implement the WCRCCSP Mitigation Assignment Process: The mitigation assignment process is intended to ensure appropriate mitigation measures, both in scale and location of improvement, are assigned to each individual project. TR-100: Require proposed WCRCCSP projects to assess construction impacts prior to project approval. Each project will be required to develop and, if necessary, implement a construction traffic management plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.	
Mainline volumes along the study area freeway network would not significantly increase as a result of the WCRCCSP.	None required.	Less than significant.
The WCRCCSP would significantly contribute to cumulative growth in VMT and	The proposed development densities, mixed use and transit systems of the WCRCCSP are expected to significantly reduce per-trip travel times and distances, while facilitating alternative modes of travel and reducing auto trip generation. As a result, each incremental new development within the WCRCCSP area	Although the relative contribution of WCRCCSP

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
VHT for the study arterial network. Approximately half (5.25%) of the total 11.58% cumulative growth in VMT would be attributed to the WCRCCSP. Similarly, 7.28% of the total 15.57% cumulative growth in VHT would be attributed to the WCRCCSP.	would contribute less to the total VMT and VHT to the arterial network than it would without the WCRCCSP.	development to VMT and VHT is significantly reduced by the benefits of the proposed WCRCCSP, it would not likely compensate for the total contribution to cumulative VMT and VHT growth. **Significant and unavoidable.**
Unforeseeable circulation impacts to residential streets may occur as a result of the WCRCCSP update. Generally, with high congestion levels (LOS F) and project-generated traffic, the likelihood that drivers may seek alternate routes and cut through adjacent neighborhoods increases. A total of 41 intersections were identified to pose a significant risk of generating cut-through traffic in adjacent neighborhoods.	Intersection and arterial mitigations TRS-1, and TR-1 – TR-94 and TR-98 would improve levels of service throughout the study area, and are thereby essential to reduce the potential for residential cut-through traffic. After intersection and arterial mitigations, the total number of intersections to pose significant cut-through risk is reduced to from 41 to 15 intersections. TR-101: The City shall implement the WCRCCSP Neighborhood Protection Program. In accordance with the updated WCRCCSP, a portion of the new Mobility Fee will be dedicated to fund a Neighborhood Protection Program to promptly assess and mitigate unforeseeable neighborhood circulation impacts as they arise. The Neighborhood Protection Program will address and mitigate any unforeseeable traffic impacts resulting from a potential increase in overflow or cut-through traffic along study area neighborhood streets caused by the WCRCCSP development or its mitigation measures.	Less than significant.
Given the goals of the updated WCRCCSP, significant parking impacts are not anticipated and the proposed parking requirements are expected to meet anticipated aggregate demand. Peak hour on-street parking restrictions are proposed in order to achieve some of the	In accordance with the WCRCCSP area's designation as a State Enterprise Zone (SEZ), the City shall implement parking requirements for WCRCCSP development of 2 spaces per 1,000 square feet of non-residential development. Residential parking requirements will range between approximately 1 and 1.5 spaces per dwelling unit, depending on use and the specific potential shared parking opportunities. With the proposed densities and mixed use TOD's, the parking demand generated by WCRCCSP buildout is projected to reduce by approximately 50% for nonresidential development, when compared to typical stand-alone developments. Additionally, centralized shared parking will be encouraged and facilitated under the WCRCCSP. A shared parking credit system for public parking structures will allow 1.5 credits per parking space. Parking requirements are also reduced for ancillary uses in a mixed-use or large-scale project.	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
mitigation measures. The loss of peak hour on-street parking is not considered significant, as it would not be a complete removal of parking supple. In addition, the areas with proposed restrictions consist of predominantly residential land uses, which tend to require less parking during peak periods and more parking during off-peak periods (when restrictions will be lifted).		
Accident rates for the study area would be reduced by the WCRCCSP. This would be achieved through the increase in the rate of transit usage and non-auto modes of travel, which historically have experienced lower rates of injuries, and fatalities in the Southern California region. The WCRCCSP is not expected to significantly impact emergency access throughout the study area.	No mitigation measures required.	Less than significant.
4.13 Utilities and Service Systems		
The WCRCCSP would increase the need for wastewater facilities in the area (both conveyance facilities and treatment). This could have a significant impact on wastewater and sewer services.	U1: The City shall require that the project applicant for each project within the WCRCCSP be required to coordinate with the Department of Public Works, Bureau of Sanitation in order to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. In coordination with the Bureau of Engineering, each Applicant/Contractor shall be required to identify specific on- and off-site improvements needed to ensure that impacts related to wastewater conveyance capacity are addressed prior to issuance of plans. Sewer capacity clearance from the Department of Public Works will be required at the time that a sewer connection permit application is submitted.	Less than significant.

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
The WCRCCSP would increase the need for water in Warner Center. This could have a significant impact on water supply and conveyance.	U2: The City shall require that each applicant coordinate with the City of Los Angeles Department of Water and Power (LADWP) in order to ensure that existing and/or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. (In accordance with State Law, a Water Supply Assessment shall be required for projects that meet the size requirements specified in the regulations.) In coordination with the LADWP, each applicant will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the LADWP will be required at the time that a water connection permit application is submitted. U3: The City shall require each applicant to coordinate with the City of Los Angeles Fire Department and Building Safety Department in order to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits will be dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the City of Los Angeles Fire Department and Building Safety Department prior to occupancy. U-4: The City shall require that each applicant implement water conservation measures in new development that shall include but not be limited to the following: •Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush. •High-efficiency urinals (0.125 gallons per flush or less, includes waterless) •Restroom faucet flow rate of 1.5 gallons per minute or less •Public restroom faucet flow rate of 0.5 gallons per minute or less and self-closing •Showerhead flow rate of 2.0 gallons per minute or less •Limit of one showerhead per shower stall •High efficiency clothes washers (water factor of 4.0 or less) •High efficiency dishwashers (Energy Star rated) •Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible •Cooling towers must be operated at a minimum of 5.5 cycles of concentration •Install on-site water recycling as feasible •Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary) •Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines) •Irrigation shall include;	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	✓ Weather-based irrigation controller with rain shutoff ✓ Flow sensor and master valve shutoff (for large landscaped areas) ✓ Matched precipitation (flow) rates for sprinkler heads ✓ Drip/microspray/subsurface irrigation where appropriate ✓ Minimum irrigation system distribution uniformity of 75% ✓ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials ✓ Use of landscape contouring to minimize precipitation runoff U-5: The City shall require that prior to the issuance of a building permit, each applicant shall consult with LADWP to identify feasible and reasonable measures to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available in Warner Center), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted UBC requirements. U-6: The City shall require that each project incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan including prohibiting hose watering of driveways and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner. U-7: The City shall require that each project comply with any additional mandatory water use restrictions imposed as a result of drought conditions. U-8: The City shall require automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation. U-9: Prior to issuance of building permits, applicants shall pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements. U-10: Development within Warner Center must remain within Citywide water budgets established by	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	LADWP. As required by LADWP projects may be required to provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from Warner Center does not exceed the calculated demand anticipated for the City and/or Warner Center as appropriate and as documented in the City's most recent Urban Water Management Plan. U-11 Any pumping and discharge or disposal of groundwater is considered to be a consumptive use. The City requires that any pumping of groundwater be reported to the Watermaster and LADWP shall be compensated for any loss of groundwater. In addition, reasonable efforts shall be used by project applicants to beneficially use any extracted groundwater (for example cooling or irrigation).	
The WCRCCSP would increase solid waste generation during construction and operational activities.	U-12: The City shall require that each project recycle and/or salvage at least 75% of non-hazardous construction and demolition debris, and that each applicant prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout. U-13: The City shall require that each project institute a recycling program to reduce the volume of solid waste going to landfills in compliance with the City's current goal of a 62 percent reduction in the amount of waste going to landfills, with the 2020 goal of a 70 percent reduction of waste going to landfills. Additionally, recycling bins shall be provided at appropriate locations on each site to promote recycling.	Less than significant.
Implementation of the WCRCCSP would substantially increase demand for electricity and natural gas	U-14: The City shall require that each applicant coordinate with the City of Los Angeles' Department of Water and Power in order to ensure that existing and/or planned electrical facilities are capable of meeting electrical demand requirements. In coordination with the Department of Water and Power, the applicant will be required to identify specific on- and off-site improvements needed to ensure that impacts related to electrical facility requirements are addressed prior to operation. Electrical facility design clearance from the Department of Water and Power will be required as established by the LADWP. U-15: The City shall require that each project, during the design process, consult with the Department of Water and Power, Energy Services Subsection and the Southern California Gas Company, the Commercial, Industrial or Residential Staff Supervisor, regarding possible Energy Conservation Measures for the each project. U-16: The City shall require that each applicant coordinate with the Gas Company in order to ensure that existing and/or planned natural gas facilities are capable of meeting natural gas demand requirements. In coordination with the Gas Company, the applicant will identify specific on- and off-site	Less than significant.

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	improvements needed to ensure that impacts related to natural gas facility requirements are addressed prior to operation. Natural gas facility design clearance from the Gas Company will be required as established by the Gas Company.	

1.0 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts that could result from the proposed update to the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP, proposed Specific Plan or proposed project) and associated implementing ordinance and Design Guide. These documents are included as **Appendix A** to this EIR.

This EIR has been prepared in conformance with the State of California Environmental Quality Act (CEQA) and the City of Los Angeles CEQA Guidelines including Thresholds Guidelines.

PURPOSE AND LEGAL AUTHORITY

In accordance with *CEQA Guidelines* Section 15121(a), the purpose of an EIR is to serve as an informational document that will generally inform public agency decision makers and the public of potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. *CEQA Guidelines* Section 15151 contains the following standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

An EIR is an informational document for use by decision makers and the public in their review of the potential impacts of a proposed project, as well as in the evaluation of alternatives and mitigation measures which may minimize, avoid, or eliminate those impacts. As such, this document includes a full discussion of the project description, the existing environmental setting, environmental impacts, mitigation measures, and residual impacts that may exist after mitigation has been implemented, and project alternatives that could alleviate potential impacts.

To gain the most value from this report, the following points should be kept in mind:

- This report is a tool to provide the reader an overview of the possible ramifications of the proposed project. It identifies potential environmental impacts and subsequent effects on the local community's natural resources;

- A specific environmental impact is not necessarily irreversible or permanent. Incorporating changes recommended in this report during the design and/or construction phases of project development can wholly or partially mitigate many impacts.

- As the public agency with the authority to approve or deny the proposed project, the City of Los Angeles, which is the Lead Agency, will consider the information in this EIR along with other information before taking any action on the proposed project. The conclusions of the EIR regarding environmental impacts do not control the City of Los Angeles' discretion to approve, deny or modify the proposed project, but instead are presented as information intended to aid the decision-making process.

- While this Draft EIR has been prepared for a large scale specific plan, project details have been anticipated to the extent feasible and development assumptions have been made in order to perform environmental analysis that may be sufficient for many projects within the WCRCCSP area provided they comply with the assumptions and mitigation measures included herein. Many of the mitigation measures require project specific evaluation of issues and compliance with performance standards. If a project is unable to comply with a performance standard then additional project specific environmental review will be required.

PROJECT BACKGROUND

Background and Purpose of the Warner Center Specific Plan

Warner Center is located in the southwestern corner of the San Fernando Valley in the city of Los Angeles. Development in this area is regulated by the current Specific Plan originally adopted on June 30, 1993 under Ordinance Nos. 168873, with an effective date of August 17, 1993. The current WCRCCSP was created to balance future growth with an improved transportation system, which also included specific regulations relating to height, bulk, parking, pedestrian movement, urban design and land use. The current Specific Plan Area is 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 original Specific Plan Area comprised approximately 924 acres or 1.5 square miles.

The current Specific Plan encourages residential use -- residential use is permitted as a conditional use in the industrial (M) zones and a height bonus is provided for any residential component of mixed-use projects in the areas zoned for commercial and industrial (C and M zones), in addition FAR bonuses were identified in certain areas. No limit was placed on residential development but the EIR analyzing the Specific Plan assumed 3,000 units. Approval of each phase was based on demonstrating that performance standards had been met. The Specific Plan allowed development to occur in four phases. Timing of phases was linked to transportation improvements and further environmental review to be completed by 2011.

The current Specific Plan coordinates future land use development in Warner Center with public transit and transportation system improvements to ensure that mobility within the area is maintained and traffic congestion is minimized. The current Specific Plan also addresses methods to mitigate the transportation impacts of future land use development and insure that transportation improvements accommodate future development through the implementation of Transportation Management and Improvement Plan (TIMP) and Transportation Demand Management (TDM)

programs. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC).

Amendment Ordinances to the Warner Center Specific Plan

However, since its 1993 adoption, the current Specific Plan has been amended several times for major and minor concerns under Ordinance Nos. 168984, 170004, 171529, 173071, 173072, 174061, and 174884, in 1994, 1997, 2000, 2001, and 2002. These amendments are summarized as follows:

- On August 16, 1994, the Specific Plan was amended to give employers additional time to comply with the TDM requirements of the Plan in light of the 1994 Northridge Earthquake occurring on January 17, 2004. This amendment became effective on August 26, 1994.

- On February 19, 1997, the City Council amended the Specific Plan under Ordinance No. 171,529, revising the Transportation Demand Management (TDM) provisions of the Plan to change quantitative requirements of the TDM requirements as well as amending the Transportation Section of the Specific Plan related to Shared Parking Agreements. This amendment became effective on April 4, 1997.

- On January 25, 2000, the Los Angeles City Council adopted amendments to the Warner Center Specific Plan under Ordinance Nos. 173,071 and 173,072 consistent with the revised environmental analysis conducted by the City resulting from a July 1993 lawsuit file by the Los Angeles Unified School District (LAUSD) against the City of Los Angeles in the case of Los Angeles Unified School District vs. City of Los Angeles (58 Cal.App. 4th 1019) which challenged the sufficiency of the Specific Plan's Environmental Impact Report (EIR) in its analysis of the potential cumulative impact of increased traffic noise and significant air quality impacts potentially resulting from development within the Specific Plan area upon the two surrounding LAUSD schools (Canoga Park High School and Francis Parkman Middle School). The Specific Plan Amendment Ordinances became effective on March 13, 2000. [For a more detailed review of this amendment, please refer to the Warner Center Specific Plan's Draft SEIR dated February 1999 and the Final SEIR dated May 1999.] These ordinances became effective on March 13, 2000.

- On June 20, 2001, the City Council adopted an amendment to the Specific Plan under Ordinance No. 174,061. This amendment effectively reduced the Specific Plan from four phases with up to 35.7 million square feet of non-residential development and reduced it to one phase with up to 21.5 million square feet of non-residential development. Much of the regulatory language of the Plan remained however all phasing provisions of the Plan changed including the TIMP. The amendment also placed a term limit on the Plan either by time or by square footage: January 1, 2011 or 21.5 million square feet of non-residential development, whichever came first. The amendment also established a mandatory restudy of Specific Plan on January 1, 2009 or if 19.5 million square feet of non-residential development was achieved, whichever came first. This amendment became effective on August 18, 2001.

- On October 2, 2002, the City Council amended the Specific Plan under Ordinance No. 174,884. This amendment was minor and allowed for refinement of the Transportation Section of the current Specific Plan related to Trip transfers and credits. This amendment became effective on December 1, 2002.

  The amendments to the Warner Center Specific Plan, under Ordinance No. 174,884 adopted by City Council on October 2, 2002, effectively made the Specific Plan one-phase and deferred the remaining 3 phases of development to the restudy. Moreover, the remaining one phase of development placed triggers allowing development to be environmentally cleared under the Specific Plan's Environmental Impact Reports as long as either 1) a limit on approved development to a maximum of 21.5 million square feet of non-residential floor area was not exceeded; or 2) approved development under the Specific Plan does not go past December 31, 2010. In reality, non-residential development from 2001 to 2010 did not occur at the rate anticipated and did not approach the floor area limit of the Specific Plan. By December 31, 2010, non-residential was roughly 4 million square feet shy of the floor area limitation.

  The Specific Plan remains in effect. However the development burden falls completely on the applicant especially in relation to an applicant environmental clearance. Applicants for projects with Warner Center must either: 1) Submit an application for Project Permit Compliance for a project consistent with the limits of the Specific Plan including the preparation of a separate and complete environmental analysis relative to the particular project, or 2) Agree to a development limited to the Basic Development Right (0.35:1) if an applicant chooses not to prepare a separate environmental analysis.

Other Amendments to the WCRCCSP – 2005 Interim Specific Plan Regulations

Once residential uses in the Specific Plan area approached 3,000 units (the number assumed and analyzed in the EIR for the 1993 Specific Plan), in order to provide for the orderly development of residential uses, the Los Angeles City Council on December 21, 2005 adopted an Interim Specific Plan Regulations Procedure for the processing of residential projects in the Specific Plan area. Projects exempt from the Interim Specific Plan Regulations Procedure include (1) residential projects receiving a Project Permit Compliance with a still-valid approval after May 16, 2005; and (2) projects requesting the Specific Plan's Basic Development Right of an FAR not to exceed 0.35:1. The Interim Specific Plan Regulations Procedure required that any project proposing residential units be subject to a Project Permit Compliance Review and the imposition of mitigation measures such that an appropriate jobs/housing balance, appropriate land use and design standards, workforce housing requirements, and appropriate traffic mitigation measures would be achieved. The Interim Specific Plan Regulations Procedure is in-effect until the WCRCCSP update process, including this EIR, is completed.

It should be noted that the City is pre-empted from creating affordable housing requirements on *new* rental housing developments (for example to provide for workforce housing) as a result of a recent court decision (*Palmer/Sixth Street Properties, LP & Geoffrey Palmer v. City of Los Angeles*), and

therefore any project that pushes total residential units in the WCSP area over 3,000 units must prepare a full environmental analysis including traffic analysis.

2010 RESTUDY AND THIS EIR

The current update to the Warner Center Specific Plan is being undertaken in accordance with Specific Plan Section 6B(d), 17A and 17B that require that, "the Department of City Planning, with the assistance of DOT, shall conduct a detailed review of the provisions of this Specific Plan, including the necessary environmental analysis and shall recommend any amendments to the City Planning Commission and the City Council."

The Specific Plan restudy has been completed and a Draft updated Warner Center Specific Plan (WCRCCSP) is included as **Appendix A** to this document.

The analysis contained in this document analyzes the updated WCRCCSP and updates and supplements analyses included in previous environmental documentation. The following environmental documents are hereby incorporated by reference:

- Warner Center Specific Plan Final EIR, June 1993
- Warner Center Specific Plan Final Supplemental EIR, 1994
- Warner Center Specific Plan Final Supplemental EIR, 2000
- Warner Center Specific Plan Final Supplemental EIR, 2001

DRAFT EIR ORGANIZATION

As shown in the Table of Contents and illustrated in **Table 1-1**, this Draft EIR is organized into seven chapters each dealing with a separate aspect of the required content of an EIR as described in the *CEQA Guidelines*. To help the reader locate information of particular interest, a brief summary of the contents of each chapter of the EIR is provided. The following chapters are contained within the EIR:

TABLE 1-1:
REQUIRED DRAFT EIR CONTENTS

Requirement/CEQA Guidelines Section	Location in Draft EIR
Table of contents (Section 15122)	Table of Contents
Summary (Section 15123)	Executive Summary
Project Description (Section 15124)	Chapter 2
Environmental Setting (Section 15125)	Chapters 3-1 and each section in Chapter 4
Significant environmental impacts (Section 15126.2 (a))	Chapter 4
Unavoidable significant environmental impacts (Section 15126.2 (b))	Chapter 5
Mitigation measures (Section 15126.4)	All sections in Chapter 4
Cumulative impacts (Section 15130)	All sections in Chapter 4
Alternatives to the proposed project (Section 15126.6)	Chapter 6
Growth-inducing impacts (Section 15126.2 (d))	Chapter 5
Effects found not to be significant (Section 15128)	Chapter 5
References (Section 15129)	Throughout
List of preparers; organizations and persons consulted (Section 15129)	Chapter 7
Acronyms and abbreviations	Chapter 8 and throughout

Executive Summary: This chapter provides an overview of the purpose and use of the EIR, the scope of this EIR, the environmental review process for the EIR and the proposed project, and the general format of the document. It also includes an overview of the scope of the EIR, as well as a summary of the proposed project, environmental impacts, proposed mitigation, level of significance after mitigation, and unavoidable impacts. Also contained within this section is a summary description of project alternatives.

Chapter 1. Introduction: This chapter describes the process and provides background on the proposed project.

Chapter 2. Project Description: This chapter defines the project location, summarizes the proposed project, and outlines the project objectives, need for the project and identifies project characteristics and associated anticipated development.

Chapter 3. Environmental Setting: This chapter provides a brief overview of the project setting (existing conditions). In general the existing conditions described in this document are those that existed in 2008/2009 when environmental analysis of this project began (the NOP was published in June 2009).

Chapter 4. Environmental, Setting, Impacts and Mitigation Measures: This chapter provides a detailed setting for each issue area and evaluates environmental issues anticipated to be affected by the project. Each section includes existing environmental setting, regulatory framework within which the project would occur, thresholds of significance, environmental impacts (both short-term and long-term), policy considerations related to the particular environmental issue area under analysis, mitigation measures capable of minimizing environmental harm, and a discussion of cumulative impacts.

Chapter 5. Impact Overview: This chapter provides a summary of the proposed project's potential growth-inducing impacts; identifies project impacts that are significant and unavoidable; discusses the environmental effects of the proposed project found not to be significant; and identifies any irreversible changes to the natural environment resulting from the proposed project.

Chapter 6. Alternatives Analysis: This chapter analyzes feasible alternatives to the proposed project and identifies the Environmentally Superior Alternative. The alternatives analyzed in this EIR consist of: No Project Alternative (Existing Specific Plan); Underlying FAR and the Reduced Development Alternative.

Chapter 7. Report Preparation: This chapter identifies the public and private agencies and individuals contacted during the preparation of this report, and all individuals responsible for the preparation of this report.

Appendices: Data supporting the analysis or content of the EIR are provided in the appendices to the document. These include the Specific Plan, Notice of Preparation / Initial Study (NOP/IS) and responses received, traffic, air and noise calculations, hazardous materials database review and archaeological and paleontological records searches.

EIR PROCESS

As described in Section 15143 of the *CEQA Guidelines*:

> *The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study.*

As a first step in complying with the procedural requirements of CEQA, the City of Los Angeles published a Notice of Preparation (NOP) to inform responsible agencies and interested parties that an EIR was to be prepared for the proposed project and to request information and concerns relative to the potential environmental impacts of the proposed project.

In compliance with CEQA, the City of Los Angeles completed a multi-step process to determine the appropriate scope of issues to be examined in this Draft EIR. The City filed the NOP with the State Clearinghouse (SCH No. 1990011055) in the Office of Planning and Research as an indication that an EIR would be prepared. A copy of the NOP and the responses received are included in **Appendix B** of this EIR. The NOP was distributed to involved public agencies and interested parties for a 30-day public review period, which began on June 8, 2009, and ended on July 8, 2009. A scoping meeting was held on June 22, 2009, 5:30 PM. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis to be included in the EIR. The City of Los Angeles received comments in response to the NOP; these comments are also included in **Appendix B** of this EIR.

During the preparation of the EIR, agencies, organizations, and persons whom the City believed might have an interest in this proposed project were specifically contacted. Information, data, and observations from these contacts are included in the EIR. Agencies or interested persons who did not respond during the public review period of the NOP will have an opportunity to comment during the public review period of the Draft EIR, as well as at subsequent hearings on the proposed project.

This EIR has been prepared to meet all of the substantive and procedural requirements of CEQA (California Public Resources Code Section 21000 et seq.), the *CEQA Guidelines* (California Code of Regulations (CCR), Title 14, Section 15000 et seq.). Accordingly, the City of Los Angeles is the Lead Agency for this proposed project, taking primary responsibility for conducting the environmental review and approving or denying the project.

Any environmental impacts that cannot be mitigated to a less than significant level are considered to be significant and unavoidable. If a public agency approves a project that has significant and unavoidable impacts, the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is termed a "statement of overriding considerations," which is used to explain the specific reasons why the benefits of a proposed project make its unavoidable environmental effects acceptable. The statement

is prepared, if required, after the Final EIR has been completed, yet before action to approve the project has been taken.

This EIR is intended to function as both a project-specific EIR for those projects that are consistent with the proposed Specific Plan and as a programmatic EIR for those projects that do not fall within the assumptions made in this EIR and could result in potentially significant impacts not identified in this EIR. For those projects that could result in significant impacts not disclosed in this EIR additional environmental review will be required.

AVAILABILITY OF THE DRAFT EIR

This Draft EIR is being distributed to affected agencies, surrounding cities, counties, and interested parties for a 61-day review period in accordance with Section 15087 of the *CEQA Guidelines*. During the 61-day review period, which commences on December 8, 2011, and ends on February 6, 2012, the Draft EIR is available for general public review at the following locations:

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

Central Library
630 West Fifth Street
Los Angeles, CA 90071

Sherman Oaks Branch Library
14245 Moorpark Street
Sherman Oaks, CA 91423

Encino-Tarzana Branch Library
18231 Ventura Boulevard
Tarzana, CA 91356

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

Interested parties may provide written comments on the Draft EIR. Written comments on the Draft EIR must be postmarked by February 6, 2012 and should be addressed to:

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

Comments may also be submitted electronically to Tom Glick at: Tom.Glick@lacity.org.

Upon completion of the 61-day public review period, written responses to all comments on environmental issues discussed in the Draft EIR and raised by commenters will be prepared and incorporated into the Final EIR. These comments, and their responses, will be included in the Final EIR for consideration by the City of Los Angeles, as well as other public decision makers.

2.0 PROJECT DESCRIPTION

PROJECT LOCATION

The new Plan for the area will have a new name, the Warner Center Regional Core Comprehensive Specific Plan (WCRCCSP) replacing the predecessor ordinance's name, the Warner Center Specific Plan (WCSP). For the purposes of this document, the new ordinance is referred to as the Specific Plan or proposed project or WCRCCSP. The new name is more representative of the Plan's policies and goals in that it will be a development guide for the Warner Center regional center, a Transit Oriented District (TOD).

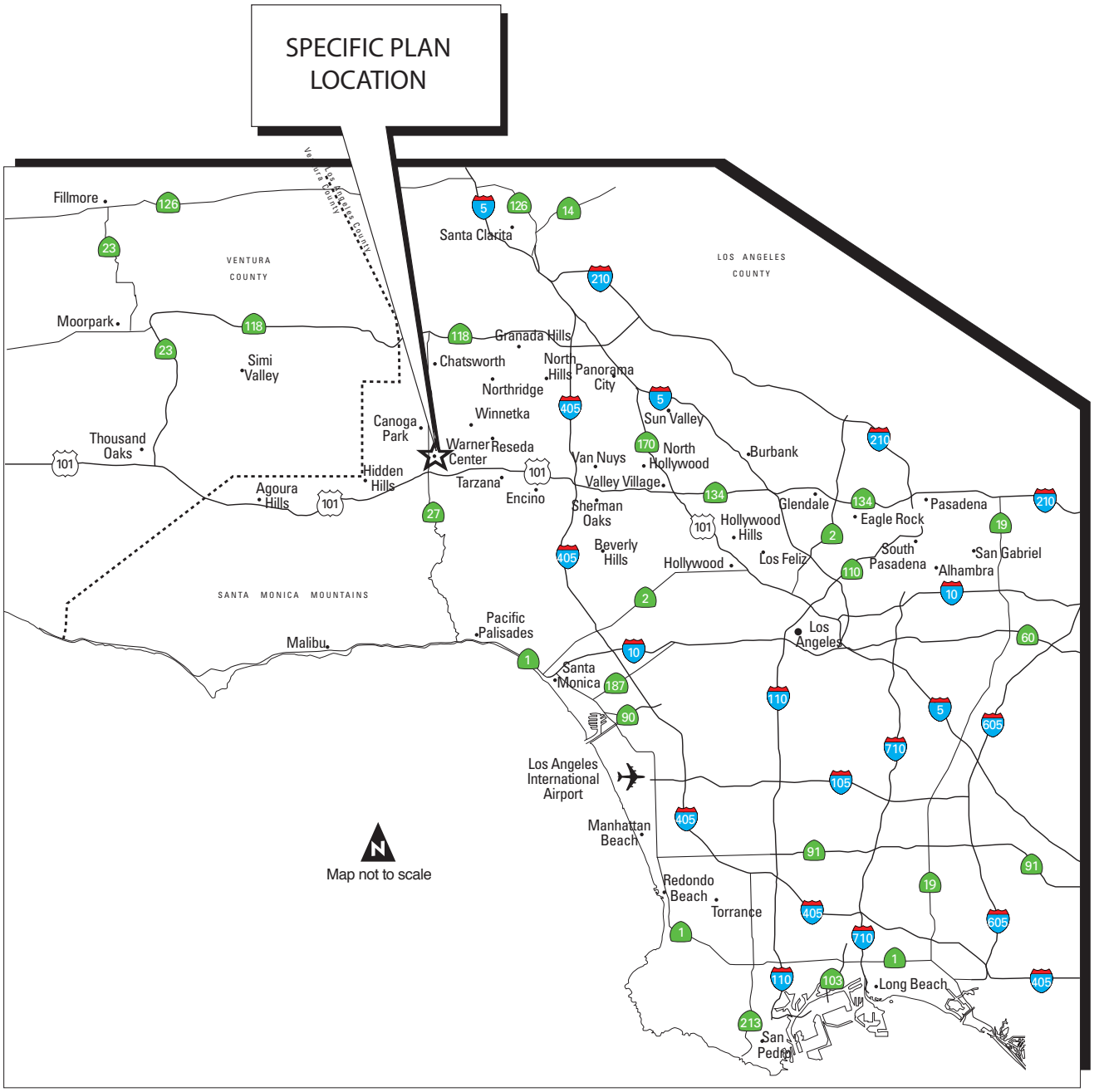
The project area is located in the southwestern portion of the San Fernando Valley in the City of Los Angeles (see **Figures 2-1 and 2-2)**. The current Warner Center Specific Plan (WCSP) project area consists of 924 acres (1.5 square miles) within the City of Los Angeles' Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, specifically within the communities of Woodland Hills and Canoga Park and is bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard on the west. The proposed project includes the addition of 42.8 acres and extends the planning area to the Los Angeles River, rather than stopping at Vanowen Street as in the current WCSP (see **Figure 2-2**).

In its existing condition the project area is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. The area surrounding Warner Center contains single and multi-family residential, commercial, retail, institutional, and open space uses. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including Topanga Canyon Boulevard.

PROJECT BACKGROUND

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 to provide design and aesthetic standards for the Warner Center area. That effort culminated in the adoption the current Specific Plan (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.

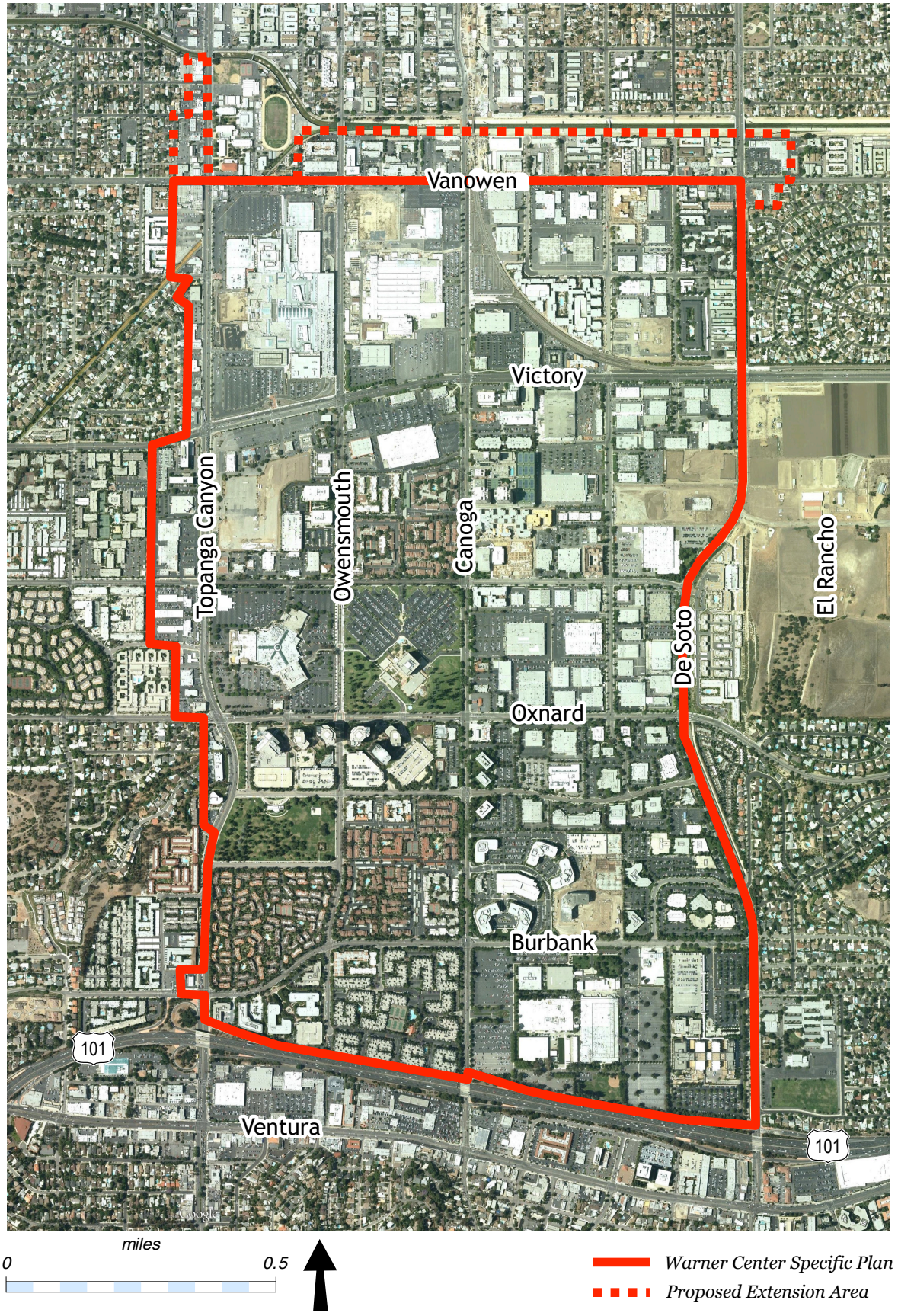
An Environmental Impact Report (EIR) for the current Specific Plan was certified in 1993 (State Clearinghouse No. 190011055). The EIR analyzed 21.5 million square feet of commercial space and 3,000 residential units in Phase I (2010). One of the purposes of the Specific Plan was to coordinate future land use development in Warner Center with public transit and transportation system improvements to ensure that mobility within the area was maintained and traffic congestion was minimized. The plan also established a hierarchy of land use intensity, which decreased with distance away from the "Core" of Warner Center, in order to promote development that provides a focus of urban activity, encourages mass transit, and minimizes environmental impacts upon adjacent residential neighborhoods.



SOURCE: City of Los Angeles, 2009

Figure 2-1

Regional Location



SOURCE: Google Earth Pro (Imagery Oct 23, 2007); Sirius Environmental, 2010

Figure 2-2

Project Location

When the current 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 balance, transportation fees and other restrictions were not required on residential projects as they were on commercial and industrial development. The current Specific Plan 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 16.1 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 current 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 the City of Los Angeles Planning Department staff on planning, development and quality of life issues in Warner Center and to provide input to the proposed update to the current Specific Plan.

PROPOSED PROJECT

Proposed Update of Specific Plan

Overview

The proposed update is being developed to address: 1) previously identified concerns, 2) the environmental analysis required by the current plan, 3) Transit Oriented Development (TOD) and the Metro Orange Line; and 4) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions. The proposed project would provide for sustainable development where people could live, work and play and where day-to-day needs could be met by walking, bicycling and local transit. Under the proposed project, Warner Center is anticipated to have a mix of uses to promote a jobs/housing balance. These uses would have access to local and regional transit, aggregated, publicly accessible open space, local services, neighborhood serving retail and other land uses promoting walkability and transit use.

The proposed project provides for a balanced mix and concentration of jobs and housing to support a sustainable center. The proposed project identifies several characteristics to attract development including having a balanced mix of uses: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service. Other characteristics identified as necessary to attract development include high quality development, attractive, shaded, walkable streets with activity along the sidewalks and a network of open space around which development is oriented.

The proposed project identifies an assumption (forecast) of growth for the year 2035 that represents development anticipated to have occurred by that year based on population growth and market demand. Development beyond this assumed growth would require additional environmental review (the plan itself would not necessarily have to be revised). The proposed project would allow for considerable flexibility as to where development would occur, and would plan for development beyond the year 2035.

Development Assumptions

Table 2-1 shows Warner Center's existing development, forecast 2035 development under the plan (Plan Forecast) and the 2035 SCAG forecast (which is what is assumed would happen without the proposed project).

TABLE 2-1:
DEVELOPMENT LEVELS -- EXISTING, 2035 PROPOSED WCRCCSP AND 2035 SCAG (NO PROJECT)

	Existing Development	2035 Proposed WCRCCSP Forecast (Existing + Plan)	2035 SCAG Forecast (Existing + anticipated development without WCRCCSP)[e]
Total area	25.2 million sf	62.7 million sf	31.2 million sf
Residential area	9.1 million sf	32.6 million sf	10.7 million sf
Non-residential area	16.1 million sf [c]	30.1 million sf [d]	20.5 million sf[e]
FAR over buildable area in existing WCSP area[f]	0.66:1	1.64:1	0.82:1
Total Dwelling Units[a]	6,200	26,048	6,731
Total Employees[b]	40,258	89,118	54,037

a. For residential development new units would be 1,180 sf/unit, which results in the following average unit sizes: 1,473 sf/du in 2008, 1,250 sf/du Plan, 1,589 sf/du SCAG
b. Plan employees: New development: 500 sf / retail employee, 333 sf / office employee and 1 hotel employee / room Eliminated development: 500 sf / retail employee and 500 sf / industrial space employee.
This results in an average of 300 sf per net new employee, which is an average assumption for SCAG development.
These assumptions result in the following average non-residential sf/employee: 399 existing, 338 Plan, 379 SCAG.
c. Of the 16.1 million sf existing non-residential, 5.77 million sf would be removed with a loss of 10,471 jobs (an average of 522 sf/employee).
d. Approximately 19.8 million sf of new office and retail development would be constructed (and 5.77 million sf demolished, for a net increase of 14 million sf, resulting in an average of 334 sf per new employee.
e. The current Specific Plan contemplated three phases to bring total non-residential development to the following totals (residential development was not limited): Phase I -- 21.5 miilion sf, Phase II – 27.5 million sf, Phase III – 35.7 millions sf. Based on SCAG and City of Los Angeles analyses, the anticipated level of development under the 1993 Specific Plan would not reach the Phase II total by 2035. Further environmental review was required prior to Phases II and III moving forward.
f. Over the original Warner Center area, not including the added area north of Vanowen (which is anticipated to remain similar in density to today) and not including open space areas in Warner Center.

Source: City of Los Angeles, Patricia Smith, Strategic Economics, 2009

The development levels shown in **Table 2-1** have been assigned to Transportation Analysis Zones (TAZs) for purposes of analysis in the EIR (see Section 4.12 and **Appendix G** for land use assignments and a map of TAZs). New development was distributed evenly to all sites with a current floor-to-area ratio (FAR) of less than 0.55. It was assumed that all parcels with an existing FAR of less than 0.55 would be subject to change over the next 25 years and would be redeveloped up to an average of 3:1 FAR (although Warner Center would be zoned for and would allow development of individual sites up to 4.5:1). The allocation of development is not intended to be predictive (it is not possible to predict where develop will happen or even if it will happen) rather the development was assigned to fairly distribute growth for purposes of analysis. The anticipated employment/development levels shown in **Table 2-1** have been assigned to Transportation Analysis Zones (TAZs) for purposes of analysis in the EIR (see **Appendix G** for assignments and see Figure 4.8-12 – in Section 4.12, Transportation, Circulation and Parking, for a map of TAZs). This distribution allows an even, reasonable and fair analysis of impacts of development across Warner Center. While variance from this development assumption is to be expected, it is not anticipated that such variances could result in substantially different impacts.

Annual development levels are not possible to predict; for purposes of analysis it is assumed that 150 % of the average annual development (total anticipated development in the area divided by 27 – number of years from 2008 to 2035 -- to get annual average development) could occur. **Table 2-2** shows anticipated total new development and average annual development under the proposed WCRCCSP and SCAG forecast.

TABLE 2-2:
TOTAL NEW DEVELOPMENT, AVERAGE ANNUAL DEVELOPMENT ASSUMPTIONS

	WCRCCSP Net Development 2008 to 2035	WCRCCSP Average Annual Development	SCAG Forecast (No Project) Development 2008 to 2035	SCAG Forecast (No Project) Average Annual Development
Total area	37.5 million sf	1.39 million sf	6 million sf	222,000 sf
Residential area	23.5 million sf	0.87 million sf	1.6 million sf	60,000 sf
Non-residential area	14 million sf	0.52 million sf	4.4 million sf	163,000 sf
Total Dwelling Units	19,848	735	531	20
Total Employees	48,860	1,810	13,779	510

Source: City of Los Angeles, Patricia Smith, Strategic Economics, 2009

Land use was also distributed across 13 different categories of land use (within each TAZ). **Table 2-3** summarizes estimated/forecast land use-by-use category and anticipated total employment and population in Warner Center in 2008, and 2035 under the proposed project and under No Plan (SCAG forecast) conditions.

TABLE 2-3:
ESTIMATED LAND USE DISTRIBUTION BY USE CATEGORY

	Existing	2035 WCRCCSP	2035 SCAG (No Project)
Residential (Units/sf)	6,200 /9,132,772 sf	26,048 /32,560,672 sf	6,731 /10,695,317 sf
Total Population (2.25 persons/unit)	13,950	58,608	15,144
Misc. Non-Residential Area (sq. ft.)	15,912	16,188	8,357
Agricultural	403,234	244,211	644,193
Construction	1,736,343	1,132,038	1,453,352
Manufacturing	381,116	466,161	486,294
Wholesale Trade	193,214	89,055	363,823
Transportation, Warehousing, Utilities	1,917,566	4,394,112	2,314,041
Retail Trade	1,168,566	990,595	1,761,206
Leisure and Hospitality	1,009,690	3,457,459	1,555,986
Information	3,605,833	3,164,927	3,551,016
Financial Activity	2,546,933	9,183,021	3,473,663
Professional and Business Services	2,497,665	6,423,811	3,977,083
Educational and Health Services	260,313	249,802	403,945
Public Administration	322,540	305,745	484,995
Other Services	15,912	16,188	8,357
Summary Non-Residential Area			
Office	10,027,947	22,580,935	13,123,356
Industrial	2,837,333	2,049,569	3,117,684
Retail	3,193,298	5,486,621	4,236,912
Total Non-Residential Area	16,058,578	30,117,125	20,477,952
Total Employees	40,258	89,118	54,037

Source: City of Los Angeles, Patricia Smith, Strategic Economics, 2009.

Transit

Warner Center is currently served by the Metro Orange Line, which runs east to the North Hollywood Red Line subway station, which in turn, connects to Downtown Los Angeles through Hollywood. The extension north to the Chatsworth MetroLink station is currently under construction and anticipated to open in summer 2012. Since the Metro Orange Line is already carrying more passengers than some light rail lines in the area, the Metro Orange Line could convert from bus to rail at some point in the future. There are three Orange Line stations within Warner Center (De Soto Avenue, Canoga Avenue and the Owensmouth Avenue Transit Hub). A fourth station is proposed (as an immediate first step) as part of the proposed project (in the vicinity of Oxnard Street and Variel Avenue). Warner Center is served by Rapid Bus, commuter buses and local buses. The proposed project aims to provide transit access throughout Warner Center, so that all of Warner Center can support Transit Oriented Development (TOD).

It is a vital part of the WCRCCSP that the regional transportation and transit system function efficiently allowing for maximum use of transit. The WCRCCSP supports region-wide transit

improvements including transitioning the Metro Orange Line from a Bus Rapid Transit line into a Light Rail line and allowing for Warner Center, as a Regional Center, to have multiple transit stops to provide better connections to local and regional bus routes.

The existing Warner Center Transit Hub, located on Owensmouth Street, between Erwin Street to the north and Oxnard Street to the south, could be converted (in conjunction with adjacent development) from its current status as a Hub to a more comprehensive transit facility with updated improvements including, but not limited to, pull-in lanes for longer bus lay-overs and support facilities like bathrooms and retail services. The expansion of the Hub is not considered a mitigation measure and funding for its improvements may be available from a variety of sources, not related to the Specific Plan's TIMP, including but not limited to, Metro funding. As part of the Specific Plan improvements to support an expansion of the Transit Hub, Owensmouth Avenue between Erwin Street and Oxnard Street, would be designated with Special Standards allowing for additional street dedications in order to provide for an expanded facility.

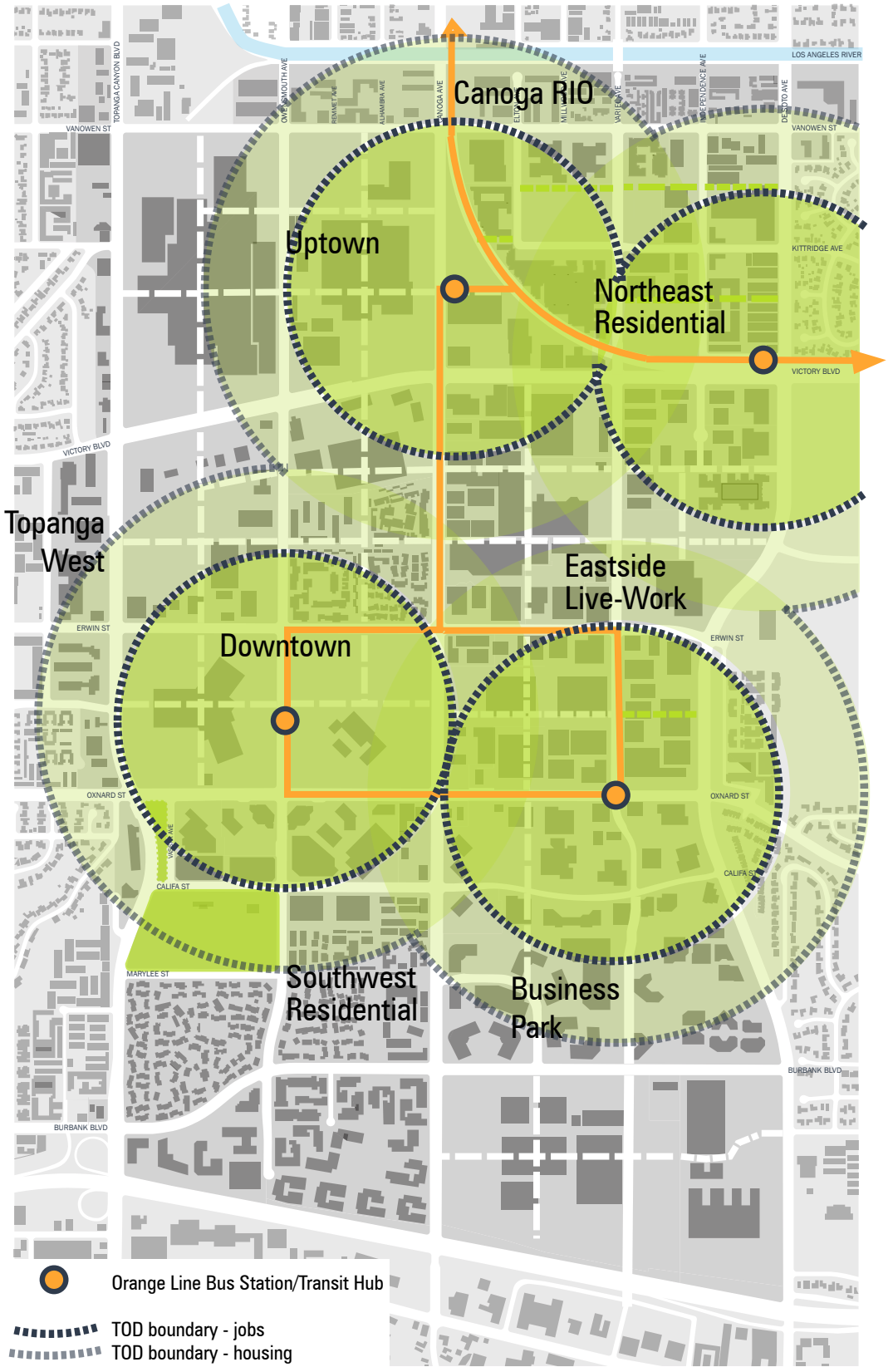
To enable and encourage successful TOD, the proposed project would concentrate development (by allowing a 4.5:1 FAR) around the three existing and one immediately proposed Orange Line Stations, and an internal transit system, so people can easily commute both regionally and locally by transit. **Figure 2-3** shows the initial transit assumptions in terms of existing transit stations. **Figure 2-4** shows one variation of the possible 2035 transit solution for the area. The proposed project would also concentrate a mix of uses within walking distance of one another so people can easily walk rather than drive. The proposed project would create "complete streets" that accommodate alternatives to the car, in particular, an internal circulator in the form of a modern streetcar and "small slow vehicle" lanes for bicycles, segways, electric bicycles, other small electric vehicles, and any other vehicle that does not move faster than a bicycle (about 25 mph).

Hybrid Industrial

Warner Center is a regional center. As a regional center, Warner Center is designed to allow a wide range of uses that co-exist to form a self-sustainable and livable community. The intent of the Hybrid Industrial provisions of the Specific Plan are designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are high-end, research and development uses. The WCRCCSP includes a section designed to not only preserve those industrial uses but encourage their expansion while at the same time allowing for live-work and compatible residential uses.

WCRCCSP Districts

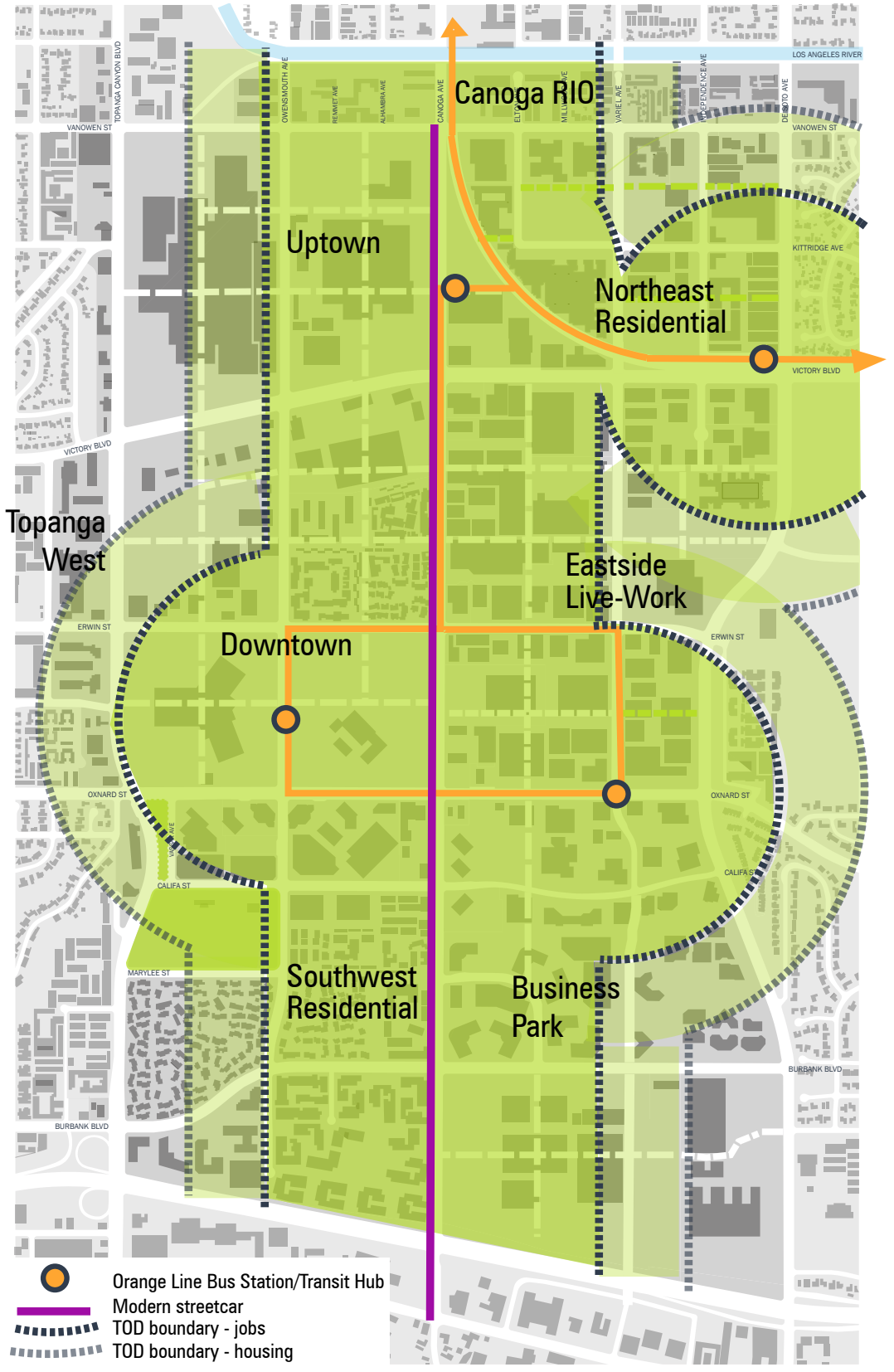
The proposed project would divide the project area (site) into eight districts. The proposed project would reinforce the identity and character of existing neighborhoods and districts in Warner Center. The eight districts are described below and shown in **Figure 2-5**:



SOURCE: City of Los Angeles, 2009

Figure 2-3

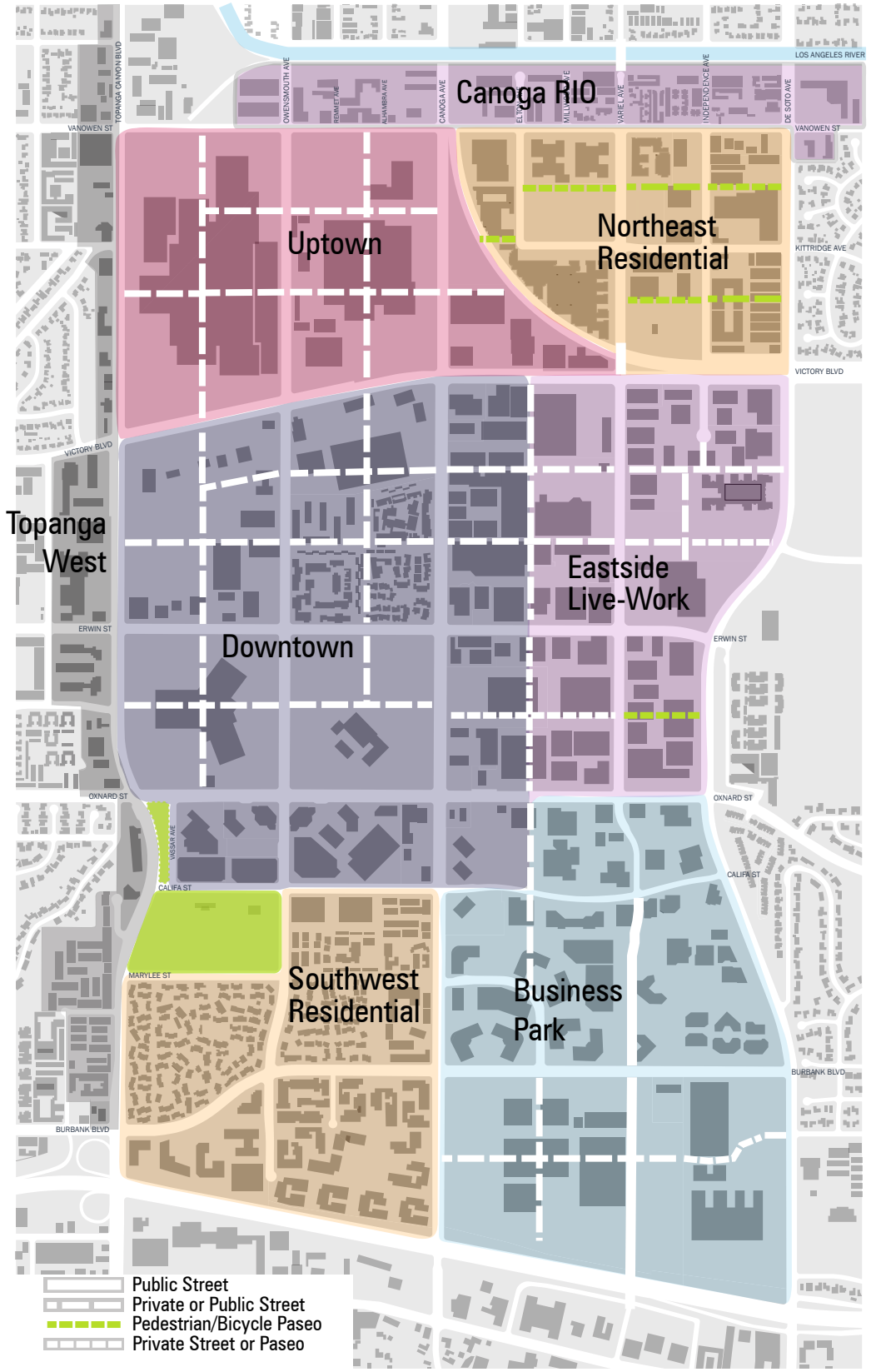
Initial Transit Station Assumptions



SOURCE: City of Los Angeles, 2009

Figure 2-4

Potential Transit Solution 2035



SOURCE: City of Los Angeles, 2009

Figure 2-5

WCRCCSP Districts and Blocks

- The **Downtown District** will remain the primary employment center of Warner Center, served by the Warner Center Transit Hub at Owensmouth Avenue. As infill development occurs, Owensmouth will be lined with commercial development and will become Downtown's "Main Street."

- The **Business Park District** will continue to be Warner Center's second job center, initially served by a new Orange Line station at Oxnard Street and Variel Avenue with an established pedestrian paseo extension of Variel Avenue which later could accommodate transit. Like Downtown, while its primary function is as a job center, it may also include housing and retail/restaurant and other services for employers and employees alike.

- The **Uptown District** will develop as a high quality mixed-use district adjacent to the Canoga Orange Line Station. Uptown will include the existing high-end Topanga Plaza Shopping Center, new research and development and other creative sector industrial and commercial development mid-and high-rise housing, and neighborhood and community serving retail uses, all oriented around a central park.

- The **Eastside District**, served by both the De Soto and new Oxnard/Variel Orange Line station, will retain its industrial flavor, with a focus on live-work projects and smaller-scale development projects than in the Uptown, Business Park or Downtown districts. Adaptive Reuse of existing building is encouraged in this District.

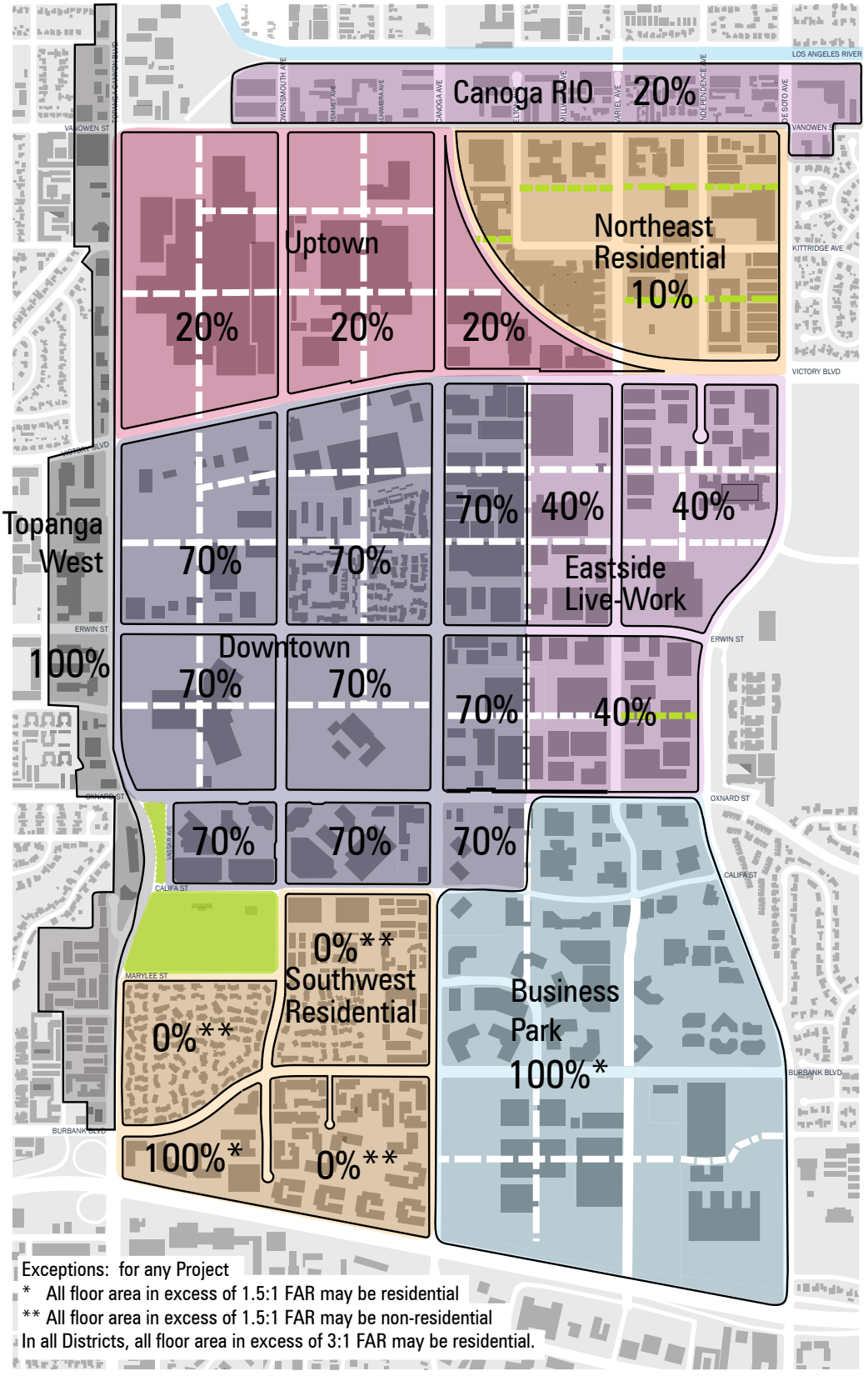
- The **Southwest Residential District** is largely built-out with two- and three-story townhomes and flats, both for-sale and rental oriented along tree-lined streets and is home to the only park in Warner Center, the Warner Ranch Park.

- The **Northeast Village District**, served by the Canoga and DeSoto Orange Line Stations, will create a transit village that would combine existing residential with other development types supporting the TOD.

- The **Topanga West District** would provide a transition between the urbanized core of Warner Center and the predominant single-family development pattern to the west. The district is envisioned as predominately commercial uses, with ground floor commercial along Topanga Canyon Boulevard, with residences permitted.

- The **Canoga River Improvement Overlay (RIO) District** consists of properties adjacent to the Los Angeles River. The district would facilitate linkages between the Los Angeles River and the rest of the Specific Plan area through the establishment of pedestrian and bicycle paths, and new streets.

Figure 2-6 shows the minimum percentage of land area in each district that is assumed would be devoted to non-residential uses. It is anticipated that this minimum percentage of non-residential land area would allow development to occur based on market cycles (which typically focus on one sector at time) and, at the same, ensure that there will be land area available for the development of an appropriate mix of uses.



SOURCE: City of Los Angeles, 2009

Figure 2-6

Minimum Allowed Non-Residential Land Area

Walkable Blocks and Streets

To encourage walking and allow for better phasing of future development, the project would add new small streets and paseos, which intersect existing public streets (see Figure 2-5). All streets would be designed to be walkable with wide parkways that support large shade trees and comfortable walkways. Buildings would define the street and ground floor uses would be oriented to the street. Most corners would be wrapped with ground floor retail, while the mid-block ground floor spaces would include live-work, professional offices, common areas, and similar uses.

Open Space

The proposed project aims to provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity. Each development project would improve and maintain common open space and Publicly Accessible Open Space. In General, open space would be located within Warner Center at street level, open to the public during daylight hours, and least three-quarters of an acre in size.

Parking

The Specific Plan's goal is to reduce the need for driving and, therefore, parking. The Specific Plan encourages new projects to share already existing parking facilities, many of which contain more spaces than are required. Centralized parking is also encouraged and facilitated. Employee parking may be located anywhere within Warner Center that is accessible via transit. Employee parking could be located anywhere within Warner Center that is accessible via transit. Parking requirements would be reduced for residential projects adjacent to transit and ancillary uses in a mixed-use or large-scale project. Parking would be allowed to be "unbundled," that is, sold or leased separately from housing units or commercial floor area. Bicycle parking would be provided with all projects.

Infrastructure

In addition to street dedications, easements and setbacks, the proposed project will require mitigation of traffic impacts as outlined in the Traffic Section of this EIR. Construction of widened and new streets as well as other traffic mitigation will result in short-term impacts as described in this EIR. In addition to street widenings the following major street connections (requiring bridges or tunnels) may be necessary:

- New Variel Avenue bridge over the LA River
- New Variel Avenue at-grade crossing at the Orange Line

Implementation of individual projects within the Specific Plan will also result in improvements to other infrastructure in the area including water and sanitation distribution systems. New trunk and or distribution lines are likely to be necessary and water recycling and treatment within Warner Center may be necessary. Additional police and fire department facilities may also be necessary. Depending on the nature of residential development that occurs under the Specific

Plan additional school facilities may also be necessary. At the moment it is anticipated that most of the residential development would be efficiency units aimed at young urban professionals without children. But should the numbers of people with children rise there would be increased demand for schools that may not be met by current facilities. Specific locations and timing of infrastructure improvements cannot be anticipated at this time, rather this EIR contemplates the typical need for construction of these facilities when development of the type anticipated for Warner Center is constructed.

Design Requirements

The proposed project includes design requirements that supplements Municipal Code provisions and, where there is a conflict, would supersede them. The requirements would apply to all projects in the WCRCCSP area and would encourage Warner Center to develop as a more sustainable community. The focus of the requirements is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit, and on the public realm. Design requirements are summarized below:

Blocks

The project would encourage Warner Center to develop as a more sustainable community. To achieve this goal, the project addresses all levels of planning and design -- from land use and development to building massing and materials choices -- with an emphasis on walkability.

Streets and Sidewalks

The proposed project addresses new publicly accessible private, local serving, streets and shared, publicly accessible fire access roads in the form of private streets or pedestrian paseos. The Warner Center Street Standards would establish required sidewalk widths and treatment. In Warner Center, the sidewalk is divided into two parts: the parkway, which is adjacent to the curb, landscaped and designed to collect storm water, and the walkway. On many streets, the required sidewalk width would be a combination of public right-of-way (dedication) and easement for sidewalk purposes. The proposed project provides detailed drawings showing sidewalk and setback treatment on public and private streets. Street dedications/easements/ setbacks would be required for the streets in Warner Center 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; in addition they may be required for some secondary, collector, local as well as new private streets.

Setbacks

The Warner Center Street Standards would establish the required minimum setback from the back of the required sidewalk to building street walls and would also establish the treatment of the required setbacks. Setbacks would be based on adjacent land uses and districts. Detailed drawings showing the Warner Center Street Standards for the different classifications of streets found in Warner Center are provided in the proposed project.

Street Frontages

Ground floor space that fronts on public streets and required private streets would be designed to be habitable and active. Where ground floor retail is required/provided, tenant spaces would be oriented to the street and would maximize transparency and entries along the sidewalks to sustain street level interest and promote pedestrian traffic. Residential units with individual entries would include windows on the ground floor that look out onto the street. A pedestrian-oriented scale at the street level would be incorporated. Building walls along the sidewalk (Street Walls) would be designed to define the street and to provide an appropriate comfortable scale for pedestrians.

Parking and Access

Parking would 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. Specifically, parking, loading and vehicular circulation would be located to minimize visibility. Drop-off zones would be located along the curb or within parking facilities to promote sidewalk/street wall continuity and to reduce conflicts with pedestrians.

The use of alternate modes of transportation would be encouraged by providing incentives for reduced automobile use. Parking structures would be required to exhibit the same principles of good building design as other buildings. Parking in excess of one space per residential unit and Code-required parking for non-residential uses would be sold or rented separately from residential units and commercial spaces ("unbundled") in perpetuity. Parking that is required for residential use but is unused and all commercial parking would be made available as public parking during daytime and evenings through a shared parking program managed by the Warner Center Transportation Management Organization (TMO) or other entity.

Vehicular access to parking would be from a private street, rather than a public street, where feasible. Curb cuts and parking/loading entries into buildings would be limited to the minimum number required and the minimum width permitted. Parking and loading access would be shared where feasible.

Architecture

The proposed project would provide both broad and specific suggestions regarding building design. The proposed project would include requirements 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). LEED certified building technology would be implemented to generate "healthy" buildings that capture solar energy and provide rooftop gardens.

Buildings in Warner Center would fall within three types of massing: low-rise massing would generally be less than 8-stories; mid-rise massing would be 8-12 stories; towers would refer to

buildings 13 stories or greater. (The proposed project provides examples of anticipated massing.)

Low-rise buildings would generally be discouraged in Warner Center, unless they were part of a larger project that included mid-rise and/or high-rise buildings. Large projects would be broken into a series of appropriately scaled buildings, so that no building would be more than 300 feet in length. A passageway at least 20 feet wide would be required between buildings. Generally, buildings would maintain a consistent street wall along their street frontages. Monolithic slab-like structures that wall off views and overshadow the surrounding neighborhood would be discouraged.

On-site Open Space

The Design Standards of the WCRCCSP establish a clear hierarchy of common open spaces, distinguished by design and function to create a connected pedestrian realm conducive to both active and passive uses. Publicly accessible open space, would be required in association with development, with incentives for the aggregation of on-site open space into larger open space areas. Each open space type would provide amenities in the form of a minimum planted area and number of seats. **Table 2-4** shows the relationship between landscaping and seating.

TABLE 2-4:
LANDSCAPING AND SEATING REQUIREMENTS

Open Space Type	Minimum Planted Areas	Minimum Seating
Parks and Squares	75%	1 seat per 500 SF
Paseos	30%	1 seat per 2,000 SF
Courtyards	50%	1 seat per 500 SF
Plazas and Corner Plazas	25%	1 seat per 500 SF
Roof Terraces	25%	None specified

Source: Draft Warner Center Specific Plan, 2010.

Additionally, the proposed project would encourage the development of a "Great Park" which could include a sports field for youth, Farmer's Market on the weekends, community gardens, skate park and nature trails.

The proposed Design Standards require or encourage the following types of common open spaces:

- Streets. Streets would encourage and invite pedestrian activity.

- Parks and Squares. Required publicly accessible open space would take the form of parks and public squares that are largely usable green space with active and passive recreational facilities. They would provide an open space network that is linked by

streets, small slow vehicle paths, and paseos.

- Residential Setbacks. Building setbacks established by the Warner Center Street Standards would provide a transition between the public and private realm that benefits both building occupants and pedestrians.

- Paseos. Paseos would be extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they would establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.

- Entry forecourts. Entry forecourts would announce the function and importance of primary building entrances. They would provide a clear, comfortable transition between exterior and interior space.

- Courtyards. Courtyards would consist of common open space areas of a scale and enclosure conducive to social interaction at a smaller scale.

- Plazas. Plazas would include common open space areas typically amenable to larger public gatherings that are readily accessible from the street, as well as active building uses.

- Corner Plazas. Corner plazas would be appropriate in scale (intimate for residential, larger for commercial) and would be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Un-programmed or over-scaled corner plazas are discouraged.

- Roof Terraces. Roof terraces and gardens would augment open space and would be encouraged in conjunction with hotels or residential uses.

Landscape and Storm Water Treatment

The proposed project would require the use of native and/or drought tolerant landscaping for development projects, in order to reduce water-use and increase wildlife habitat, especially near the Los Angeles River and for migratory species. Methods of implementation include the following:

- Removing all existing exotic weedy plants as identified by the California Invasive Plant Council.

- Selecting and installing plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program for at least 50 % of the plant materials used.

- Selecting and installing indigenous plants per the County's Los Angeles River Master Plan (LARMP) Landscaping Guidelines and Plant Palettes' short list for projects located north of Victory Boulevard) for at least 25% of the plant materials used.

- Selecting and installing indigenous plant species per the Los Angeles River Master Plan (LARMP) Landscape Guidelines and Plant Palettes or cultivars of those species for projects located south of Victory Boulevard.

- Installing high-efficiency "smart" irrigation systems, which include a weather-based controller and, where feasible, in-line drip and bubblers, rather than overhead spray.

- Encouraging the use of permeable paving for at least 75 % of all hardscape areas.

- Preparing and implementing a maintenance manual/program that follows the guidelines in the LARMP Landscape Guidelines and Plant Palettes.

The proposed project specifies the reduction of storm water runoff entering the storm drainage system and increasing on-site treatment and infiltration of storm water. Specifically, the project recommends treating 100% of the 85th percentile storm and providing detention capacity to retain a rainfall intensity of 0.5 inches/hour. On-site infiltration is identified as the preferred method of treatment.

Streetscape Improvements

Under the proposed project, parkways would be designed to accommodate and support large street trees and to collect stormwater. Where continuous landscaped parkways are not feasible, large street wells with gap-graded soil beneath the sidewalk would be provided. Street trees and other plant material would be planted to optimize tree health. The proposed project would include a street lighting plan and program intended to reinforce the identity of Warner Center and its districts and contribute to its sustainability.

Activity Nodes and Activity Frontage Streets

A key design characteristic of the Specific Plan is to provide ground floor retail, flexible community space, and other pedestrian-oriented uses to face the street, with a focus on cultivating activity along that street. Within the Specific Plan, Activity Nodes at key intersections and Activity Frontage Streets at key street frontages are intended to insure that development at these locations provides for pedestrian scale and activity.

New Streets and Pedestrian Paseos

New publicly accessible small streets and pedestrian paseos would subdivide the large automobile oriented blocks of Warner Center providing pubic pedestrian access and linkages between Publicly Accessible Open Spaces.

Signage

The WCRCCSP is designated as a Supplemental Sign District that would allow greater latitude for the Specific Plan to provide for flexibility of sign standards and provisions. The Plan's signage would: support land uses and urban design objectives of the WCRCCSP; reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and Eastside Districts; and contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts.

Cultural Amenities

Public art in the overall vision of the project's architecture, landscape and open space design would be integrated by incorporating the artist into the design team early in the process. The goals include:

- *Artistic Excellence.* Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.

- *Image.* Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance Warner Center's image locally, regionally, nationally and internationally.

- *Authentic Sense of Place.* Enliven and enhance the unique quality of Warner Center's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning, and a means for citizens to identify with each other through arts and culture in common areas.

- *Cultural Literacy.* Foster common currency for social and economic exchange between residents, and attract visitors by ensuring that they have access to visual 'clues' that will help them navigate and embrace a potentially unfamiliar environment. This can be achieved through promotional materials and tours as well as artwork.

- *Style.* Artworks must demonstrate curatorial rigor in terms of building the city's collection of public art and shall illustrate themes and levels of sophistication that are appropriate for their location.

- *Responsiveness.* Without formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.

PROJECT OBJECTIVES

The proposed project seeks to:

- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035 (consistent with the Market Demand study for the area), including Research/Development, Professional/Technical and other "creative class" and high-paying industrial jobs.

- Provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity.

- Integrate public art in the overall vision of the project's architecture, landscape and open space design.

- To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add at least 20,000 new residential units by 2035 (consistent with the Market Demand study for the area).

- Provide transit access throughout Warner Center, so that all of Warner Center can support TOD, thereby reducing trips and energy consumption in compliance with SB 375 and AB 32.

- Create a walkable community.

- Reduce the need for driving and, therefore, parking.

- Provide a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle ridership and transit usage.

- Encourage sustainability by meeting or exceeding regulatory requirements. Encourage sustainable building practices including use of recycled materials, water conservation and recycling, integration of alternative energy into building design, and other methods and practices to reduce the carbon footprint of the City as it develops in accordance with sustainable planning.

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

DISCRETIONARY APPROVALS

The following actions will be required to implement the proposed project:

- Adoption of the Specific Plan (Planning Commission recommends adoption, City Council takes final action);
- Adoption of the implementing ordinances including new zoning maps consistent with the new Regional Center Commercial designation;
- Repeal of all 1993 funding ordinances with the exception of the Transportation Trust Fund which will be amended;
- For each project: consistency review and finding of consistency with the adopted WCRCCSP and EIR;
- Approval of individual projects as proposed;
- General Plan Amendment to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan to designate all of the proposed project area as Regional Center Commercial including a footnote addition to the Plan Map to permit hybrid industrial uses within the project area in order to permit a Sign District consistent with LAMC requirements;
- Creation of a separate Sign Ordinance consistent with the goals of the proposed project and the Supplemental Sign District requirements of the LAMC;
- Revisions to the Transportation Element to reflect changes in roadway designations;
- Specific Plan Boundary expansion north to the Los Angeles River; and
- Formation of a Local Development Corporation, Joint Powers Authority or similar entity to assist in developing the area and implementing mitigation measures.

SCHEDULE

It is anticipated that the proposed project and all improvements will be built out to the levels anticipated herein by 2035. The exact timing of development and associated transportation and other improvements is uncertain at this time given uncertainties in the economy.

3.0 ENVIRONMENTAL SETTING

REGIONAL SETTING

The proposed project area is located in Los Angeles County, within the San Fernando Valley. Specifically, the proposed project is located in the southwestern corner of the San Fernando Valley, in the City of Los Angeles, approximately 25 miles, northwest of downtown Los Angeles. The San Fernando Valley includes the Cities of Los Angeles, Glendale, Burbank, Calabasas and San Fernando. The proposed project is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (last updated August 17, 1999).

In 2000, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area (Community Plan Area) had a population of 166,260, which increased to an estimated 185,648 in 2008.[1] The Community Plan Area encompasses approximately 28 square miles. According to the Community Plan, Land Use map, residential uses comprise more than 50% of the total uses in the Community Plan area. Specifically, approximately 55% of the total uses are single-family uses and 5% are multi-family uses.

Commercial uses comprise approximately 5% of the total uses while industrial uses comprise approximately 4% of the uses. Open space/public facilities uses account for approximately 12% of the uses while parking and streets account for the remaining 19% of the uses. Residential uses are spread throughout the area and typical of many urban areas, the commercial corridors are located along major thoroughfares in the areas. Industrial uses are located in the central and northern portions of the planning area.

The Community Plan contains five Specific Plan areas as follows:

- Girard Tract- located in the southern portion of the Community Plan area
- Warner Center – located in the central portion of the Community Plan area in which the project site is located
- Ventura-Cahuenga- located along the Ventura Freeway
- Mullholland Scenic Parkway- located along the southern portions of the Community Plan area
- Valley Circle/Plummer Street Scenic Corridor-located in the northwest corner of the Community Plan area

[1] http://cityplanning.lacity.org/ Accessed June 3, 2009

LOCAL SETTING

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

Similar to the proposed project, 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 spaces. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, including along Topanga Canyon Boulevard.

CUMULATIVE DEVELOPMENT

The proposed project is a planning document intended to provide detailed land use guidance to development in the project area through at least 2035 (the earliest anticipated build out of the area in accordance with the assumptions contained in this EIR).

CEQA Guidelines [Section 15130(d)] allow for two methods for reviewing cumulative development:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or greenhouse gas reduction plan. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

This EIR uses the SCAG 2008 Regional Transportation Plan and associated growth projections (updated for the project site) as the basis for the cumulative analysis. A list-based approach would not be appropriate for evaluation of the proposed project as projects currently anticipated represent only a fraction of all development anticipated by 2035, the horizon year (or earliest anticipated buildout year) of the WCRCCSP.

As the WCRCCSP and this EIR are being developed, two major projects within Warner Center are being proposed and analyzed by the City of Los Angeles Department of City Planning:

- Village at Westfield Topanga – a mixed use project including 417,080 square feet of shopping center uses to include: 146,080 square feet "big box" anchor retailer and ancillary gas station and approximately 270,440 square feet of shopping center retail space (with an

option to convert 52,250 square feet to a 2,200 seat movie theater) plus 51,995 square feet of restaurant uses, a 35,640 square feet specialty grocery store, a 275-room (193,600 square feet) hotel, 285,000 square feet of office and 14,250 square feet of community/cultural space; the project would include over 3,000 parking spaces.

- Reuse of Pratt Whitney site, anticipated to be consistent with but less than the assumptions for the site contained in the Draft WCRCCSP. The Pratt Whitney applicant is proposing the following: (1) 4,000 residential dwelling units in approximately 4,035,000 square feet of floor area and (2) 2,000,000 square feet of non-residential floor area including retail, commercial office, research/development, institutional and a 180 room hotel. The project would total 6,035,000 square feet of floor area and would include 8,290 parking spaces and 15% landscaping. The project height would be approximately 120 feet or 12 stories at its highest building.

In general these projects would be within the growth projections for the proposed project as addressed in this EIR. The City is preparing project-specific environmental analyses of these projects. In addition there are a number of other projects proposed in the vicinity of the project area (e.g. Pierce College Master Plan, Corporate Pointe in West Hills); these projects are within the growth assumptions for 2035 used to analyze cumulative impacts in this EIR.

Detailed descriptions of the environmental setting for each issue area are provided in each of the topical sections of the EIR.

4.1 AESTHETICS

This section addresses the potential impacts to aesthetics and views that could result from implementation of the proposed project. The analysis of aesthetics focuses on the visual relationship of the proposed project with existing land uses in the surrounding area, as well as its consistency with applicable design policies and guidelines. The analysis of views addresses the potential of the proposed project to obstruct visual access to existing aesthetic features and scenic resources.

EXISTING CONDITIONS

Aesthetics refers to visual resources and the quality of what can be seen or the overall visual perception of the environment. The analysis of aesthetics includes consideration of such elements as buildings, design character, landscaping, and open areas, as well as the relationships between these elements. Aesthetic features often consist of unique or prominent natural and/or man-made attributes or several small features that, when viewed together, create a whole that is visually distinctive, interesting and/or appealing. The degree of visual access to an aesthetic resource contributes to the value of aesthetic features.

Visual Character

Visual character encompasses aspects such as design, size, shape, color, texture, and general composition of aesthetic features, as well as the relationships between these elements. Aesthetic features often consist of unique or prominent natural or man-made/urban attributes that are visually interesting or appealing. Adverse visual quality effects can include the loss of existing valued aesthetic features or the introduction of contrasting features that contribute to a decline in overall visual character. For instance, the introduction of contrasting features can overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character. The analysis of visual character addresses the visual relationship between existing and future potential land uses in the area, as well as consistency of the anticipated development with applicable regulatory plans that address aesthetic issues.

The project area includes about 967 acres (924 in the existing WCSP area, plus about 43 acres north of Vanowen Street proposed to be added) of generally flat topography, in the southwest corner of the San Fernando Valley. As indicated in the Project Description, the project area is generally bounded by the Los Angeles River on the north, De Soto Avenue on the east, the Ventura Freeway on the south and Topanga Canyon Boulevard on the west. Warner Center was developed as a city "center" to include high intensity urban uses linked to other centers by the transportation network.

The visual character of the project area is dominated by the development that occupies the area. Development is generally laid out in "super blocks" formed by the major and secondary arterials (Topanga Canyon Boulevard, De Soto Avenue, Victory Boulevard, Canoga Boulevard, Erwin Street, Oxnard Street, Califa Street and Burbank Boulevard); these super blocks tend to generally discourage walking.

The total developed area within Warner Center is comprised of approximately 25.2 million square feet of development. Of this, approximately 9.1 million square feet consists of residential area while the remaining 16.1 million square feet of development consists of non-residential area. The project area includes approximately 6,200 total residential units and employs approximately 40,258 people. The Floor Area Ratio (FAR), the area of developed building compared to land is currently about 0.66:1 in the buildable areas of the existing WCSP area (not including open space lots or the area proposed to be added north of Vanowen Street).

Warner Center is generally suburban in character and is developed with a variety of low- and mid-rise buildings along with several distinct high-rises and groupings of high-rises (along Oxnard Street and Victory and Canoga Boulevards). High-rises in Warner Center include: the 16-story Marriott Hotel, the Warner Center towers that includes six high-rise office buildings between approximately 11 and 25 stories tall (the 25-story office building is the tallest in the Warner Center area); the 12-story Blue Cross building is located in the center of a large block surrounded by surface parking and extensive landscaping. Kaiser Hospital in the southeast corner of the project area includes a grouping of mid-rise buildings.

Warner Center‘s mixed-use character includes retail, office, multi-family residential, hotel, open space and extensive surface parking uses. The project area includes a number of tree-lined streets. Portions of the project area contain landscaped areas providing a park-like setting. Landscaping consists of drought-resistant plants, trees, spacious grassy areas, planters, decorative paving, and fountains. Trees are planted in parking areas as well as along streets within the project area. Open space, landscaping, landscaped setbacks, buffering and screening aim to soften the visual impact of building masses and hardscape.

Figures 4.1-1 through 4.1-8 show existing buildings and associated landscaping located within the project area.

The visual character of the area surrounding the project area includes a variety of urban uses. The north side of the Los Angeles River is characterized by low-rise commercial, multi and single-family residential and industrial uses in addition to institutional uses (Canoga Park High School.) The east side of De Soto Avenue is characterized by residential uses, undeveloped hillsides located at Pierce College. In addition, Woodland Hills Academy Middle School (separated from the freeway to the south by a row of single-family homes) is located east of the area. The area south of the project area is characterized by strip commercial development near the Ventura Freeway and Ventura Boulevard. With single-family homes, the Woodland Hills Country Club and the foothills of the Santa Monica Mountains further south. To the west are some commercial uses, but primarily uses to the west include single-family neighborhoods.

Figures 4.1-9 and 4.1-12 show the visual character of the surrounding area.

Figure 4.1-1: View of Multi-Family Residential Uses Looking Southwest on DeSoto Avenue

Figure 4.1-2: View of Kaiser Permanente Hospital Looking South from Existing Parking Lot near DeSoto Avenue

Figure 4.1-3: View of Existing Landscaping in Warner Center

Figure 4.1-4: View of on-site Multi-Family Residential Uses at Variel Avenue/Vanowen Street Intersection

Figure 4.1-5: View of existing retail uses looking south from Vanowen Street

Figure 4.1-6: View of mid-rise office uses and parking structure looking east from Topanga Canyon Boulevard

Figure 4.1-7: View of office uses and associated landscaping looking southeast from Victory Boulevard/ Topanga Canyon Boulevard intersection

Figure 4.1-8: View of Warner Park looking east from Topanga Canyon Boulevard

Figure 4.1-9: View of Pierce College Farm Entrance looking east from DeSoto Avenue

Figure 4.1-10: View of Residential Uses and Landscape Screening Looking East from DeSoto Avenue.

Figure 4.1-11: View of Canoga Park High School looking northeast from Topanga Canyon Boulevard

Figure 4.1-12: View of Commercial and Restaurant Uses Located Along Topanga Canyon Boulevard

Existing Scenic Views and Vistas

The evaluation of views and vistas focuses on the extent to which the project could interfere with existing visual access to scenic resources (i.e., mountains, urban skyline, historic buildings, etc.). In general, the availability of views is closely tied to topography and distance from a scenic resource. Focal views consist of views of a particular object, scene, setting, or feature of visual interest. Panoramic views or vistas consist of views of a large geographic area for which the view may be wide and extend into the distance. Structures and other elements constructed or developed as part of a project may obstruct focal or panoramic views. The State of California and the City of Los Angeles have recognized the value of visual access through planning and zoning regulations that designate, preserve, and enhance publicly valued views. Through the designation of scenic resources and various land use plans, the City specifies development standards that help prevent the obstruction of valued views. These standards can include the regulation of building height, mass, and floor area ratio (FAR), which can be principal issues in view obstruction.

Views refer to visual access and any obstruction of a focal point or panoramic view from an area. Views may be partially obstructed or entirely blocked by modifications to the environment. Conversely, modifications to the natural or man-made landscape of an area may create or enhance view opportunities. The analysis of views focuses on public views from public areas (streets and open spaces). In general, views are closely tied to topography and distance from visual features and resources.

Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. The City of Los Angeles encompasses 467 square miles of land area, including approximately 214 square miles of hills and mountains.[1] Of these landforms, the local mountains including the Santa Monica Mountains, the Santa Susanna Mountains and the San Gabriel Mountains are prominent (on clear days) in many views in the City of Los Angeles. The Santa Monica Mountains are 60 miles long and stretch from Elysian and Griffith Parks near Downtown Los Angeles to Point Mugu State Park in Ventura County, and are frequently visible from many areas of the City including Warner Center.

Warner Center is located in the San Fernando Valley, which is flanked by the Santa Susana and San Gabriel Mountains to the north and Santa Monica Mountains to the south. Due to its location within the valley basin, backdrop views of the mountain ranges are visible from along the view corridors of roadways and certain viewing points in open areas. However, in general, views from street level locations are obstructed due to intervening development and thus, are limited to the suburban landscape that includes views of low-rise and mid-rise buildings as well as the skyline of the high-rises in the Warner Center area.

[1] City of Los Angeles, City of Los Angeles Conservation Element, adopted September 2001 and State of California, Streets and Highways Code, Section 260-284 (see http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=260-284).

On a clear day, views of the San Gabriel Mountains, Santa Monica Mountains and the Simi Hills are visible from certain locations within the project area. The San Gabriel Mountains and the Santa Monica Mountains are visible from north/south streets in the project area such as Topanga Canyon Boulevard and Canoga and De Soto Avenues. As noted above, views of the mountains are highly interrupted with landscaping along the streets, mid- and high-rise buildings and other urban elements such as power lines. The Simi Hills and San Gabriel Mountains are visible from the residential foothills south of Ventura Boulevard. However, these views are interrupted by the existing mid-rise and high-rise development in the area.

The project site does not contain any scenic highways as designated by the State, City of Los Angeles Transportation Element of the General Plan, or by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. The closest scenic highways are:

- Sherman Way east of Variel (designated by the City) less than half a mile north of the project area;
- Mulholland Drive is identified by Caltrans as an officially designated County Scenic Highway, it is located just over a mile south of the project area;
- Topanga Canyon south of US 101 is identified by Caltrans as an eligible but not designated scenic highway;
- Ventura Boulevard west of I 405 to Valley Circle Boulevard;
- Valley Circle Boulevard from US 101 north to Plummer Street;
- US 101 from Topanga Boulevard west to the City's border with Calabasas
- Reseda Boulevard, south of Ventura Boulevard to just north of Mulholland Drive; and
- Topanga Canyon Boulevard, south of Mulholland Drive to the ocean.

Shadows

Shading is of potential concern as new buildings can cast shadows onto residential and other sensitive buildings as well as outdoor use areas including solar panels. Shading is a common and expected occurrence in urban areas, and it is often considered a beneficial feature when it provides cover from excess sunlight and heat (such as occurs in the San Fernando Valley). However, it can have an adverse impact if the blockage of direct sunlight substantially affects adjacent properties with uses that are sensitive to shading or when it interferes with the performance of sun-related activities. While some incidental shading on shadow sensitive uses is commonly acceptable, shading impacts are typically considered substantial when they occur for large portions of the main daylight hours. Shadow effects are dependent on several factors, including local topography, the height and bulk of a project's structural elements, sensitivity of surrounding uses, season, and duration of shadow projection.

Shadows are cast in a clockwise direction from west-northwest to east-northeast from approximately 9:00 a.m. to 4:00 p.m. or later depending on the season of the year: Summer Solstice (June 21), Spring/Fall Equinox (March 21 and September 21), and Winter Solstice (December 21). Generally, the shortest shadows are cast during the Summer Solstice and grow increasingly longer until the Winter Solstice. During the Winter Solstice, the sun is lower in the sky and shadows are at their maximum lengths.

Shadow impacts may be considered significant when they cover shadow-sensitive uses for a substantial amount of time (generally three consecutive hours or more). Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels.

The project area and the surrounding area are developed with a variety of land uses. Existing structures already cast shadows in the area; high-rise structures in particular cast shadows on streets and sidewalks and adjacent uses. The most likely uses to be impacted by development within the area are residential and open space uses within the area (as well as any roof-top solar arrays). Uses that would be sensitive to shading are also located in the surrounding area, including residential uses east of the project area along De Soto Avenue near Vanowen Street and west of the site along Topanga Canyon Boulevard near Vanowen Street.

Lighting

Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Artificial light may be generated from point sources (i.e., sports filed lighting, illuminated signage, street light poles, vehicle headlights), as well as from indirect sources (i.e., reflected light). Uses such as residences, board and care facilities, hospitals, hotels, and natural biological areas are considered light sensitive since they require minimal nighttime illumination for proper function, physical comfort, or commerce and are subject to disturbance by bright light sources. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials, and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in suburban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials from which the sun can reflect, particularly following sunrise and prior to sunset. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources, such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses generally include residences and motorists on transportation corridors (i.e., roadways).

The project area is located in an urban area with medium to high levels of ambient lighting and glare associated with site/security lighting, automobile/vehicle lighting, street lighting and signage. The majority of existing structures are comprised of non-reflective materials, such as concrete and stucco, although there are a number of high-rises that are mostly glass.

During the daytime, moving and parked vehicles on-site produce a large source of glare from sunlight being reflected off windshields and other surfaces. The effect is particularly noticeable in surface parking lots and car lots with multiple stationary vehicles, such as those found on the southern portion of the project site. Existing night lighting on-site includes City of Los Angeles street lights along the perimeter of the project site. The parking lots located in the project area contain poled lighting creating higher than average nighttime illumination levels.

The residential neighborhoods to the north, east and west of the project site generally have low levels of nighttime illumination. However, as described above, the surrounding area is a densely urban area that contains high levels of ambient lighting. Street lighting along Canoga Park Boulevard and Vanowen Street are primary sources of nighttime lighting to the area.

REGULATORY FRAMEWORK

City of Los Angeles General Plan

The *General Plan Framework Element*, adopted in December 1996 and re-adopted in August 2001, includes citywide goals, objectives, and policies related to urban form and neighborhood design. The General Plan Framework Element defines "urban form" as (1) the general pattern of building height and development intensity and (2) the "structural elements" that define the City physically, such as natural features, transportation corridors, open space, public facilities, as well as activity centers and focal elements. Similarly, the General Plan Framework Element defines "neighborhood design" as the physical character of neighborhoods and communities within the City.[2] Some of the policies in the General Plan Framework Element encourage development of mixed-use projects or development of housing near commercial centers, corridors, and transit. Additionally, the General Plan identifies the area around and generally west of the intersection of Victory Boulevard and Coldwater Canyon as Community Center.

In addition to the General Plan Framework, the *Conservation Element* of the City's General Plan also identifies objectives, policies, and programs to address the landforms and scenic vistas, particularly the loss of visual or physical accessibility to visual corridors and scenic features and areas.[3]

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The City of Los Angeles General Plan includes 35 community plans oriented toward specific geographic areas of the City; the community plans locally define the General Plan's more general citywide policies and programs. The project area is located within the boundaries of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan covers 17,887 acres or approximately 6% of the land area in the City of Los Angeles and is bordered by portions of the City of Los Angeles and portions of the Counties of Los Angeles and Ventura. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan includes broad, general policies for individual, multiple-residential and commercial projects and community design elements. The first section of the community plan includes design policies directed at individual projects, while the Community Design and Landscaping Guidelines section is directed at a community's use of streetscape improvements and landscaping in public spaces and rights-of-way. The policies

[2] City of Los Angeles, *The Citywide General Plan Framework -- An Element of the City of Los Angeles General Plan*, re-adopted August 8, 2001.

[3] City of Los Angeles, *City of Los Angeles Conservation Element*, adopted September 2001.

included in the community plan are further restricted by specific plans such as the current Warner Center Specific Plan.

City of Los Angeles Municipal Code

The Los Angeles Municipal Code (LAMC) codifies the regulatory and penal ordinances of the City for the preservation of the public peace, health, and safety. There are several regulations in the LAMC pertaining to aesthetics, visual resources, and lighting that are applicable to the proposed project. These applicable regulations set the standards for nighttime lighting, building heights and setbacks, landscaping, and signage.

Warner Center Specific Plan (1993)

The current Warner Center Specific Plan includes a number of goals and policies related to the aesthetic environment. The purposes of the current Warner Center Specific Plan, as they relate to aesthetics, are generally to:

- Encourage mixed-use development in accordance with the City's goal to improve the jobs/housing relationship and for the purpose of making Warner Center a vibrant environment, providing both daytime and nighttime activities (Purpose F);
- Soften the visual impact of building masses and hardscape to create a more aesthetically pleasing built environment with the effective use of open space, landscaping, landscaped setbacks, buffering, and screening (Purpose G); and
- Encourage, particularly in certain areas within Warner Center designated for higher intensity development, opportunities to stimulate human interaction and pedestrian activity by the provision of amenities, open space, pedestrian-oriented commercial and retail development, linkages in the pedestrian circulation system, and convenient access to the internal, local, and regional transportation system (Purpose H).

THRESHOLDS OF SIGNIFICANCE.

The proposed project would have a significant aesthetic impact if it would result in the following:

- Have a substantial impact on a scenic vista;

- Substantially degrade scenic resources, including but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway;

- Substantially degrade the existing visual character or quality of the site and its surroundings; or

- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

- Result in the covering shadow-sensitive uses for a substantial amount of time (generally two consecutive hours or more).

The *City of Los Angeles CEQA Thresholds Guide* states that the determination of significance shall be made on a case-by case-basis, considering the following factors:

Aesthetics/Visual Quality

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;

- The amount of natural open space to be graded or developed;

- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc;

- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;

- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;

- The degree to which the project would contribute to the area's aesthetic value; and

- Applicable guidelines and regulations.

Based on these factors, the proposed project would have significant impacts if it were to have the potential to substantially alter, degrade, or eliminate the existing visual character of an area, including valued existing features or resources; or if the project were to introduce elements that substantially detract from the visual character of an area.

Views

- The nature and quality of recognized or valued views (such as natural topography, settings, manmade or natural features of visual interest, and resources such as mountains or the ocean);

- Whether the project affects views from a designated scenic highway, corridor, or parkway;

- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and

- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail as opposed to a single, fixed vantage point.

Based on these factors, the proposed project would have potentially significant impacts with respect to views if anticipated development were to have the potential to substantially obstruct an existing recognized or valued view.

Light/Glare

- The change in ambient nighttime levels as a result of project sources; and

- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

Based on these criteria, the proposed project would have a significant impact on light aesthetics if lighting associated with anticipated development has the potential to alter the character of off-site areas surrounding the project site.

Shading

The *City of Los Angeles CEQA Thresholds Guide* states that a proposed project would have a significant shading impact if: shadow sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).

The *City of Los Angeles CEQA Thresholds* above are used in the following analysis.

IMPACT ASSESSMENT

Visual Character of the Site and Surroundings

Construction activities generally cause a contrast to, and disruption in, the general order and aesthetic character of an area. Although temporary in nature, construction activities may cause a visually unappealing quality in a community.

Under the proposed project, a total of approximately 62.7 million square feet of non-residential and residential development would be located on the 924-acre site compared to the 25.2 million square feet of development that currently exists. In addition some existing areas would be redeveloped. This development would occur in the form of "districts" that would reinforce the identity and character of existing neighborhoods in Warner Center. These districts are described in Section 2.0 Project Description and Section 4.8 Land Use.

The Design Standards & Guidelines of the proposed project contains recommendations and requirements that would guide development during its various stages.

The proposed project Design Standards & Guidelines include standards and guidelines for all building types regardless of use or district. The Design Standards & Guidelines focus on the relationship of buildings to the street, including sidewalk treatment, character of the buildings as it adjoins the sidewalk, and connections to transit and to the public realm.

The first component of the plan is to create publicly accessible small streets. These smaller scale blocks would provide pedestrian-scaled access points and visual connections. Generally, buildings would maintain a consistent street wall along street frontages; however, street walls formed by continuous building frontages, more than 200 feet long would be avoided. Monolithic slab-like structures that would wall off views and overshadow the surrounding neighborhoods would be discouraged under the proposed project as these types of structures cut off pedestrian access through the blocks and limit visual connections.

Under the proposed project, parking structures would be required to address the same principles of good building design as other buildings. Parking would generally be located to minimize its visibility that could include measures such as lining parking, loading and circulation by habitable floor area when it is not located on the ground floor. Continuity would be promoted by limiting curb cuts and access points, this would also reduce the potential for conflicts with pedestrians.

Signage would be required to be integrated with the design of a proposed parking structure to reinforce its identity. Additionally, the design of public art and lighting would be integrated with the architecture of the structure.

Open space would be located within smaller block developments to create meaningful public space. Neighborhood retail would be encouraged under the proposed project and would be located where it would be visibly concentrated at primary street corners, internal street corners or facing onto public-private open spaces.

Sustainability is a major component of the proposed project; the proposed project includes several guidelines aimed at incorporating sustainability features. These features would affect the overall visual character of the proposed project area. Walkability would be promoted through sensitive design, building and streetscape. Projects would be designed as TOD to encourage the use of multiple modes of transit. On-site landscape elements would reduce energy use and enhance liveability. Sidewalks, including street trees, parkways, tree wells, and paving would collect storm water runoff.

The proposed project establishes a hierarchy of common open spaces distinguished by design and function to create a pedestrian experience conducive to both active and passive uses. To reinforce this concept the common open space areas under the proposed project would be comprised of the following:

- Streets
- Parks and Squares
- Residential Setbacks
- Paseos
- Entry Forecourts
- Courtyards
- Plazas
- Corner Plazas
- Roof Terraces

Additionally, implementation of the proposed project would include a street lighting plan that would reinforce the identity of Warner Center, its districts and would contribute to sustainability through energy efficient technology.

The proposed project would include a mix of building types (low-, mid- and high-rise) with an emphasis on taller buildings to achieve a development intensity appropriate to a transit-oriented urban center. The following describes the three types of structures that are anticipated:

Low-Rise Buildings (1-7 stories)

Proposed low-rise structures would include multi-family residential, mixed-use and commercial spaces. Detailed façade elements, courtyards, and simple massing and roof forms would be incorporated into the design of these buildings. The proposed Design Guide recommends the use of natural stone, precast concrete and brick. The use of ceramic tile, metal panels, concrete with a finished architectural appearance are encouraged while vinyl windows, foam molding, wood shingles and stucco at the ground level and stucco above the ground floors in the Uptown, Downtown, and Business Park Districts would be prohibited according to the Design Guide.

Mid-Rise Structures (8-12 stories)

Mid-rise structures would have a higher quality of design and construction than low-rise buildings. The proposed Design Guide recommends the incorporation of sustainability features, such as green roofs that can provide usable open space. Guidelines pertaining to glass window bay systems and pertaining to adjacent structures' scales are also included. Stucco and highly reflective or very dark glass curtain wall systems would be prohibited.

Towers (over 13 stories)

The construction of towers would be encouraged under the proposed project. Towers are encouraged to be sited and massed to capitalize on proximity to transit and would be located along major corridors. Towers would be required to have slender massing to reduce overall bulk. Tower siting and massing would be located to maintain key views to important natural and man-made features. Towers would also be spaced to provide privacy, natural light and air as well as to contribute to an attractive skyline.

Implementation of the proposed project is anticipated to result in substantially increased density and increased height of structures that would change the character of Warner Center from a lower density urban center with little used park like areas (such as around the Blue Cross building) surrounding commercial buildings. The proposed project includes Design Standards & Guidelines that are intended to ensure that development would occur in a manner that is visually pleasing and not out of character with the current surroundings and uses in the project area. The proposed project includes allowance for paseos and open spaces that are anticipated to provide visual relief and be much more actively used by residents and workers alike. With adherence to the WCRCCSP Guidelines and Standards impacts related to visual character would be less than significant.

The proposed project includes extensive landscaping, including streetscaping requirements intended to ensure an attractive street environment that encourages pedestrian activity. Mitigation measures below would help ensure that impacts to aesthetics would be below a level of significance.

The WCRCCSP is designated as a Supplemental Sign District that would allow greater latitude for the Specific Plan to provide for flexibility of sign standards and provisions. The Plan's signage would: support land uses and urban design objectives of the WCRCCSP; reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and Eastside Districts; and contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts. However, signage also has the potential to significantly impact the aesthetic environment. Without specific details of proposed signage impacts would remain potentially significant (even after mitigation).

Scenic Vistas and Views

Similar to many areas within the City of Los Angeles, views of the local mountains including the Santa Monica Mountains and the San Gabriel Mountains are prominent (on clear days) from certain areas within the project area. As previously stated, the San Gabriel Mountains and the Santa Monica Mountains are visible from north/south streets in the project area. The San Gabriel Mountains are also visible from the residential foothills south of Ventura Boulevard. The Simi Hills are visible from the residential foothills located south of Ventura Boulevard.

However, as the project area is densely developed with structures of varying heights and landscaping in the form of mature trees, these views are largely blocked. Existing conditions on

the proposed project are includes approximately 25.2 million square feet of development that consists of several structures of varying height (low-, mid-, and high-rise). Approximately 6,200 dwelling units were located in the project area in 2008. Under the proposed WCRCCSP, Warner Center would have a mix of uses that would increase residential and non-residential square feet of development from 25.2 million square feet to 62.7 million square feet. This development would be proposed to occur in the form of "districts" which would be consistent with existing uses in a particular area. Overall density throughout the project area would increase (from the current 0.66: FAR to approximately 1.64:1 in the existing WCSP area, not including open space lots or the area north of Vanowen Street). While the added density would result in some impairment to existing views, Warner Center is already an urbanized area where most publicly-available ground-level views are already impaired except where there is direct in-of-sight of distant mountains down streets. The anticipated increase in density could further impair some mid- and long-distance street-level views, but the density would be appropriate to the urban form of the City (designated transit oriented centers with generally lower density surrounding the urban cores), and views of local mountains along north-south streets and boulevards would substantially remain. As such, impacts to views would be considered less than significant.

Light and Glare

The project area is urban in nature with medium to high levels of ambient lighting and glare associated with reflective materials site/security lighting, automobile/vehicle lighting, street lighting as well as signage. The majority of existing structures are comprised of non-reflective materials, such as concrete and stucco, but a number of high-rise structures are comprised of an all-glass exterior.

During the daytime, moving and parked vehicles on-site produce glare from sunlight being reflected off windshields and other surfaces. Existing glass structures and windows also produce glare at certain times of the day. Existing night lighting includes City of Los Angeles street lights as well as night and security lighting for office and residential areas.

Residential neighborhoods to the north, east and west of the project site generally have low levels of nighttime illumination.

Implementation of the proposed project would introduce new structures into the area increasing the density of the buildable area by about 150% (increasing average Floor to Area Ratio -- FAR from about 0.66:1 to about 1.64:1 in the existing WCSP area, not including the RIO District which is anticipated to keep approximately the same density, or open space areas that would remain undeveloped). Individual projects would be subject to light and glare guidelines included in the proposed Design Standards & Guidelines. The Design Standards & Guidelines include recommendations and requirements related to lighting associated with the uses anticipated to occupy the existing WCSP area. These include lighting requirements related to security lighting, dog parks, signage, and parking garages. Lighting requirements are aimed to minimize light and glare impacts to adjacent uses as well as to highlight architectural features and to promote public safety.

The proposed project recognizes that many projects are viewed directly from adjacent properties where tenants and residents have clear sight lines to roofs and back-of house functions. It is important that new projects respect neighboring properties, and that the majority of mechanical systems, penthouses and lighting are designed to limit views of piping, utilities and mechanical equipment.

The Design Standards & Guidelines specify that interior garage lighting should not produce glaring sources of light that could impact adjacent residential units while at the same time they must provide safe and adequate lighting levels. According to the Design Standards & Guidelines, exterior lighting (building and landscape) should be integrated with the building design and promote public safety. Architectural lighting should be visible to pedestrians and should accentuate major architectural features. Landscape lighting should be of a character and scale that would be visible to pedestrians and would highlight landscape features. Exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky. Additionally, security lighting should be integrated into the architectural and landscape lighting system.

Implementation of the Design Standards & Guidelines together with mitigation measures below would ensure light and glare impacts resulting under the proposed project would be less than significant.

The Sign District would allow for Digital Displays that have the potential to cause lighting and distraction/safety impacts to drivers.

Shade/Shadow

The proposed project is densely developed and is occupied by structures of varying heights. Existing structures cast shadows on neighboring uses. Shadow-sensitive uses located in the proposed project area include residential uses within Warner Center and those located east of the project area along De Soto Avenue and west of the proposed project area along Topanga Canyon Boulevard. Canoga Park High School, also a shadow-sensitive use, is also located in the immediate area, bordering the project area to the north along Vanowen Street.

Implementation of the proposed project would introduce new structures into the area. It is anticipated that new structures would be generally mid- to high-rise. Depending on exact location, height, and orientation of the new buildings, shadow-sensitive uses located in the immediate area could be significantly impacted. The proposed project anticipates substantially increasing residential uses and open space uses which could be impacted or could be constructed within an environment that already has shadows that exceed City thresholds. Individual projects would adhere to the requirements of the Design Standards & Guidelines including relevant measures associated with architecture, height, light and landscaping. Generally, new structures would cast shade and shadows on sidewalks, courtyards, plazas and structures located in the project area. Given street widths and required building articulation, it is not anticipated that significant shadow impacts would occur outside of Warner Center.

Additional environmental review may be necessary for individual projects to ensure that shadow-sensitive uses (both within and adjacent to the project area) would not be covered by shadows for

more than three consecutive hours and/or to ensure that any shading impacts are minimized. This impact would be considered potentially significant as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new or existing mid- and high rise development).

CUMULATIVE IMPACTS

Many aesthetic impacts are location-specific, although tall buildings are visible from some distance around. Development under the proposed project would result in a substantial increase in density in an area that is already designated for and readily identifiable as an urban center. The project would add to the in fill urbanization of the City in general that would be visible from surrounding uses, including residential development located in the foothills and from vehicles on local roadways, particularly elevated freeways. While development in the City in general is anticipated to result in some view blockage (some of it potentially significant), in the context of the location and plans for Warner Center and the City as a whole the project would not result in a cumulatively considerable contribution to a significant cumulative impact on visual quality and views. Signage has the potential to significantly impact aesthetic resources. The project together with other projects in the City would result in a potentially significant impact as a result of new signage. Light, glare and shading is location-specific; the project is not anticipated to result in a cumulatively significant contribution to light and glare or shading impacts in the area.

MITIGATION MEASURES

Visual Character of the Site and Surroundings and Scenic Vistas and Resources

AES-1: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

AES-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to LAMC Section 91.8104.

MM-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.

MM-4: Multiple temporary signs in the store windows and along the building walls are not permitted.

MM-5: By issuance of a building permit for signage, for every Digital Display each Applicant or its successor shall remove or cause to have removed one billboard for each Digital Display.

MM-6: A building permit for a new Digital Display sign shall not be issued until any prohibited

signs, on such parcel, have been removed.

MM-7: All signs in the Warner Center Regional Core Comprehensive Specific Plan_area shall meet the following criteria:

a) The building and ground area around signs shall be properly maintained at all times. All unused mounting structures, hardware and wall perforations from any previous sign shall be removed and building surfaces shall be restored to their original condition.

b) All signage copy shall be properly maintained and kept free from damaged sign material and other unsightly conditions, including graffiti.

c) Any sign structure shall be at all times kept in good repair and maintained in a safe and sound condition and in conformance with all applicable codes.

d) Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view.

e) The signage copy must be repaired or replaced immediately upon tearing, ripping, or peeling or when marred or damaged by graffiti.

f) No access platform, ladder, or other service appurtenance, visible from the sidewalk, street or public right-of-way, shall be installed or attached to any sign structure.

g) Existing signs that are no longer serving the current tenants, including support structures, shall be removed and the building facades originally covered by the signs shall be repaired/resurfaced with materials and colors that are compatible with the facades.

MM-8: The material, construction, mounting, and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.

Light and Glare

AES-9: All lighting related to construction activities shall be shielded or directed to restrict any direct illumination onto property located outside of the construction area boundaries that is improved with light-sensitive uses.

AES-10: Exterior lighting shall incorporate fixtures and light sources that focus light onto project sites to minimize light trespass.

AES-11: Lighting of individual projects shall comply with LAMC Section 93.0117. As such, lighting shall not cause more than two footcandles of lighting intensity or direct glare from the light source at any residential property.

AES-12: All buildings, parking structures, and signage within Warner Center shall be prohibited from the using highly reflective building materials such as mirrored glass in exterior façades. Examples of commonly used non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and would likely include additional materials as technology advances in the future.

AES-13: Buildings shall not include large areas of reflective surfaces that could reflect light from signage into surrounding areas. No high brightness special effects lighting with brightness levels that shall exceed the lighting levels of permitted signage would be allowed. Buildings, signage or thematic elements shall not incorporate reflective building materials or provide a source of auto headlight-related glare in proximity to glare sensitive uses.

AES-14: Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential uses.

AES-15: The exteriors of buildings shall be constructed of materials such as high performance tinted non-reflective glass and/or pre-cast concrete or fabricated wall surfaces.

AES-16: Prior to issuance of a building permit for signage displays, a lighting design expert shall develop plans and specifications for the proposed lighting displays, to identify maximum luminance levels for the displays. The City and lighting expert shall review and monitor the installation and testing of the displays, in order to insure compliance with all City lighting regulations and these mitigation measures.

AES-17: Each applicant (and successor) and/or its lighting design expert shall implement the following protocol to determine compliance with all City lighting regulations and these mitigation measures no later than 6 months after certificate of occupancy:

a) A representative testing site shall be established on or next to those light sensitive receptors that have the greatest exposure to signage lighting on each facades of a development.

b) A light meter mounted to a tripod at eye level, facing project buildings, should be calibrated and measurements should be taken to determine ambient light levels with the sign on.

c) An opaque object (a board) should be used to block out the view of the sign from the light meter, at a distance of at least 4 feet away from the tripod and blocking the light meter's view of the building. A reading should be taken to determine the ambient light levels with the sign off.

d) The difference between the two would be the amount of light the sign casts onto the sensitive receptor.

e) An alternate acceptable method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage. This method takes more coordination, but is more accurate.

AES-18: All displays shall have a wattage draw not to exceed 12 watts/sq. ft to meet Title 24 2008 requirements.

AES-19: All displays shall be fully dimmable, and shall be controlled by a programmable timer so that luminance levels may be adjusted according to the time of day.

AES-20: All displays shall have a maximum total lumen output of no more than 20 lumens per square foot.

AE-21: Digital signage shall not exceed 100 feet above grade.

AES-22: Digital displays shall include an automatic light sensor/meter to ensure that illumination levels do not exceed 0.3 footcandles above ambient light levels.

AES-23: During daytime hours all digital displays will have a brightness less than 3500 candelas/ m^2.

AES-24: All digital displays shall transition smoothly at a consistent rate of speed from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding the transition to nighttime brightness 45 minutes after sunset. Where applicable, they shall also transition smoothly at a consistent rate of speed from the permitted nighttime brightness to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding the transition to daytime brightness 45 minutes after sunrise.

AES-25: All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.

AES-26: All signs using animation or that otherwise change shall be restricted. Each applicant shall submit a study to the Department of City Planning documenting proposed refresh rates and compliance with the SUD.

AES-27: Each applicant (or successors as appropriate) shall submit a conceptual signage and lighting design plan to the Department of City Planning to establish lighting standards and guidelines.

Shade/Shadow

AES-28: Individual discretionary projects will conduct further site-specific analysis to determine whether adjacent sensitive uses could be impacted by proposed structures. The City shall require that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Impacts from development would generally be considered less than significant with mitigation. However, even after mitigation, new signage has the potential to negatively impact visual quality. Shade and shadow impacts would also remain potentially significant as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new or existing mid- and high rise development).

4.2 AIR QUALITY

This section of the Draft EIR analyzes the air emissions generated by construction and operation of the proposed project. The analysis also addresses the consistency of the proposed project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan, and the City of Los Angeles General Plan. The analysis of project-generated air emissions focuses on whether the proposed project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are contained in **Appendix C** of this EIR.

EXISTING CONDITIONS

The project area is located in the southwestern portion of the San Fernando Valley in the City of Los Angeles. The project area consists of 966.8 acres (1.5 square miles) and is recognized as an urban center of the western San Fernando Valley. This area of the City of Los Angeles is developed with a variety of land uses. The project area is located in the South Coast Air Basin (Basin) within the jurisdictional boundaries of the South Coast Air Quality Management District. The Basin incorporates approximately 6,745 square miles within four counties-all of Orange County, most of Los Angeles and Riverside Counties and the western portion of San Bernardino County.

Pollutants and Effects

Air quality is affected by both the amount and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality. Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter 10 microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and

February.[1] The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Ozone. O_3 is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG), which include volatile organic compounds (VOC), and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

Nitrogen Dioxide. NO_2, like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 ppm.

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. PM_{10} and $PM_{2.5}$ represent fractions of particulate matter. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, roughly 1/28 the diameter of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste

[1] Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.

burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. $PM_{2.5}$ results from fuel combustion (e.g. motor vehicles, power generation, and industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases, such as, SO_2, NO_X, and VOC.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas, particles 2.5 to 10 microns in diameter tend to collect in the upper portion of the respiratory system, particles 2.5 microns or less are so tiny that they can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Lead. Pb in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline, battery manufacturers, paint, ink, ceramics, and ammunition and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and, in severe cases, neuromuscular and neurological dysfunction. Low-level lead exposures during infancy and childhood are of particular concern. Such exposures are associated with decrements in neurobehavioral performance including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Toxic Air Contaminants.

A substance is considered toxic if it has the potential to cause adverse health effects in humans. A toxic substance released into the air is considered a toxic air contaminant (TAC). TACs are identified by State and federal agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act, Assembly Bill 1807, Tanner. This two-step process of risk identification and risk management was designed to protect residents from the health effects of toxic substances in the air. The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. The complete list of such substances is located at www.arb.ca.gov/toxics/id/taclist.htm.

The South Coast Air Quality Management District (SCAQMD) has a long and successful history of reducing air toxics and criteria emissions in the South Coast Air Basin. SCAQMD has an extensive control program, including traditional and innovative rules and policies. These policies can be viewed in the SCAQMD's *Air Toxics Control Plan for the Next Ten Years* (March 2000).

To date, the most comprehensive study on air toxics in the Basin is the *Multiple Air Toxics Exposure Study* (*MATES-III*), conducted by the SCAQMD and released in 2007. The monitoring program measured more than 30 air pollutants, including both gas and particulates. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. *MATES-III* found that the average cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million.

Diesel PM (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 μm), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area that makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) Aggravated asthma; (2) Chronic bronchitis; (3) Increased respiratory and cardiovascular hospitalizations; (4) Decreased lung function in children; (5) Lung cancer; and (6) Premature deaths for people with heart or lung disease.[2]

To provide a perspective on the contribution that DPM has on the overall statewide average ambient air toxics potential cancer risk, CARB evaluated risks from specific compounds using data from CARB's ambient monitoring network. CARB maintains a 21-site air toxics monitoring network that measures outdoor ambient concentration levels of approximately 60 air toxics. CARB has determined that, of the top ten inhalation risk contributors, DPM contributes approximately 71 percent of the total potential cancer risk.[3]

Greenhouse Gases.

Greenhouse Gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from

[2] http://www.arb.ca.gov/research/diesel/diesel-health.htm.

[3] SCAQMD 2000. "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II)." Draft Report. South Coast Air Quality Management District, Diamond Bar, California. Executive summary.

sunlight through and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5 °F.

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and water vapor. CO_2 is the most abundant climate change pollutant of all the GHGs, with fossil fuel combustion comprising 81.0 percent of the total GHG emissions in California in 2002 and non-fossil fuel CO_2 comprising 2.3 percent.[4] The other GHGs are less abundant, but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. These GWP ratios are available from the United States Environmental Protection Agency (USEPA) and published in the California Climate Action Registry (CCAR) General Reporting Protocol (GRP). By applying the GWP ratios, project related CO_2e emissions can be tabulated in metric tons per year. The CO_2e of CH_4 represented 6.4 percent of the 2002 California GHG emissions, NO_X 6.8 percent, and the other high global warming potential gases represented 3.5 percent of these emissions.[5] In addition, there are a number of man-made pollutants, such as CO, NO_X, non-methane VOC, and SO_2, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

GHGs are the result of both natural and human-influenced activities. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooling are the primary sources of greenhouse gas emissions. Without human intervention, the Earth maintains an approximate balance between the emission of GHGs into the atmosphere and the storage of greenhouse gases in oceans and terrestrial ecosystems. Increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have contributed to the rapid increase in atmospheric levels of GHGs over the last 150 years.

The primary effect of rising global concentrations of atmospheric GHG levels has been a rise in the average global tropospheric temperature of approximately 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using 2000 emission rates shows that further warming is likely to occur given the expected rise in global atmospheric GHG concentrations from innumerable sources of GHG emissions worldwide,[6] which would induce further changes in the global climate system during the current century. Adverse impacts from global climate change worldwide and in California may include but may not be limited to:

[4] California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.

[5] *Ibid*.

[6] See, e.g., Environmental Protection Agency, Draft Endangerment Finding, 74 Fed. Reg. 18886, 18904 (April 24, 2009) ("cumulative emissions are responsible for the cumulative change in the stock of concentrations in the atmosphere"); see also 74 Fed. Reg. 66496, 66538 (same in Final Endangerment Finding).

- declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[7]
- rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;[8]
- changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[9]
- declining Sierra snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;[10]
- increasing the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st century;[11] and
- increasing the potential for erosion of California's coastlines and seawater intrusion into the Sacramento Delta and associated levee systems due to the rise in sea level.[12]

Scientific understanding of the fundamental processes responsible for global climate change has improved over the past decade, and predictive capabilities are advancing. However, there remain significant scientific uncertainties, for example, in predictions of local effects of climate change, occurrence of extreme weather events, and effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system, the uncertainty surrounding climate change may never be completely eliminated. Because of these uncertainties, there continues to be significant debate as to the extent to which increased concentrations of GHGs have caused or will cause climate change, and with respect to the appropriate actions to limit and/or respond to climate change. In addition, it is not possible to link specific development projects to future specific climate change impacts.

California is the fifteenth largest emitter of GHG on the planet, representing about two percent of the worldwide emissions.[13] **Table 4.2-1** shows the California GHG emissions inventory for years 2000 to 2008. 2008 saw a small decrease in statewide GHG emissions, driven by a noticeable drop in on-road transportation emissions. 2008 also reflects the beginning of the economic recession and fuel price spikes. According to the CARB, as the economy recovers, GHG emissions are likely to rise again without other mitigation actions.

The Transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 36.5 percent of the State's total GHG emissions in 2008. On road emissions (from passenger vehicles and heavy duty trucks) constitute 93% of the transportation sector total. On road

7 Ibid.
8 Intergovernmental Panel on Climate Change, "Climate Change 2007."
9 Ibid.
10 California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature. 2006.
11 Ibid.
12 Ibid.
13 CARB, *Climate Change Scoping Plan*, December 2008.

emissions grew to a maximum of 170.8 million metric tons of CO2e in 2005, plateaued until 2007, and decreased in 2008 to 163.3 million. The amount of gasoline and diesel fuel consumed by on road vehicles followed a similar trend.

TABLE 4.2-1:
CALIFORNIA GREENHOUSE GAS EMISSIONS INVENTORY

	CO_2e Emissions (Million Metric Tons)								
Sector	2000	2001	2002	2003	2004	2005	2006	2007	2008
Transportation	171	174	180	178	182	184	184	184	175
Electric Power	104	121	106	110	120	111	108	111	116
Commercial and Residential	44	41	44	41	43	41	41	42	43
Industrial	97	95	97	96	91	91	90	94	93
Recycling and Waste	6.2	6.3	6.2	6.3	6.2	6.5	6.6	6.5	6.7
High Global Warming Potential	11	11	12	13	14	14	15	15	16
Agriculture	25	25	28	28	29	29	30	28	28
Forest Net Emissions	(4.7)	(4.5)	(4.4)	(4.3)	(4.3)	(4.2)	(4.0)	(4.1)	(4.0)
Emissions Total	453	469	470	469	480	473	471	477	474

SOURCE: CARB, California Greenhouse Gas Inventory, 2011.

The Transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 36.5 percent of the State's total GHG emissions in 2008. On road emissions (from passenger vehicles and heavy duty trucks) constitute 93% of the transportation sector total. On road emissions grew to a maximum of 170.8 million metric tons of CO2e in 2005, plateaued until 2007, and decreased in 2008 to 163.3 million. The amount of gasoline and diesel fuel consumed by on road vehicles followed a similar trend.

The Electricity and Commercial/Residential Energy sector is the next largest contributor with over 30 percent of the Statewide greenhouse gas emissions. Although electricity imported into California accounts for only about a quarter of our electricity, imports contribute more than half of the GHG emissions from electricity because much of the imported electricity is generated at coal-fired power plants. AB 32 specifically requires CARB to address emissions from electricity sources both inside and outside of the state.

California's Industrial sector includes refineries, cement plants, oil and gas production, food processors, and other large industrial sources. This sector contributes almost 20 percent of California's GHG emissions, but the sector's emissions are not projected to grow significantly in the future. The sector termed recycling and waste management is a unique system, encompassing not just emissions from waste facilities but also the emissions associated with the production, distribution and disposal of products throughout the economy.

Although high global warming potential gases are a small contributor to historic GHG emissions, levels of these gases are projected to increase sharply over the next several decades, making them a significant source by 2020.

The Forest sector is unique in that forests both emit GHG and uptake CO_2. While the current inventory shows forests as a sink of 4.7 million metric tons of CO_2e, carbon sequestration has declined since 1990. For this reason, the 2020 projection assumes no net emissions from forests.

The agricultural GHG emissions shown are largely methane emissions from livestock, both from the animals and their waste. Emissions of GHG from fertilizer application are also important contributors from the Agricultural sector. CARB has begun a research program to better understand the variables affecting these emissions. Opportunities to sequester CO_2 in the Agricultural sector may also exist; however, additional research is needed to identify and quantify potential sequestration benefits.

In December 2007, CARB approved a greenhouse gas emissions target for 2020 equivalent to the State's calculated GHG emissions level in 1990. CARB developed the 2020 target after extensive technical work and a series of stakeholder meetings. The 2020 target of 427 million metric tons of CO_2e requires the reduction of 169 million metric tons of CO_2e, or approximately 30 percent, from the State's projected 2020 emissions of 596 million metric tons of CO_2e (business-as-usual) and the reduction of 42 million metric tons of CO_2e, or almost ten percent, from 2002 to 2004 average emissions.

Air Pollution Climatology

The project site is located within the Los Angeles County portion of the Basin. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the Basin.

The Basin is an area of high air pollution potential due to its climate and topography. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatologically pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The historical annual average temperature for the City of Los Angeles is approximately 64.1°F. The historical annual average minimum temperature for the City of Los Angeles is approximately 56°F and the historical annual average maximum temperature is 74°F.[14] Total precipitation in the City of Los Angeles averages approximately 15 inches annually.[15] Precipitation occurs mostly during the winter and relatively infrequently during the summer.

[14] http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5115
[15] Ibid.

The Basin experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to CO and NO_2 emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.). In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 levels are also generally higher during fall and winter days.

Air Monitoring Data

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin and has divided the Air Basin into 27 source receptor areas (Seas) in which 31 monitoring stations operate. The proposed project site is located within SRA 6, which covers the West San Fernando Valley. The monitoring station most representative of the project area is the Reseda Monitoring Station located at 18330 Gaul Street, approximately four miles east of the project area. Criteria pollutants monitored at this station include O_3, $PM_{2.5}$, CO, and NO_2. The most representative monitoring station for obtaining ambient data for PM_{10} and SO_2 is the Burbank Monitoring Station (East San Fernando Valley). This station is located at the intersection of Palm Avenue and North Lake Street in the City of Burbank, approximately 18 miles east of the project area. The most recent data available from these monitoring stations encompasses the years 2006 to 2008. **Table 4.2-2** identifies the national and State ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured at these stations through the period of 2006 to 2008.

Background Carbon Monoxide Conditions

CO concentrations are typically used as an indicator of conformity with CAAQS because CO is the primary component of automobile exhaust (tailpipe emissions), and it does not readily react with other pollutants. In other words, operational air quality impacts associated with a project are generally best reflected through estimated changes in CO concentrations.

For purposes of this assessment, the ambient, or background CO concentration, is first established. SCAQMD defines the background level as the highest reading over the past three years. A review of data from the Reseda Station for the 2006 to 2008 period indicates that the one- and eight-hour background concentrations are approximately 5 and 3.4 ppm, respectively (in 2006, and have gone down substantially in 2007 and 2008). Accordingly, the existing one- and eight-hour background concentrations are well under the State CO standards of 20 ppm and 9.0 ppm, respectively.

TABLE 4.2-2:
SUMMARY OF AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant	Year		
	2006	2007	2008
Ozone			
Maximum 1-hour Concentration (ppm)	0.16	0.13	0.12
Days exceeding NAAQS (0.12 ppm)	6	1	0
Days exceeding CAAQS (0.09 ppm)	32	21	23
Maximum 8-hour Concentration ppm)	0.11	0.10	0.10
Days exceeding NAAQS (0.075 ppm)	17	28	25
Days exceeding CAAQS (0.07 ppm)	39	43	40
Respirable Particulate Matter (PM_{10})			
Maximum 24-hour Concentration ($\mu g/m^3$)	71	109	66
Days exceeding NAAQS (150 $\mu g/m^3$)	0	0	0
Days exceeding CAAQS (50 $\mu g/m^3$)	10	11	7
Annual Arithmetic Mean (µg/m3)	36	40	36
Does Measured AAM exceed NAAQS (50 $\mu g/m^3$)?	No	No	No
Does measured AAM exceed CAAQS (20 $\mu g/m^3$)?	Yes	Yes	Yes
Fine Particulate Matter ($PM_{2.5}$)			
Maximum 24-hour Concentration ($\mu g/m^3$)	44	43	44
Days exceeding NAAQS (35 $\mu g/m^3$)	1	1	51
Annual Arithmetic Mean ($\mu g/m^3$)	12.9	13.1	11.9
Does measured AAM exceed NAAQS (15 $\mu g/m^3$)?	No	No	No
Does measured AAM exceed CAAQS (12 $\mu g/m^3$)?	Yes	Yes	No
Carbon Monoxide (CO)			
Maximum 1-hour Concentration (ppm)	5	4	4
Days exceeding NAAQS (35.0 ppm)	0	0	0
Days exceeding CAAQS (20.0 ppm)	0	0	0
Maximum 8-hour Concentration (ppm)	3.4	2.8	2.9
Days exceeding NAAQS and CAAQS (9 ppm)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.07	0.08	0.09
Days exceeding CAAQS (0.25 ppm)	0	0	0
Annual Arithmetic Mean (ppm)	0.04	0.02	0.02
Does measured AAM exceed NAAQS (0.0534 ppm)?	No	No	No
Does measured AAM exceed CAAQS (0.03 ppm)?	No	No	No
Sulfur Dioxide (SO_2)			
Maximum 1-hour Concentration (ppm)	0.01	0.01	0.01
Days exceeding CAAQS (0.25 ppm)	0	0	0
Maximum 24-hour concentration (ppm)	0.004	0.003	0.003
Days exceeding CAAQS (0.04 ppm)	0	0	0
Days exceeding NAAQS (0.14 ppm)	0	0	0
Annual Arithmetic Mean (ppm)	0.001	0.001	0.001
Does measured AAM exceed NAAQS (0.030 ppm)?	No	No	No

Note: ppm = parts per million by volume; $\mu g/m^3$ = micrograms per cubic meter; AAM = annual arithmetic mean

Source: South Coast Air Quality Management District; California Air Resources Board, Ambient Monitoring Data, 2010.

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic is the primary source of CO. CO is a localized gas that dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found in areas directly adjacent to congested roadway intersections. In 2008 almost half of the intersections analyzed in the project area (23 out of 52) operated at LOS D or worse, several (6) operate at LOS F in at least one peak hour (see Table 4.12-5 in Section 4.12 Transportation and Circulation).

According to the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth in the number of vehicles on roadways.[16] EMFAC2007 estimates that 2008 emission rates will be about six times greater than those that are anticipated in 2035 as emission rates continue to decrease each year.

Health Risks

There are no unusual sources of health risk in the project area. The 101 Freeway to the south and other area roadways are a source of emissions from cars and diesel trucks. A number of sites in the Warner Center area are contaminated with various pollutants (see Section 4.6) – mostly hydrocarbons, and are also a source of air pollution (increasingly so during construction activities when soils and contaminants are disturbed). Certain industrial and other urban uses result in localized increased pollutants.

Air Quality Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution (as identified by CARB), include children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The project area and the surrounding area consist of built-out urban communities that contain most all of these land uses.

The existing Warner Center Specific Plan includes a map showing "Air Quality Impact Areas." The map indicates two Los Angeles Unified (LAUSD) schools in the vicinity of the Specific Plan area as being sensitive receptors:

[16] CARB, 2004. *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, adopted July 22, 2004.

- Woodland Hills Academy Middle School – previously known as Francis Parkman Middle School (located outside the project area east of De Soto Avenue, south of Burbank Boulevard and west of Irondale Avenue)

- Canoga Park High School (located just north and west of the proposed project boundary, north of Vanowen Street, east of Topanga Canyon Boulevard and west of the confluence of Calabasas and Bell Creeks, where the Los Angeles river begins).

These two schools were the subject of extensive air quality analysis in previous environmental documents prepared to address the Warner Center Specific Plan (Warner Center Specific Plan, Final Supplemental EIR, May 1999), those analyses identified potential significant environmental impacts (prior to mitigation) that could result from nearby construction and identified a number of mitigation measures (all of which are carried forward in this EIR).

The air quality "potential impact area" within Warner Center associated with Woodland Hills Academy Middle School is identified as extending:

- on the north: 200 feet south of Oxnard Street
- on the west: about 500 feet east of Canoga Avenue
- on the east: DeSoto Avenue
- on the south: Ventura Freeway

The air quality "potential impact area" within Warner Center associated with Canoga Park High School is identified as extending:

- on the north: Vanowen Street
- on the west: the Specific Plan Boundary about 500 feet west of Topanga Canyon Boulevard
- on the east: about 500 feet east of Canoga Avenue
- on the south: a line parallel with Victory Boulevard (as it extends from Canoga to De Soto)

Both schools include play fields that could be impacted by air emissions in the area. As part of litigation associated with the current Warner Center Specific Plan a construction air quality mitigation fee was established to fund air conditioners at these two schools; these air conditioners were subsequently installed.

The current Warner Center Specific Plan includes the following requirements for projects located in the potential air quality impact areas (additional mitigation measures are included for all projects within Warner Center); these requirements that are all also included as mitigation measures in this EIR:

- Provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction, as coordinated with the appropriate school administrative staff.

- As a condition of the Project Permit Compliance Review, execute a covenant to implement feasible mitigation measures, including all measures identified in the Warner Center Draft EIR (August 1991) as well as additional measures listed in the Specific Plan (all of which are included as mitigation measures in this EIR).

- Provide funding for the replacement of air filters at the beginning and at the conclusion of construction in any air conditioning units at the affected school site.

- Contribute fair share to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee was identified as $0.10 per square foot of proposed surface area disturbed.

In addition to these schools, the LAUSD Hart Street Elementary School is located about 0.3 miles north of the Los Angeles River (north of one row of single family homes that face Bassett Street and the Los Angeles river), east of Variel, and Ivy Academia Charter School operates a campus for Grades 4 through 8 on De Soto Avenue north of Oxnard Street.

In addition, the Kaiser Permanente hospital is located immediately north of the Ventura Freeway, west of De Soto Avenue and south of Burbank Boulevard and is a sensitive receptor. There are also private schools, Pierce College and myriad residential developments in and around Warner Center that are considered sensitive receptors.

REGULATORY SETTING

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the United States Environmental Protection Agency (USEPA). In California, the CCAA is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts and air pollution control districts at the regional and local levels.

United States Environmental Protection Agency.

USEPA is responsible for enforcing the federal CAA. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in States other than California. Automobiles sold in California must meet stricter emission standards established by CARB.

California Air Resources Board.

In California, CARB, which became part of the California Environmental Protection Agency (Cal/EPA) in 1991, is responsible for meeting the State requirements of the Federal CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective on March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

On July 26, 2007, CARB approved a regulation to reduce emissions from existing off-road diesel vehicles used in California in construction, mining, and other industries. The regulation applies to diesel-powered off-road vehicles with engines of 25 horsepower or greater. Each year, the regulation requires each fleet to meet the fleet average emission rate targets for particulate matter (PM) or apply the highest level of verified diesel emission control system to 20 percent of its horsepower. In addition, large and medium fleets are required each year to meet the fleet average emission rate targets for NO_X or to turn over a certain percent of their horsepower (eight percent in earlier years, and ten percent in later years). In total, the regulation is expected to reduce 187,000 tons of NO_X emissions and 33,000 tons of PM emissions between 2009 and 2030. The regulation is expected to achieve the 2020 goal of reducing PM emissions 85 percent from 2000 baseline levels set forth in CARB's 2000 Diesel Risk Reduction Plan. It is also projected to reduce PM emissions 37 percent from the 2000 baseline by 2010, and 92 percent by 2020. NO_X is expected to be approximately 13 percent lower in 2015 as a result of the regulation, and by 2020, NO_X emissions would be 32 percent lower than would occur in the absence of the regulation.

CARB published the *Air Quality and Land Use Handbook* on April 28, 2005 (the "CARB Handbook"), to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

South Coast Air Quality Management District.

SCAQMD monitors air quality within the project area. SCAQMD has jurisdiction over an area of 10,743 square miles, consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The 1977 Lewis Air Quality Management Act created SCAQMD to coordinate air quality planning efforts throughout Southern California. This Act merged four county air pollution control agencies into one regional district to better address the issue of improving air quality in Southern California. Under the Act, renamed the Lewis-Presley Air Quality Management Act in 1988, SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (Basin). Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The Basin is a sub region of the SCAQMD and covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east; and the San Diego County line to the south.

The SCAQMD has also adopted land use planning guidelines in the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 2005), which considers impacts to sensitive receptors from facilities that emit TAC emissions. SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity of freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

In 2003, the SCAQMD developed Localized Significance Thresholds (LSTs) to address potential local (ambient) impacts associated with criteria pollutant mass emissions. The mass emission LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of a SCAQMD CEQA significance thresholds for CO, NO2, PM10 and PM2.5 for representative sensitive receptors.

SCAG

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the

environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and State air quality requirements, including the Transportation Conformity Rule and other applicable federal, State, and air district laws and regulations. As the Federally-designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin. With regard to future growth, SCAG has prepared the Regional Transportation Plan (RTP) that provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the RTP are based on projections originating under County and City General Plans. The RTP growth projections are used in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's AQMP.

City of Los Angeles

The Air Quality Element of the City of Los Angeles General Plan was adopted on November 24, 1992 and sets forth goals that guide the City in the implementation of its air quality programs and strategies. The Air Quality Element establishes six applicable goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Global Climate Change

Federal

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency, 127 S.Ct. 1438 (2007)*, that carbon dioxide and other greenhouse gases are pollutants under the Federal CAA,

which the Federal Environmental Protection Agency must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009 the EPA Administrator signed two distinct findings: 1) that the current and projected concentrations of the six key greenhouse gases [carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6)] in the atmosphere threatens the public health and welfare of current and future generations; and 2) that the combined emissions of these greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

In addition, on May 19, 2009, President Barack Obama announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing greenhouse gas pollution.17 The new National Fuel Efficiency Policy is expected to increase fuel economy by more than 5 percent by requiring a fleet-wide average of 35.5 miles per gallon by 2016 starting with model years 2012. However, federal fuel economy standards have not yet been promulgated establishing specific benchmarks.

State

In response to growing scientific and political concern with global climate change, California has adopted a series of laws to reduce emissions of GHGs into the atmosphere from commercial and private activities within the State. In September 2002, *Assembly Bill (AB) 1493 (Pavley),* was enacted, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State.

California Governor Arnold Schwarzenegger announced, on June 1, 2005, through *Executive Order S-3-05*, the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

In response to the Executive Order, the Secretary of the California Environmental Protection Agency created the Climate Action Team (CAT). California's Climate Action Team originated as a coordinating council organized by the Secretary for Environmental Protection. It included the Secretaries of the Natural Resources Agency, and the Department of Food and Agriculture, and the Chairs of the Air Resources Board, Energy Commission, and Public Utilities Commission. The original council was an informal collaboration between the agencies to develop potential mechanisms for reductions in greenhouse gas emissions in the state. The council was given formal recognition in Executive Order S-3-05 and became the Climate Action Team.

The original mandate for the CAT was to develop proposed measures to meet the emission reduction targets set forth in the executive order. The CAT has since expanded and currently has members

17 The White House, Office of the Press Secretary, May 19, 2009, (http://www.whitehouse.gov/the_press_office/President-Obama-Announces-National-Fuel-Efficiency-Policy/).

from 18 state agencies and departments. The CAT also has ten working groups that coordinate policies among their members. The working groups and their major areas of focus are:

- Agriculture: Focusing on opportunities for agriculture to reduce greenhouse gas emissions through efficiency improvements and alternative energy projects, while adapting agricultural systems to climate change;
- Biodiversity: Designing policies to protect species and natural habitats from the effects of climate change;
- Energy: Reducing greenhouse gas emissions through extensive energy efficiency policies and renewable energy generation;
- Forestry: Coupling greenhouse gas mitigation efforts with climate change adaptation related to forest preservation and resilience, waste to energy programs and forest offset protocols;
- Land Use and Infrastructure: Linking land use and infrastructure planning to efforts to reduce greenhouse gas emissions from vehicles and adaptation to changing climatic conditions;
- Oceans and Coastal: Evaluating the effects sea level rise and changes in coastal storm patterns on human and natural systems in California;
- Public Health: Evaluating the effects of greenhouse gas mitigation policies on public health and adapting public health systems to cope with changing climatic conditions;
- Research: Coordinating research concerning impacts of and responses to climate change in California;
- State Government: Evaluating and implementing strategies to reduce greenhouse gas emissions resulting from state government operations;
- Water: Reducing greenhouse gas impacts associated with the state's water systems and exploring strategies to protect water distribution and flood protection infrastructure;

In March 2006, the CAT published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

The CAT is responsible for preparing reports that summarize the State's progress in reducing GHG emissions. The most recent Climate Action Team Report was published in December 2010. The CAT Report discusses mitigation and adaptation strategies, State research programs, policy development, and future efforts.

In September 2006, Governor Arnold Schwarzenegger signed the *California Global Warming Solutions Act of 2006,* also known as *AB 32*, into law. AB 32 focuses on reducing GHG emissions in California, and requires the CARB to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. To achieve this goal, AB 32 mandated that the CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Because the intent

of AB 32 is to limit 2020 emissions to the equivalent of 1990, and the present year is near the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of greenhouse and not just new general development projects.

Executive Order S-1-07, the Low Carbon Fuel Standard (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the Low Carbon Fuel Standard have been directed to CARB. The Low Carbon Fuel Standard has been identified by CARB as a discrete early action item in the Adopted *Climate Change Scoping Plan*. CARB expects the Low Carbon Fuel Standard to achieve the minimum 10 percent reduction goal; however, many of the early action items outlined in the *Climate Change Scoping Plan* work in tandem with one another. To avoid the potential for double-counting emission reductions associated with AB 1493 (see previous discussion), the *Climate Change Scoping Plan* has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. On June 1, 2007, CARB adopted three discrete early action measures to reduce GHG emissions. These measures involved complying with a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[18] On October 25 2007, CARB tripled the set of previously approved early action measures. The approved measures include Smartway truck efficiency (i.e., reducing aerodynamic drag), port electrification, reducing perfluorocarbons from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emission from the non-electricity sector. AB 32 also required CARB to define the 1990 baseline emissions for California and adopt that baseline as the 2020 statewide emissions cap. CARB has determined that the total statewide aggregated greenhouse gas 1990 emissions level and 2020 emissions limit is 427 million metric tons of CO_2e. The 2020 target reductions are currently estimated to be 174 million metric tons CO_2e.

CARB has approved a *Climate Change Scoping Plan* required by AB 32.[19] The Climate Change Scoping Plan proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."[20] The Climate Change Scoping Plan indicates that reducing GHG emissions to 1990 levels means reducing approximately 28.4 percent from "business-as-usual" emission levels.

The *Climate Change Scoping Plan* calls for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions will be addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard (see below), and greater consideration to reducing trip length and generation through land use planning

[18] California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.

[19] Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.

[20] Climate Change Scoping Plan, CARB, December 2008, available at http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.

and transit-oriented development. Buildings, land use, and industrial operations will be encouraged and, sometimes, required to use energy more efficiently. Utility energy supplies will change to include more renewable energy sources through implementation of the Renewables Portfolio Standard.[21] This will be complemented with emphasis on local generation, including rooftop photovoltaics and solar hot water installations. Additionally, the Climate Change Scoping Plan emphasizes opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicates that substantial savings of electricity and natural gas will be accomplished through "improving energy efficiency by 25 percent."

The *Climate Change Scoping Plan* identifies a number of specific issues relevant to the Project including:

- The potential of using the green building framework as a mechanism which could enable GHG emissions reductions in other sectors (i.e., electricity, natural gas), noting that "green buildings exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable and low-emitting materials that contribute to healthy indoor air quality, which protects human health and minimizes impacts to the environment."

- The importance of increasing the supply and use of green power and lower carbon intensity energy sources. Broadly defined, this includes implementation of the utility-based RPS, use of Solar Hot Water Heating (pursuant to the SB 1470 goal), support for the Million Solar Roofs Program (including the California Solar Initiative and the New Solar Homes Partnership), and increased use of combined heat and power.

- The importance of supporting the Department of Water Resources' work to implement the Governor's objective to reduce per capita water use by 20 percent by 2020. Specific measures to achieve this goal include water use efficiency, water recycling, and reuse of urban runoff. The Climate Change Scoping Plan notes that water use requires significant amount of energy, including approximately one-fifth of statewide electricity.

- Encouraging local governments to set quantifiable emissions reduction targets for their jurisdictions and use their influence and authority to encourage reductions in emissions caused by energy use, waste and recycling, water and wastewater systems, transportation, and community design.

Senate Bill (SB) 1368, a companion bill to AB 32, requires the California Public Utilities Commission and California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32. On January 25, 2007, the California Public Utilities Commission adopted an interim GHG Emissions

[21] For a discussion of Renewables Portfolio Standard, refer to subsection 2(d), California Renewables Portfolio Standard.

Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for base load generation to serve California consumers be provided by power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per megawatt-hour. Further, on May 23, 2007, the CEC adopted regulations that establish and implement an identical Emissions Performance Standard of 1,100 pounds of CO_2 per megawatt-hour (see CEC Order No. 07-523-7).

CARB has developed the *greenhouse gas mandatory reporting regulation*, which required reporting beginning on January 1, 2008 pursuant to requirements of AB 32. The regulations require reporting for certain types of facilities that make up the bulk of the stationary source emissions in California. The regulation language identifies major facilities as those that generate more than 25,000 metric tons of CO_2 per year. Cement plants, oil refineries, electric generating facilities/providers, co-generation facilities, and hydrogen plants and other stationary combustion sources that emit more than 25,000 metric tons of CO_2 per year, make up 94 percent of the point source CO_2 emissions in California.

CARB Preliminary Draft Staff Proposal, October 2008.[22] In its Staff Proposal, CARB is taking the first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the analysis of GHG emissions under CEQA.

CARB has developed a multi-tiered approach to addressing GHG emissions. If a project is consistent with the first tier than it is considered to have a less than significant impact; if it is found to be inconsistent then consistency with the following tier should be evaluated, and so on. The tiers are as follows:

> *Industrial, Residential, and Commercial projects - Tier 1*: The project is exempt under existing statutory or categorical exemptions. If "no" proceed to Tier 2.
>
> *Industrial projects - Tier 2:* (a) The project meets both of the below minimum performance standards, or includes equivalent mitigation measures: 1). Construction - Meets an interim ARB performance standard for construction-related emissions; 2). Transportation - Meets an interim ARB performance standard for transportation, and (b) The project, with mitigation, will emit no more than 7,000 metric tons CO2e/yr from non-transportation related GHG sources (which addresses ~90% of industrial sector GHG emissions).

[22] CARB, *Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*, released October 24, 2008.

Residential and Commercial projects- Tier 2: The project complies with a previously approved plan that addresses GHG emissions (e.g. a local general plan). The previously approved plan must satisfy the following requirements: (1) meet a community level GHG target consistent with the statewide emissions limit in AB 32 and, where the plan will apply beyond 2020, Executive Order S-3-05; (2) is consistent with a transportation related GHG reduction target adopted by CARB pursuant to SB375; (3) includes a GHG inventory and mechanisms to monitor and evaluate emissions; (4) includes specific, enforceable GHG requirements; (5) incorporates mechanisms that allow the plan to be revised in order to meet targets; and (6) has a certified final CEQA document.

Residential and Commercial projects - Tier 3: The project meets minimum performance standards, or includes equivalent mitigation measures. For construction, the project must meet an interim CARB performance standard for construction-related emissions. For operations, the project must meet an energy use performance standards defined as CEC's Tier II Energy Efficiency goal as well as interim CARB performance standards for water use, waste and transportation.

Industrial, Residential, and Commercial projects -Tier 4: The project will have a significant GHG impact. An EIR must be prepared and all feasible mitigation measures must be implemented.

Related to AB 32, *Senate Bill 97* (SB 97), required the California Office of Planning and Research (OPR), by July 1, 2009, to prepare, develop, and transmit to the Resources Agency, guidelines for public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. The Resources Agency adopted the guidelines on December 30, 2009 and is also required to periodically update the guidelines to incorporate new information or criteria established by CARB pursuant to AB 32.[23] OPR released a technical advisory on addressing climate change through CEQA Review on June 19, 2008. This guidance document outlines suggested components to CEQA disclosure: quantification of GHG emissions from a project's construction and operation; determination of significance of the project's impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

There has also been California legislative activity acknowledging the relationship between land use planning and transportation sector GHG emissions. California *SB 375* was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the greenhouse gas reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating housing closer to jobs, retail, and transit. Under the bill, each Metropolitan Planning Organization would be required to adopt a sustainable community strategy to encourage compact development so that the region will meet a target, created by CARB, for reducing GHG emissions.

[23] Senate Bill No. 97, Chapter 185, approved by Governor Schwarzenegger and filed with the Secretary of State, August 24, 2007.

Climate Adaption Strategy. The California Natural Resources Agency coordinated with ten state agencies, multiple scientists, a consulting team, and stakeholders to develop the first statewide, multi-sector adaptation strategy in the country. The resulting report, 2009 California Climate Adaptation Strategy, summarizes the best-known science to assess the vulnerability of the state to climate change impacts, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency. This strategy is the first step in an evolving process to reduce California's vulnerability to climate change impacts.

Adaptation refers to efforts that prepare the state to respond to the impacts of climate change – adjustments in natural or human systems to actual or expected climate changes to minimize harm or take advantage of beneficial opportunities. California's ability to manage its climate risks through adaptation depends on a number of critical factors. These include its baseline and projected economic resources, technology, infrastructure, institutional support and effective governance, public awareness, access to the best available scientific information, sustainably-managed natural resources, and equity in access to these resources.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.[24] The most recent update to *Title 24* was adopted by the CEC on April 23, 2008. The requirement for when the 2008 standards must be followed is dependent on when the application for the building permit is submitted. If an application for a building permit is submitted on or after January 1, 2010, the 2008 standards must be met. The CEC adopted the 2008 changes to the Building Energy Efficiency Standards to respond to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.

The *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. According to OPR, lead agencies should determine whether GHG may be generated by a proposed project, and if so, quantify or estimate the GHG emissions by type and source. The lead agency must assess whether those emissions are individually or cumulatively significant. When assessing whether a project's effects on climate change are "cumulatively considerable" even though its GHG contribution may be individually limited, the lead agency must consider the impact of the project when viewed in connection with the effects of past, current, and probable future projects. Finally, if the lead agency determines that the GHG emissions from the project as proposed are potentially significant, it must investigate and implement ways to avoid, reduce, or otherwise mitigate the impacts of those emissions.

Regional

The South Coast Air Quality Management District (SCAQMD) adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD

[24] See http://www.energy.ca.gov/title24/ for additional information.

to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy.

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target (e.g., 30 percent) to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.[25]

SCAQMD has convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. The working group is currently discussing multiple methodologies for determining project significance. These methodologies include categorical exemptions, consistency with regional GHG budgets in approved plans, a numerical threshold, performance standards, and emissions offsets.

City

The City of Los Angeles has issued guidance promoting green building to reduce GHG emissions. The goal of the Green LA Action Plan is to reduce greenhouse gas emissions 35 percent below 1990 levels by 2030.[26] The Green LA Action Plan identifies objectives and actions designed to make the City a leader in confronting global climate change. The measures would reduce emissions directly from municipal facilities and operations, and create a framework to address City-wide GHG emissions. The Plan lists various focus areas in which to implement GHG reduction strategies. Focus areas listed in the Plan include energy, water, transportation, land use, waste, port, airport, and ensuring that changes to the local climate are incorporated into planning and building decisions. The Plan discusses City goals for each focus area, as follows:

Energy

- Increase the generation of renewable energy;
- Encouraging the use of mass transit;
- Develop sustainable construction guidelines;
- Increase City-wide energy efficiency; and
- Promote energy conservation.

[25] http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html

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

Water

- Decrease per capita water use to reduce electricity demand associated with water pumping and treatment.

Transportation

- Power the City vehicle fleet with alternative fuels; and
- Promote alternative transportation (e.g., mass transit and rideshare).

Other Goals

- Create a more livable City through land use regulations;
- Increase recycling, reducing emissions generated by activity associated with the Port of Los Angeles and regional airports;
- Create more city parks, promoting the environmental economic sector; and
- Adapt planning and building policies to incorporate climate change policy.

The City adopted an ordinance to establish a green building program in April 2008. The ordinance establishes green building requirements for projects involving 50,000 square feet or 50 or more dwelling units. The Green Building Program was established to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program addresses the following five areas:

- Site: location, site planning, landscaping, storm water management, construction and demolition recycling
- Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation
- Energy and Atmosphere: energy efficiency, and clean/renewable energy
- Materials and Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials
- Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and thermal comfort/control

The Green Building program requires that buildings meet the intent of the "certified" performance level under the US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) program. In meeting this requirement, a developer must submit a LEED checklist, provide a signed declaration from a LEED accredited professional stating that the project meets the intent of LEED certification, and provide a set of plans that identifies the LEED measures. The green building ordinance also includes a provision that would expedite processing for buildings that meet the "Silver" standard per the LEED guidelines.

National and California Ambient Air Quality Standards and Attainment Status

As required by the federal CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as either attainment, nonattainment, or maintenance (previously nonattainment and currently attainment), for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in **Table 4.2-2**. The USEPA has classified the Basin as nonattainment for O_3, $PM_{2.5}$, and PM_{10} and maintenance for CO.

As discussed above, the CAAQS are generally more stringent than the corresponding federal standards (NAAQS) and, as such, are used as the comparative standard in the air quality analysis contained in this report. The State standards are summarized in **Table 4.2-3**.

The CCAA requires the CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, $PM_{2.5}$, and PM_{10}.[27]

Air Quality Management Plan

All areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the State air quality standards by its attainment dates. The Air Quality Management Plan (AQMP) is the region's plan for improving air quality in the region. It addresses CAA and CCAA requirements and demonstrates attainment with State and federal ambient air quality standards. The AQMP is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both State and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the Basin must assess whether daily construction and operational emissions thresholds, as established by the Basin, would not be exceeded. The environmental review must also assess whether individual projects would increase the number or severity of existing air quality violations.

[27] CARB, http://www.arb.ca.gov/desig/adm/adm.htm, accessed May 13, 2008.

TABLE 4.2-3:
STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-Attainment	0.12 ppm (revoked)	--
	8-hour	0.070 ppm (137 µg/m^3)	Non-Attainment	0.075 ppm (147 µg/m^3)	Non-Attainment (Extreme)
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-Attainment	150 µg/m^3	Non-Attainment (Serious)
	Annual Arithmetic Mean	20 µg/m^3	Non-Attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-Attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-Attainment	15 µg/m^3	Non-Attainment (Serious)
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.03 ppm (57 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Attainment
	1-hour	0.18 ppm (339 µg/m^3)	Attainment	0.10 ppm (188 µg/m^3)	--
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	--	--	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	3-hour	--	--	--	--
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb*	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	1.5 µg/m^3	Attainment
Hydrogen Sulfide (H2S)	1 hour	0.03 ppm (42 µg/m3)	---	Unclassified	---
Vinyl Chloride	24 hour	0.01 ppm (26 µg/m3)	---	Unclassified	---
Sulfates	24 hour	25 µg/m3	---	Attainment	---
Visibility-Reducing Particles	8 hour	Extinction coefficient of 0.23 per km (visibility 10 miles + due to particles when relative humidity < 70 %)	---	Unclassified	---

SOURCE: CARB, *Ambient Air Quality Standards*, January 27, 2010 and Sirius Environmental, 2010

The 2007 AQMP was adopted by the SCAQMD on June 1, 2007. The 2007 AQMP proposes attainment demonstration of the federal PM2.5 standards through a more focused control of SOX, directly emitted PM2.5, and NOX supplemented with VOC by 2015. The eight-hour ozone control strategy builds upon the PM2.5 strategy, augmented with additional NOX and VOC reductions to meet the standard by 2024. The 2007 AQMP also addresses several federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP is consistent with and builds upon the approaches taken in the 2003 AQMP. However, the 2007 AQMP highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the time frames allowed under the CAA.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant construction air quality impact if:

- Regional and localized construction emissions were to exceed SCAQMD daily thresholds for ROG, NO_X, CO, SO_X, $PM_{2.5}$, or PM_{10} (**Table 4.2-4**).

TABLE 4.2-4:
SCAQMD DAILY CONSTRUCTION EMISSIONS THRESHOLDS

Pollutant	Regional Emissions (Pounds Per Day)	Localized Emissions (Pounds Per Day)[1]
Reactive Organic Gases (ROG)	75	--
Nitrogen Oxides (NO_X)	100	103
Carbon Monoxide (CO)	550	151
Sulfur Oxides (SO_X)	150	--
Fine Particulates ($PM_{2.5}$)	55	3
Particulates (PM_{10})	150	4
SOURCE: South Coast Air Quality Management District		

- Maximum on-site daily localized emissions would be greater than the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for CO (20 ppm over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).

- Maximum on-site localized PM10 or PM2.5 emissions during construction would be greater than the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the site to exceed the incremental 24-hr threshold of 10.4 μg/m3 or 1.0 μg/m3 PM10 averaged over an annual period.

- The proposed project would generate excessive emissions of TACs (the project would emit carcinogenic or toxic air contaminants that would exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0).

- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety.

- The proposed project would create an odor nuisance.

The proposed project would have a significant operational air quality impact if:

- Increased daily operational emissions were to exceed SCAQMD operational emissions thresholds for ROG, NO_X, CO, SO_X, $PM_{2.5}$, or PM_{10} (**Table 4.2-5**).

TABLE 4.2-5:
SCAQMD DAILY OPERATIONAL EMISSIONS THRESHOLDS

Criteria Pollutant	Pounds Per Day
Reactive Organic Gases (ROG)	55
Nitrogen Oxides (NO_X)	55
Carbon Monoxide (CO)	550
Sulfur Oxides (SO_X)	150
Fine Particulates ($PM_{2.5}$)	55
Particulates (PM_{10})	150
SOURCE: South Coast Air Quality Management District	

- Project-related traffic causes CO concentrations at study intersections to violate the CAAQS for either the one- or eight-hour period.

- The proposed project would generate excess emissions of TACs (the project would emit carcinogenic or toxic air contaminants that would exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0).

- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety.

- The project would be occupied primarily by sensitive land uses (e.g., residential uses, hospital, school) within a quarter mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401. Or the project is a land use that would emit air toxic contaminants within a quarter mile of sensitive land uses.

- Maximum on-site localized operational PM10 and PM2.5 emissions would exceed the incremental 24-hr threshold of 2.5 µg/m3 or 1.0 µg/m3 PM10 averaged over an annual period.

- Maximum on-site daily localized emissions would be greater than the Localized Significance Thresholds (LST), resulting in predicted ambient concentrations in the vicinity of the project site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[28]

- The proposed project would create an odor nuisance.

- The proposed project would not be consistent with the AQMP.

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- The proposed project would impair or prevent attainment of AB 32's GHG emission reduction goals and strategies or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

IMPACT ASSESSMENT

This air quality analysis is consistent with the methods described in the SCAQMD *CEQA Air Quality Handbook* (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website.[29] This handbook is under development and revised methodologies are anticipated when the new handbook is published.

Air Quality Management Plan

The *2007 AQMP* sets forth goals for achieving attainment of O_3 and $PM_{2.5}$ in the Basin and was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact of reduced air quality on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because their growth is included in the projections used during the preparation of the AQMP. Generally, if a project is consistent with the assumptions regarding population, housing, and growth trends utilized to develop the AQMP it would not conflict with implementation of the applicable plan. The *2007 AQMP* was developed using population and vehicle miles traveled (VMT) projections developed by SCAG (the SCAG or No Project condition in this EIR). Implementation of the proposed WCRCCSP is anticipated to increase the population in the

[28] South Coast Air Quality Management, LST Methodology: http://www.aqmd.gov/ceqa/handbook/lst/Method_final.pdf.

[29] SCAQMD, available at http://www.aqmd.gov/ceqa/hdbk.html

Warner Center area as compared to that assumed in the SCAG forecast (a population of 58,608 as compared to 15,144). Therefore, the proposed Plan would increase population beyond the level that was assumed when developing the applicable air quality plan. However, two considerations apply:

1. While the City of Los Angeles is proposing to increase anticipated development in the Warner Center area (to respond to available transit and balance population with employment in a designated center), the overall 2035 population of the City of Los Angeles is anticipated to remain consistent with SCAG forecasts, resulting in a redistribution of population (closer to transit than anticipated in the SCAG forecast) rather than an increase

2. The WCRCCSP would result in increasing density in an urban area that is well served by transit consistent with SCAG policies. Therefore, the project as proposed should be incorporated in to SCAG's next set of projections (for the 2012 RTP) making this impact less than significant.

However, for the time being, this impact is identified as potentially significant because of the inconsistency with currently adopted numbers for the immediate project area, although not for the City of Los Angeles as a whole.

Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of VMT, that aspect of the project is consistent with the AQMP. The WCRCCSP would use a strategy for targeted growth in an attempt to reduce regional traffic (by locating jobs and residences in close proximity and locating both jobs and residents close to transit) and improve air quality.

The analysis of vehicle miles travelled (VMT) and vehicles hours travelled (VHT) presented in the traffic analysis in Section 4.12, shows that both VMT and VHT would increase under the 2035 Project condition, as compared to the 2035 No Project Condition (and of course as compared to Existing Conditions) *on local streets* because of the increased concentration of development anticipated in Warner Center – although VMT and VHT are not anticipated to increase proportionate with development. However, regionally, since development is anticipated to occur in Warner Center rather than elsewhere, *regional* VMT and VHT are anticipated to decrease (Project as compared to No Project conditions in 2035). The exact location both within the City and within the region where development is anticipated to *move from* has not been identified as yet, since it will require a closer look at individual planning areas than has yet occurred, therefore quantification of the decrease in VMT and VHT has not been developed. Nonetheless such movement is anticipated and would result in long-term air quality improvement consistent with the policies of the RTP and AQMP.

Construction Criteria Pollutant Emissions

Implementation of the proposed WCRCCSP would increase development in the project area to approximately 30.12 million square feet of non-residential space, plus 32.56 million square feet of residential area (26,048 units). This represents an approximate increase of 14.06 million square feet of non-residential space, and 23.43 million square feet of residential area (19,848 units) as compared

to Existing (2008) conditions. Construction activities associated with such development would result in criteria pollutant emissions including fugitive dust associated with ground disturbance during grading and exhaust emissions from construction equipment as well as worker and delivery vehicles traveling to and from each construction site.

For the proposed project, it is expected that a number of construction projects could occur every year simultaneously. Without project specific information on proposed uses, locations and construction schedules, construction emissions for individual projects cannot be quantified. Therefore, it is impossible, to quantify specific emissions related to construction activities under the WCRCCSP as the amount and timing of each construction event is not known at this time. Even so, there is sufficient data available to generally approximate the types of construction that may occur (e.g. residential and non-residential), and associated square footage.

Table 4.2-5 provides an estimate of average annual construction related emissions that could reasonably be associated with implementation of the WCRCCSP. This represents *average* emissions over the 27-year horizon of the plan, and does not represent peak emissions that could occur during periods of intense activity when multiple projects could be under construction at the same time. **Table 4.2-5** is not based on project specific assumptions (e.g. location, equipment use and schedule). Instead this data provides an average of emissions assuming total emissions are spread equally for over the 27 year planning horizon.

Emissions would be anticipated to be lower during years where economically the area is experiencing a slow down (for example during the present economic slow down when very little activity is occurring) and higher during years where the economic situation is at a peak. It is anticipated that the daily average emissions (between 2008 and 2035) would exceed the SCAQMD's recommended thresholds for construction emissions and impacts would be significant and unavoidable.

However, as noted above individual years (and months and days) would vary substantially over the planning horizon. It is anticipated that rather than the average two projects per year assumed in **Table 4.2-5**, substantially more construction could occur during peak years (potentially five times or more than that shown in the table) resulting in exceedances of ROG, CO, NOx, PM_{10} and $PM_{2.5}$ thresholds.

However, **Table 4.2-6** assumes only that dust mitigation would be applied, but it is likely that other mitigation measures would also be applied, substantially reducing some criteria emissions. It is anticipated that localized significance thresholds could be exceeded in the vicinity of some construction sites. Construction that occurs in earlier years of the planning period, would result in greater emissions as construction equipment emissions controls improve (substantially) with time.

TABLE 4.2-6
ESTIMATED CONSTRUCTION EMISSIONS
(TONS PER YEAR AND POUNDS PER DAY)

Scenario	ROG	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Construction Avg Pounds per Day	43.8	48.1	27.2	0.1	22.0	5.61
Construction Peak Pounds per Day – 2 projects per year	**1,358**	106.5	47.5	0.2	106.1	23.8
Construction (Avg Tons per Year)	5.70	6.26	3.54	0.01	2.86	0.73

Sources: EMFAC2007 and URBEMIS2007.

Bold numbers exceed SCAQMD significance thresholds.

Assumptions: Total construction of 19,848 residential units and 19,835,980 square feet of non-residential structures distributed over 27 years and divided into 2 equal-size projects per year (54 total). The annualized numbers presented assume two projects under construction simultaneously, each project takes 14 months to complete, and 260 work days per year (5 word days per week x 52 weeks per year). The PM10 and PM2.5 numbers assume mitigation measures have been implemented.

Methodology: URBEMIS2007 using EMFAC2007 and all default selections for a project starting January 2015. Average pounds per day are computed from URBEMIS average tons per year by multiplying by 2000 pounds per ton and dividing by 260 work days per year. The average peak pounds per day are computed assuming that 2 projects are generating their maximum emissions simultaneously.

Operational Criteria Pollutant Emissions

As identified in Chapter 2 Project Description, under the project, the WCRCCSP area is anticipated to accommodate a total population of about 58,608 residents (26,000 units) and 89,118 employees (30.1 million square feet of non-residential space) in 2035, which would represent an increase of 44,658 residents (20,000 units) and 48,860 employees (14 million square feet of non-residential space) over 2008 population and employment estimates. (It is anticipated that at present some of the residents both live and work in Warner Center, with increasing amenities it is anticipated that a greater fraction of residents will choose to both live and work in Warner Center.)

As a result of increased development in the area VMT on local roadways will increase between 2008 and 2035. Daily operational emissions from increased VMT were calculated using CARB's emission factor model, EMFAC2007, along with estimated VMT from the project traffic analysis. Emissions from area sources such as natural gas combustion, landscaping equipment usage, and architectural coatings were quantified using URBEMIS2007. **Table 4.2-7** shows estimated mobile and area source emissions associated with existing conditions and future emissions at project build out. Emissions shown reflect maximum daily emissions during summer months. Winter emissions can be higher due to hearth usage; however, in March 2008 the SCAQMD adopted Rule 445 that prohibits installation of wood burning devices into any new development. Therefore, it can be assumed that new developments constructed under the WCRCCSP would not include wood burning devices, and hearth emissions would not increase from existing conditions.

TABLE 4.2-7:
DAILY OPERATIONAL EMISSIONS (POUNDS PER DAY)

Scenario	ROG	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
Existing Conditions (2008)						
Mobile Sources	2,957	36,418	4,014	31	5,062	989
Area Sources	441	115	159	0	0	0
Total	3,398	36,533	4,173	31	5,062	989
Future with WCRCCSP (2035)						
Mobile Sources	1,748	19,512	1,689	67	10,895	2,112
Area Sources	1,592	287	460	0	1	1
Total	3,340	19,798	2,148	67	10,896	2,113
Change from Existing	*(58)*	*(16,735)*	*(2,025)*	*36*	***5,834***	***1,124***

Bold numbers exceed SCAQMD significance thresholds.

Sources: URBEMIS2007 using EMFAC2007 and all default selections except for selection of vehicle fleets appropriate for 2008 and 2035.

As shown in the **Table 4.2-7**, future daily emissions of many criteria pollutants under implementation of the WCRCCSP are expected to decrease from existing emissions. This is largely a result of reductions in vehicle emissions that are projected to occur between 2008 and 2035 due to stricter regulations and improved technology. However, PM10 and PM2.5 could significantly increase due to increased vehicular traffic on local streets. For purposes of presenting a worst case analysis Table 4.2-6 uses standard default trip generation and trip length assumptions for each use as provided in the Urbemis model. However, as indicated in Section 4.12, Transportation, Circulation and Parking, trip generation (as well as trip length) for projects within Warner Center is expected to be significantly less. A comparison between Tables 4.12-8 and 4.12-21 reveals that the transportation model shows an increase of just 49,448 vehicle miles travelled (vmt) on Warner Center Streets between 2008 and 2035 under the proposed project which would result in an 11.6% increase in vmt. Since PM10 and PM2.5 emissions are proportional to vmt. The increase in these criteria pollutants is more likely to be along the same lines rather than the 100% increase shown in **Table 4.2-7**. Nonetheless, such an increase would still be greater than SCAQMD thresholds.

In addition, as discussed previously, the WCRCCSP would be expected to reduce regional VMT generated by projected growth, since growth that would occur in Warner Center rather than elsewhere in the City or region would be expected to be more efficient in terms of energy use (fewer, shorter trips than in areas without transit or other amenities designed to encouraged modes of transportation other than cars, plus more-efficient buildings) and would therefore result in fewer emissions of criteria pollutants.

Carbon Monoxide Concentrations at Local Intersections

As mentioned above, carbon monoxide concentrations in the San Fernando Valley have been steadily declining over recent years. In fact, neither the one- nor eight- hour ozone standards have been exceeded at the nearest monitoring station for a number of years. According to the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth. EMFAC2007 estimates that 2008 emission rates will be about six times greater than those that are anticipated in 2035. Since peak hour VMT are anticipated to increase by approximately 11.5% between 2008 and 2035 under implementation of the WCRCCSP, and the greatest increase in peak hour traffic volumes on any given roadway segment would be approximately 63% greater than that of 2008 volumes (most segments would experience increases in the range of 5 to 10% greater, with only six segments experiencing increases of over 20%). Therefore it is reasonable to assume that CO concentrations would not increase significantly at any intersections under implementation of the WCRCCSP because the increase in trips would be much more than offset by the decrease in emission rates. Since background CO concentrations are already significantly below applicable NAAQS and CAAQS in the WCRCCSP, it can be assumed that impacts would be less than significant. In addition, the levels of service (LOS) at intersections in the area would not differ significantly from those analyzed in previous environmental documents (for a year with higher emissions) for Warner Center where no potential impact was identified. (For example the three intersections in the vicinity of LAUSD schools are: Topanga and Vanowen, De Soto and Burbank and De Soto and 101 Westbound. PM Peak hour LOS previously analyzed were: 1.05/LOS F; 0.93/LOS E; and 0.86/LOS D. The future conditions of these intersections, with mitigation are anticipated to be: 1.05/LOS F; 0.78/LOS C; 0.68/LOS B.) Thus further analysis is not necessary.

Localized Construction Emissions

As identified above, LSTs have been developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants during construction. As stated above, LSTs have been established by the SCAQMD only for construction of projects and do not apply to emissions during operation. For projects greater than five acres in total area, dispersion modeling is recommended to determine worst-case pollutant concentration at sensitive receptors. For projects less than five acres, a screening analysis is suggested using the concentrations identified in the LST lookup tables developed by the SCAQMD. Each sensitive receptor area (SRA) in the Basin has a unique LST for pollutants. Because specific construction activity under the WCRCCSP cannot be determined at this time, this impact is considered significant and unavoidable.

As noted above, construction air quality impacts at two schools in the area (Canoga Park High School and Woodland Hills Academy Middle School) were the subject of extensive analysis in the Warner Center Specific Plan Final Supplemental EIR, May 1999. Additional analysis beyond that undertaken in the 1999 EIR is not necessary, since no further details regarding potential construction in the area are available and impacts are anticipated to be similar at these sites, with similar impacts possible at Hart Elementary School and Ivy Academia De Soto Avenue campus. This analysis previous indicated potential PM_{10} and $PM_{2.5}$ impacts as a result of construction within about half a

mile of school sites. A number of mitigation measures were identified to reduce impacts to less than significance. These mitigation measures are also included in this EIR.

Toxic Air Contaminants

In 2005 CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective*. This document provides recommendations that local governments should consider when siting new sensitive lands uses to help keep children and other vulnerable populations out of harm's way with respect to sources of air pollution and TACs. Sources of particular concern include freeways and high-traffic roadways, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities.

The 101 Freeway is located immediately south of the WCRCCSP area and a number of corridors in the area carry high traffic volumes; therefore, if receptors are sited within close proximity to the freeway or high-volume routes, impacts could be significant. It is the policy and practice of the City of Los Angeles to condition approval of private projects located in the vicinity of major transportation corridors (within 500 feet of a freeway for commercial and industrial uses and residential uses that front on a Major Highway or are located adjacent to an active heavy rail line) to install and maintain air filtration system having efficiency equal to or exceeding ASHRAE Standard 52.2 MERV 13 (excluding storage/warehouse areas or garages). Such filtration systems would reduce particulate levels by 75 percent or greater, thereby substantially reducing risk to employees and residents. Furthermore, windows facing freeways are generally not allowed to be operable and the property perimeter nearest the freeway is typically required to be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants. Such requirements would reduce health risks from exposure to airborne toxic air contaminants.

Greenhouse Gas Emissions

Impacts from GHG emissions associated with the WCRCCSP were evaluated based on CARB's interim tiered threshold. The proposed WCRCCSP is not exempt under the first tier as the project is not categorically exempt under CEQA. With regard to the second tier, the City of Los Angeles published a climate action plan in 2007 titled "GreenLA." As previously discussed, in order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled ClimateLA. ClimateLA presents the existing GHG inventory for the City, includes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets. By 2030, the plan aims to reduce GHG emissions by 35 percent from 1990 levels that were estimated to be approximately 54.1 million metric tons. Therefore, the City will need to lower annual GHG emissions to approximately 35.1 million metric tons per year by 2030.

Construction

With regard to construction, ClimateLA sets the goal of reducing or recycling 70 percent of trash (including construction waste) by 2015. The WCRCCSP would help promote this goal through

policies that would encourage sustainability. The WCRCCSP would not impede implementation of City recycling measures.

Without adequate construction schedules or information regarding project locations and schedules, construction emissions for individual projects cannot be quantified with any accuracy. Even so, there is sufficient data available to determine the general types of construction that may occur (e.g. residential and non-residential), and associated square footage. **Table 4.2-8** provides an estimate of average annual GHG emissions that could be associated with construction under the WCRCCSP. As with the analysis of criteria pollutants, this analysis assumes that individual projects would be distributed evenly over the planning horizon.

TABLE 4.2-8:
ESTIMATED AVERAGE ANNUAL GHG EMISSIONS CONSTRUCTION (METRIC TONS)

Source	CO_2 Equivalent Emissions
Construction	1,130
Assumptions: Total construction of 19,848 residential units and 19,835,980 square feet of non-residential structures distributed over 27 years and divided into 2 equal-size projects per year (54 total). The annualized number presented assumes two projects under construction simultaneously, each project takes 14 months to complete, and 260 work days per year (5 word days per week x 52 weeks per year). Methodology: URBEMIS2007 using EMFAC2007 and all default selections for a project starting January 2015. We assume that two projects are under construction simultaneously.	

This represents average annual emissions and is not based on project specific assumptions (e.g. specific uses, location and schedule). Instead this data provides an anticipated average of emissions each year between 2008 and 2035. Emissions would be expected to be lower during years where economically the area is experiencing a slow down (such as at present) and potentially considerably higher during years where the economic situation is at peak. To the extent that construction occurs later in the planning horizon, emissions would be expected to be reduced as emission controls are expected to reduce emissions from all equipment in future years.

Operation

To reduce emissions from energy usage, ClimateLA proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP); present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizen to use less energy.

With regard to water, ClimateLA sets the following goals: meet all additional demand for water resulting from growth through water conservation and recycling; reduce per capita water consumption by 20 percent; and implement the City's water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water.

With regard to transportation, ClimateLA primarily focuses on reducing emissions from City owned vehicles. However, it does also include measures to help reduce GHG emissions from private vehicle use. The WCRCCSP encourages growth adjacent to transit as well as proposes a balance of uses designed to encourage pedestrian and bicycling as well as transit use as opposed to cars.

With regard to waste, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015. With regard to open space and greening, ClimateLA includes the following goals: create 35 new parks; revitalize the Los Angeles River to create open space opportunities; plant one million trees throughout the City; identify opportunities to "daylight" streams; identify promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborate with schools to create more parks in neighborhoods. The proposed project would help promote such measures. Economic measures outlined in ClimateLA include measures to create demand and catalyze growth of the green economic sector. The proposed project would not impede implementation of such measures. **Table 4.2-9** shows estimated GHG emissions under existing (2008) conditions and under future (2035) conditions with implementation of the proposed project.

TABLE 4.2-9:
ESTIMATED ANNUAL GHG EMISSIONS OPERATIONS (METRIC TONS)

Source	CO_2 Equivalent Emissions
Existing (2008)	
Mobile Sources	1,601,432
Area Sources	32,655
Electricity Usage	81,634
Natural Gas	17,893
Water and Wastewater	6,997
Solid Waste	59,210
Total Existing Emissions	**1,799,822**
Future with WCRCCSP (2035)	
Mobile Sources	1,660,567
Area Sources	94,647
Electricity Usage	175,277
Natural Gas	46,747
Water and Wastewater	20,139
Solid Waste	143,261
Total Future Emissions	**2,140638**
Increase (Project – Existing)	***340,817***
Sources: Sirius Environmental 2010; URBEMIS2007; EMFAC2007; CAPCOA, 2008; and CCAR, 2009. (See Appendix C for calculations.)	

Estimated future emissions from area sources, electricity consumption, and landfills do not account for reductions that would occur under policies described above. This is due to 1) such reductions are highly uncertain as most policies will only "encourage" or "promote" various measures, and 2) the

reductions that could be achieved by these measures are difficult to quantify without specific data. Furthermore, a large amount of the increase in emissions is a direct result of increased VMT. Estimated future VMT under the WCRCCSP does include reductions that would result from the Plan's transportation improvement and mitigation program (TIMP), but does not quantify regional reductions in VMT anticipated to result from implementation of the project.

Future daily VMT on local roadways under the project would be about 6% higher than is anticipated to occur in 2035 under the Existing Plan (No Project condition). Daily VMT on local roadways is expected to increase approximately 11.6 percent from 2008 conditions. As shown in the table above, growth under the WCRCCSP would result in an increase of approximately 341,000 metric tons of CO_2e per year from existing conditions. Without understanding where growth would be reduced in the City (which is anticipated to occur), this increase in emissions would have the potential to interfere with implementation of the ClimateLA plan, and subsequently could interfere with the State's ability to meet its goals under AB 32. Therefore, impacts from the WCRCCSP are considered significant and unavoidable.

CUMULATIVE IMPACTS

As discussed above, the project would be consistent with anticipated growth for the City of Los Angeles as a whole and therefore would be consistent with air quality projections for the region. Nonetheless, the project would significantly contribute to cumulative increases in emissions of criteria pollutants in the region during both operation and construction. Similarly regional growth including the project would contribute to significant increases in greenhouse gas emissions in the region, nation and world in general. Steps to reduce greenhouse gas emissions are being taken at the macro level and the project would be a part of these efforts. By developing in the project area as opposed to alternate locations further from transit, the project would contribute to reducing greenhouse gas emissions as compared to the "business as usual" scenario.

MITIGATION MEASURES

Construction

AQ-1: The City shall require that all projects use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust

AQ-2: The City shall require that ground cover be reestablished on construction sites through seeding and watering on completion of construction (or is sites are to remain undeveloped for more than a year).

AQ-3: The City shall require that trucks leaving construction sites be washed to reduce track-out dirt and dust.

AQ-4: The City shall require that developers provide rideshare and transit incentives to construction personnel.

AQ-5: The City shall require that developers configure construction parking to minimize interference with traffic lanes.

AQ-6: The City shall require that developers and City Departments minimize the obstruction of through-traffic in the vicinity of construction sites.

AQ-7: The City shall require that developers and City Departments use flag people during construction to guide traffic properly.

AQ-8: The City shall require that construction activities that could affect roadways be scheduled for off-peak periods.

AQ-9: The City shall require that developers (as well as City construction personnel associated with construction of roadway and other infrastructure) ensure that that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to Canoga Park High School, Woodland Hills Academy Middle School and Hart Elementary School throughout the construction phase of each project to reduce potentially significant project-specific and cumulative construction-related air quality impacts. The City shall ensure that haul routes are designed to comply with this measure.

AQ-10: The City shall require that projects located within 0.5 miles of any LAUSD school shall be subject to a construction fee that provides for funding for the replacement of air filters at the beginning and at the conclusion of construction in any air conditioning units at the affected school site.

AQ-11: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall provide advance notification of the project's anticipated general construction schedule and a specific schedule for site grading and preparation activities, and shall allow the affected school 15 days to review and comment on the schedule. In addition any such project shall be required to provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction, as coordinated with the appropriate school administrative staff.

AQ-12: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, as a condition of the Project Permit Compliance Review, execute a covenant to implement feasible mitigation measures, including all measures identified above.

AQ-13: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, contribute a fair share to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee shall be $0.10 per square foot of proposed surface area disturbed or greater as may be identified in a subsequent fair share study.

AQ-14: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall submit a Construction Air Quality Management Plan (CAQMP) to the City and LAUSD that identifies any anticipated significant project-specific and cumulative air quality impacts on area LAUSD schools and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. Comments from LAUSD shall be provided to the planning Director or his/her designee to determine the extent to which LAUSD comments shall be incorporated in to the CAQMP. The developer shall be required to provide a construction mitigation program that identifies a general schedule of construction activities including the types of machinery, duration of each activity, and the amount of grading or potential earth movement as performed on a daily basis. The program shall provide quantified evidence that proposed daily construction activities would not generate significant construction-related air quality impacts. The City shall review the CAQMPs to verify that impacts are adequately addressed and appropriate mitigation measures are required. The developer shall be required to covenant for all mitigation measures identified in the CAQMP. If the developer wishes to change an approved CAQMP within 15 days of the start of grading/site preparation, the developer shall request in writing from the Director of Planning permission for any such changes. The Director or his/her designee shall base permission for such changes on information in the case file.

AQ-15: If a project were to identify potential significant interior air quality impacts at any school the developer shall provide funding (into the Warner Center Air Quality Trust Fund) for the replacement of air filters at the affected school site. Further developer shall contribute a fair share to fund air conditioners at the school to the extent that air conditioners are not present and/or are in need of replacement.

AQ-16: In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into project building design. The appropriate measures shall include one of the following methods:

a. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality polluters prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.
b. The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
c. Do not locate sensitive receptors near distribution center's entry and exit points.

d. Do not locate sensitive receptors in the same building as a perchloroleythene dry cleaning facility.
e. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
f. Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.
g. Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
h. Maintain positive pressure within the building.
i. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
j. Achieve a performance standard of at least 4 air exchanges per hour of recirculation
k. Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
l. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and
m. Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

Operation

AQ-17: The City shall implement the WCRCCSP components, including transit and rideshare incentives and promotions, and the anticipated transit circulation system, transit shelters, bicycle lanes and pedestrian amenities that increase transit, bicycle and pedestrian modes of transport to meet the assumptions used in the trip generation analysis.

AQ-18: The City shall encourage alternative work schedules and telecommuting in the Warner Center Regional Core Comprehensive Specific Plan area.

AQ-19: The City shall require that goods movement in to and out of the Warner Center Regional Core Comprehensive Specific Plan area be scheduled for off-peak periods.

AQ-20: The City shall promote efficient parking management; as parking demand decreases (as anticipated with smart growth), the City shall change parking requirements to reflect such changes and provide for re-use of parking lots and structures.

AQ-21: As streetlights are replaced, energy-efficient lighting shall be used.

AQ-22: All landscaping in public and private projects shall be required to be drought tolerant to reduce water consumption and provide passive solar benefits.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Construction

While it is anticipated that impacts to LAUSD schools from development within the WCRCCSP would be mitigated to a less than significant level, it is anticipated that individual construction projects could result in exceedances of daily emission thresholds and LST thresholds resulting in potential impacts to sensitive populations. It is also anticipated that construction emissions would significantly contribute to greenhouse gas emissions and global warming.

Operation

Other than atypical uses that are not anticipated in this analysis (for example certain industrial or other uses that result in unusually high emissions of criteria pollutants, toxic air pollutants and/or odors), it is anticipated that operational impacts would be less than significant due to on-going emission controls for most criteria pollutants, except PM_{10} and $PM_{2.5}$ from increased vehicular traffic. The project itself is a response by the City of Los Angeles to address greenhouse gas emissions through "Smart Growth." That is the location of dense development adjacent to transit and a mix of uses designed to reduce vehicle trips.

4.3 BIOLOGICAL RESOURCES

The analysis contained within this section describes the existing biological resources within the project site, potential environmental impacts, as well as recommended mitigation measures to reduce or avoid impacts to biological resources.

EXISTING CONDITIONS

Project Site Overview

The proposed project site is generally bounded by Vanowen Street to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard to the west. The proposed project area consists of 924 acres and is located adjacent to the City of Los Angeles communities of Woodland Hills and Canoga Park. The project site is almost completely urbanized with the exception of a few vacant lots located within the northern and eastern portions of the proposed project. **Figure 4.3-1** shows photographs of typical vegetation in Warner Center.

Biological Resources

Regional

The project site is located within the southwestern portion of the San Fernando Valley and is immediately adjacent to Bell Creek, Calabasas Creek, and the Los Angeles River. Bell Creek drains a portion of the Simi Hills that are located approximately 4.5 miles to the west. Calabasas Creek drains a portion of the Santa Monica Mountains that are located approximately 3.5 miles to the south. The Los Angeles River begins at the confluence of Bell Creek and Calabasas Creek and flows approximately 51 miles to Long Beach. Major topographical features within close proximity of the project site include the Simi Hills, Santa Monica Mountains, the Chalk Hills and Chatsworth Reservoir and Wildlife Area.

Local

The project site is located within the western section (Range 17 West, Township 1 North) of the United States Geological Surveys Canoga Park, California Topographical Quadrangle (7.5 Series, photo-revised, 1967).[1] Bell Creek, Calabasas Creek, and the Los Angeles River form the northern boundary of the proposed project. Land uses surrounding the project site are entirely urban. The project site itself is urbanized consisting of a large surface parking lot and associated commercial and residential land uses. The project site elevation is approximately 800 feet above mean sea level and is generally flat (four percent grade).

[1] No Section number for the project site is contained within the Canoga Park, CA Quadrangle.

Figure 4.3-1: Photographs of Typical Vegetation in Warner Center

Plant Communities and Wildlife Habitats

Natural Plant Communities

No native plant communities are contained on-site, although the site does include ornamental vegetation as discussed below. Adjacent areas to the proposed project are entirely urbanized and include typical landscape species utilized throughout Southern California and discussed previously.

Ornamental Landscaping

Ornamental landscaping generally includes non-native species that are utilized for aesthetic purposes. The range of non-native species utilized in Southern California is extensive and varies from area to area, although price availability of commercial nursery stock largely dictates the species utilized. In general, native species are in limited use although their popularity appears to be increasing. Species observed within the proposed project were previously noted and include those typically found within Southern California.

Sensitive Biological Resources

Several species known to occur in the project vicinity are protected pursuant by federal and/or State endangered species laws, or have been designated as Species of Concern by the USFWS or Species of Special Concern by the CDFG. In addition, Section 15380(b) of the California Environmental Quality Act (CEQA) Guidelines provides a definition of rare, endangered or threatened species that are not included in any listing[4]. Species recognized under these terms are collectively referred to as "special-status species." For purposes of this analysis, special-status species include:

- Plant and wildlife species listed as rare, threatened or endangered under the federal or State endangered species acts;
- Species that are candidates for listing under either federal or State law;
- Species designated by the USFWS as Species of Concern or by CDFG as Species of Special Concern;
- Species protected by the federal Migratory Bird Treaty Act (16 U.S.C. 703-711);
- Bald and golden eagles protected by the federal Bald Eagle Protection Act (16 U.S.C. 668); and
- Species such as candidate species that may be considered rare or endangered pursuant to Section 15380(b) of the CEQA *Guidelines*.

According to the California Natural Diversity Data Base (CNDDB 2008) there are a number of sensitive plant and animal species known to recently or historically have occurred within the topographical quadrangles queried. Many of these species are considered extant (present) (e.g., slender mariposa lily (*Calochortus clavatus var. gracilis*), etc.) or extirpated (removed/non-existent) (e.g., San Fernando Valley spineflower (*Chorizanthe parryi* var. *Fernandina)*, Santa Ana sucker *(Catostomus santaanae)*, etc.).

Sensitive Plant Species. Table 4.3-1 contains a list of special status plant species derived from the CNDDB. The status of these plants, their habitat and distribution and potential to occur on-site are noted.

TABLE 4.3-1:
LISTED SPECIAL STATUS PLANT SPECIES

Scientific Name	Common Name	Status Designation	Potential for Occurrence	Habitat and Distribution
Astragalus brauntonii	Braunton's Milk-vetch	ESA: FE CESA: None CNPS: List 1B.1	None	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland, recent burns or disturbed areas, in stiff gravelly clay soils overlaying granite or limestone 13-2,099 ft above mean sea level (msl).
Astragalus pycnostachyus var. *lanosissimus*	Ventura Marsh Milk-vetch	ESA: FE CESA: SE CNPS: List 1B.1	None	Coastal strand and beach areas
Berberis nevinii	Nevin's Barberry	ESA: FE CESA: SE CNPS: List 1B	None	Evergreen shrub occurring in chaparral, cismontane woodland, coastal scrub, and sandy or gravelly riparian scrub at elevations ranging from 950 to 2,700 ft above msl.
Chorizanthe parryi var. *fernandina*	San Fernando Valley Spineflower	ESA: Candidate CESA: SE CNPS: List 1B.1	None	Coastal scrub, sandy soils in elevations ranging from 9-3,395 ft above msl.
Cordylanthus maritimus ssp. maritimus	Salt Marsh Birds's-beak	ESA: FE CESA: SE CNPS: List 1B.2	None	Coastal salt marshes and dunes
Dithyrea maritima	Beach Spectaclepod	ESA: None CESA: ST CNPS: List 1B.1	None	Coastal dunes, sandy coastal scrub
Dodecahema leptoceras	Slender-horned spineflower	ESA: FE CESA: SE CNPS: List 1B.1	None	Silty areas of low disturbance within alluvial scrub communities
Dudleya cymosa marcescens	Marcescent Dudleya	ESA: FT CESA: Rare CNPS: List 1B.2	None	On sheer rock surfaces and rocky volcanic cliffs, 590-1700 ft elevation
Dudleya cymosa oviatifolia	Santa Monica Mountains Dudleya	ESA: FT CESA: None CNPS: List 1B.2	None	In canyons on sedimentary conglomerates, primarily North-facing slopes, 690-1640 ft elevation
Orcuttia californica	California Orcutt Grass	ESA: FE CESA: SE CNPS: List 1B.1	None	Deeper portions of vernal pools
Pentachaeta lyonii	Lyon's Pentachaeta	ESA: FE CESA: SE CNPS: List 1B.1	None	Edges of clearings in chaparral, valley and foothill grassland
Astragalus tener var. *titi*	Coastal Dunes Milk-vetch	ESA: None CESA: None CNPS: List 1B.1	None	Moist, sandy depressions in coastal bluff scrub, coastal dunes

TABLE 4.3-1:
LISTED SPECIAL STATUS PLANT SPECIES

Scientific Name	Common Name	Status Designation	Potential for Occurrence	Habitat and Distribution
Atriplex parishii	Parish's Brittlescale	ESA: None CESA: None CNPS: List 1B.1	None	Drying alkali flats with fine soils, below 460 ft elevation
California macrophylla	Round-leaved Filaree	ESA: None CESA: None CNPS: List 1B.1	None	Clay soils in cismontane woodland, valley and foothill grassland
Calochortus clavatus var. gracilis	Slender Mariposa Lily	ESA: None CESA: None CNPS: List 1B.2	None	Shaded foothill canyons, often on grassy slopes within coastal scrub or chaparral
Calochortus plummerae	Plummer's mariposa lily	ESA: None CESA: None CNPS: List 1B.2	None	Bulbiferous herb occurring on rocky and sandy sites, usually alluvial or granitic material, in coastal scrub, chaparral, cismontane woodland, lower montane coniferous forest, and valley and foothill grasslands at elevations ranging from 325 to 5,500 ft msl
Deinandra minthornii	Santa Susana Tarplant	ESA: None CESA: SR CNPS: List 1B.2	None	Sandstone outcrops and crevices, in natural shrublands
Centromadia parryi ssp. australis	Southern Tarplant	ESA: None CESA: None CNPS: List 1B.1	None	Variably disturbed sites near the coast at marsh edges, also in alkaline soils sometimes with saltgrass
Dudleya blochmaniae blochmaniae	Blockman's Dudleya	ESA: None CESA: None CNPS: List 1B.1	None	Open, rocky slopes, often in shallow clays over serpentine or rocky areas with little soil, in natural scrub and grasslands
Dudleya multicaulis	Many-stemmed Dudleya	ESA: None CESA: None CNPS: List 1B.2	None	Heavy soils, natural grassy slopes in scrub or native grasslands
Horkelia cuneata ssp. *puberula*	Mesa Horkelia	ESA: None CESA: None CNPS: List 1B.1	None	Perennial herb occurring in coastal scrub, chaparral and cismontane woodland on sandy or gravelly soils at elevations ranging from 230 to 2,660 ft msl.
Malacothamnus davidsonii	Davidson's Bush Mallow	ESA: None CESA: None CNPS: List 1B.2	None	Deciduous shrub occurring in coastal scrub, cismontane woodland, riparian woodland, and chaparral, often-in sandy washes at elevations ranging from 610 to 2,805 meters
Nama stenocarpum	Mud Nama	ESA: None CESA: None CNPS: List 2.2	None	Drying lake or river margins with fine soils
Pseudognaphalium leucocephalum	White Rabbit-tobacco	ESA: None CESA: None CNPS: List 2.2	None	Sandy riverbeds in natural areas

TABLE 4.3-1:
LISTED SPECIAL STATUS PLANT SPECIES

Scientific Name	Common Name	Status Designation	Potential for Occurrence	Habitat and Distribution
Symphyotrichum defoliatum	San Bernardino aster	ESA: None CESA: None CNPS: List 1B	None	Rhizomatous herb. This species occurs in cismontane woodland and is also known to occur within, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic)/near ditches, streams, springs. It booms between July and November and occurs between sea level and 6,700 feet.
Navarretia prostrata	Prostrate navarretia	ESA: None CESA: None CNPS: List 1B	None	Annual herb. This species occurs in coastal scrub and is also found in meadows and seeps, valley and foothill grassland (alkaline) and vernal pools (mesic). It blooms from April through July. It is found between elevations of 100 to 2,300 feet.
Calystegia sepium spp. binghamiae	Santa Barbara morning-glory	ESA: None CESA: None CNPS: List 1A	None	Rhizomatous herb. This species is known to occur in marshes and swamps. Its blooming period is April through May. It is found in elevations ranging from sea level to 65 feet.
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	ESA: None CESA: None CNPS: List 1A	None	Rhizomatous herb. This species is known to occur in marshes and swamps (coastal salt and freshwater). It blooms between August and October. It ranges in elevation from 30 to 5,500 feet above sea level.
Sidalcea neomexicana	Salt Spring Checkerbloom	ESA: None CESA: None CNPS: List 2.2	None	Perennial herb occurring in coastal scrub, chaparral, lower montane coniferous forest, brackish marshes, mohavean desert scrub, and playas on alkaline, mesic soils at elevations ranging from 0 to 5,020 ft msl.
Symphyotrichum greatae	Greata's Aster	ESA: None CESA: None CNPS: List 1B.3	None	Mesic canyons in chaparral, cismontane woodland

TABLE 4.3-1:
LISTED SPECIAL STATUS PLANT SPECIES

Scientific Name	Common Name	Status Designation	Potential for Occurrence	Habitat and Distribution
Federal (Fed)				
Endangered Species Act (ESA) Listing Codes:				
FE	Federally-listed as Endangered			
FT	Federally-listed as Threatened			
FPE	Federally-proposed for listing as Endangered			
FPT	Federally-proposed for listing as Threatened			
FPD	Federally-proposed for delisting			
FC	Federal candidate species (former Category 1 candidates)			
(FSC)	Federal Species of Concern (Not an active term, and is provided for informational purposes only)			
State (CA)				
California Endangered Species Act (CESA) Listing Codes:				
SE	State-listed as Endangered			
ST	State-listed as Threatened			
SR	State-listed as Rare (Listed "Rare" animals have been re-designated as Threatened, but Rare plants have retained the Rare designation.)			
SCE	State candidate for listing as Endangered			
SCT	State candidate for listing as Threatened			
California Native Plant Society (CNPS) Listing Code:				
List 1A:	Plants presumed extinct in California.			
List 1B:	Plants rare and endangered in California and throughout their range.			
List 2:	Plants rare, threatened or endangered in California but more common elsewhere in their range.			
List 3:	Plants about which we need more information; a review list.			
List 4:	Plants of limited distribution; a watch list.			

Sensitive Animal Species. Table 4.3-2 contains a list of special status animal species derived from the CNDDB. The status of these animals, their habitat and distribution and potential to occur on-site are noted.

TABLE 4.3-2:
LISTED SPECIAL STATUS WILDLIFE SPECIES

Scientific Name	Common Name	Status	Probability of Occurrence	Habitat
FISHES				
Catostomus santaanae	Santa Ana Sucker	ESA: FT CESA: SC	None	Endemic to Los Angeles Basin south coastal streams. Habitat generalists but prefer sand-rubble-boulder bottoms, clear water, & algae.
Gila orcutti	Arroyo Chub	ESA: None CESA: None CDFG: SC	None	Occurs in slow water stream sections with mud or sand bottoms. Often found in intermittent streams.
Eucuclogobius newberryi	Tidewater Goby	ESA: FE CESA: None CDFG: SC	None	Estuarine wetlands
Oncorhynchys mykiss irideus	Southern Steelhead	ESA: FE CESA: None CDFG: SC	None	Natural streams with low disturbance.

TABLE 4.3-2:
LISTED SPECIAL STATUS WILDLIFE SPECIES

Scientific Name	Common Name	Status	Probability of Occurrence	Habitat
AMPHIBIANS				
Bufo californicus	Arroyo Toad	ESA: FE CESA: None CDFG: SC	None	Sandy, low gradient open wash habitat with slow moving or pooling water.
Rana aurora draytonii	California Red-legged Frog	ESA: FT CESA: None CDFG: SC	None	Natural streams with low levels of disturbance and without nonnative predators such as Bullfrog.
Rana muscosa	Mountain Yellow-legged Frog	ESA: FE CESA: None CDFG: SC	None	Disjunct So. Cal. population persists as remnants in small streams in the San Gabriel, San Bernardino, and San Jacinto mountains; historical elevation range was about 370 to over 2290 m (1200-7500 ft), with remaining populations only toward the upper end of that range; inhabit varied lakes and streams, but avoid the smallest streams; show a tendency toward open stream and lakeshores that slope gently for the first 2 to 3 inches (5 - 8 cm) of depth; apparently rarely found far from water, though data on movements and ability to recolonize sites are lacking.
Scaphiopus hammondii	Western Spadefoot	ESA: None CESA: None CDFG: SC	None	Range from near Redding, Shasta County, in north central California south into nw Baja California, and entirely west of the Sierra Nevada and deserts; known elevational range is from sea level to about 1363 m (4472 ft); require temporary rain pools with water temperatures between 48° and 86° f. (9° and 30° C) lasting upwards of 3 weeks; disturbance tolerance can be high.
REPTILES				
Clemmys marmorata pallida	Southwestern Pond Turtle	ESA: None CESA: None CDFG: SC	None	Inhabits permanent or nearly permanent bodies of water in many habitat types including ponds, marshes, rivers, and streams with suitable basking sites.
Lampropeltis zonata (pulchra)	San Diego California Mountain Kingsnake	ESA: None CESA: None CDFG: SC	None	Elevational range extends from near sea level up to about 5900 ft. In coniferous or mixed coniferous-hardwood forests with considerable to abundant downed logs and/or slash. At lower elevations it is generally associated with various riparian woodlands connective to higher elevation forest.
Phrynosoma coronatum blainvillei	San Diego Coast Horned Lizard	ESA: None CESA: None CDFG: SC	None	Occurs in coastal sage scrub, open chaparral, riparian woodland, annual grassland habitats that support adequate prey species.
Thamnophis hammondii	Two-striped Garter Snake	ESA: None CESA: None CDFG: SC	None	Found in or near fresh water, often along streams with rocky beds and riparian growth. Absent from concrete channels.

TABLE 4.3-2:
LISTED SPECIAL STATUS WILDLIFE SPECIES

Scientific Name	Common Name	Status	Probability of Occurrence	Habitat
BIRDS				
Athene cunicularia	Burrowing Owl	ESA: None CESA: None CDFG: SC	None	Prefers open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Dependent on small mammal burrows (particularly ground squirrels) for its subterranean nesting.
Agelaius tricolor	Tricolored Blackbird	ESA: None CESA: None CDFG: SC	None	Intensively gregarious, males and females remaining in large flocks together year round. Elevational range is from near sea level to at least 4400 ft (1341 m). Nests in dense colonies in marshes and occasionally in moist thickets, agricultural fields, or sewage treatment plants. They will readily use restored or created wetlands. Species often commute in flocks for some distance between nesting areas and feeding areas, and the latter can be in varied wetlands, including sewage treatment plants, or in open areas such as agricultural fields and even stock yards or short grasslands.
Aimophila ruficeps canescens	Ashy (=Southern California) Rufous-crowned Sparrow	ESA: None CESA: None CDFG: SC	None	Fairly common, widespread and generally fairly conspicuous resident of rocky grassland and patchy shrub habitats, often including areas with disturbance from fire, trash, soil compaction and nonnative vegetation. There is no regular migration, and dispersal is typically limited. Elevation range extends from near sea level to at least 2500 ft, and probably somewhat higher.
Aquila chrysaetos	Golden Eagle	ESA: EPA CESA: CFP CDFG:SFP	None	Occurs widely in Ca., and forages in grassland and open savannah of many types. It tolerates considerable variation in topography and elevation. It is very sensitive to human disturbance
Coccyzus americanus occidentalis	Western Yellow-billed Cuckoo	ESA: FC CESA: SE CDFG: None	None	Inhabitant of extensive riparian forests; it has declined from a fairly common, local breeder in much of California sixty years ago, to virtual extirpation, with only a handful of tiny populations remaining in all of California today. Losses are tied to obvious loss of nearly all suitable habitat, but other factors may also be involved. Relatively broad, well-shaded riparian forests are utilized, although it tolerates some disturbance. A specialist to some degree on tent caterpillars, with a remarkably fast development of young covering only 18 - 21 days from incubation to fledging.
Polioptila californica californica	Coastal California Gnatcatcher	ESA: FT CESA: None CDFG: SC	None	Occurs in coastal sage scrub vegetation on mesas, arid hillsides, and in washes and nests almost exclusively in California sagebrush.
Vireo bellii pusillus	Least Bell's vireo	ESA: FE CESA: SE	None	Occurs in moist thickets and riparian areas that are predominately comprised of willow and mule fat.

TABLE 4.3-2:
LISTED SPECIAL STATUS WILDLIFE SPECIES

Scientific Name	Common Name	Status	Probability of Occurrence	Habitat
MAMMALS				
Antrozous pallidus	Pallid Bat	ESA: None CESA: None CDFG: None	None	Throughout So. Cal. from coast to mixed conifer forest; grasslands, shrublands, woodlands, & forest; most common in open, dry habitats w/ rocky areas for roosting; yearlong resident in most of range; Roosts – caves, crevices, mines, hollow trees, buildings.
Euderma maculatum	Spotted Bat	ESA: None CESA: None CDFG: SC	None	Habitats occupied range from arid deserts and grasslands through mixed conifer forests. It apparently occurs from sea level to 10,600 ft (3230 meters) elevation.
Eumops perotis californicus	Western Mastiff Bat	ESA: None CESA: None CDFG: SC	None	For roosting, appear to favor rocky, rugged areas in lowlands where abundant suitable crevices are available for day roosts. There appears to be little use of night roosts. Roost sites may be in natural rock or in tall buildings away from or at the edge of urban areas, large trees or elsewhere, but must be at least 2 inches (5 centimeters) wide and 12 inches (30 centimeters) deep, and narrow to at most 1 inch (2.5 cm) at their upper end.
Macrotus californicus	California Leaf-nosed Bat	ESA: None CESA: None CDFG: SC	None	Roosts are in deep tunnels or caves, occasionally in buildings or bridges. It was formerly found throughout southern California, but is apparently now restricted to the deserts. Historical habitats utilized in coastal areas appear to be poorly known. The species is sensitive to disturbance at roosts, and the extensive human development of coastal Southern California may be the cause of extirpation. Note: On-site observations of the bridge crossing the Los Angeles River were limited due to access. No bat roosting or evidence of droppings or odors were observed.
Microtus californicus stephensi	South Coast Marsh Vole	ESA: None CESA: None CDFG: SC	None	Tidal marshes in Los Angeles, Orange, and southern Ventura counties.
Neotoma lepida intermedia	San Diego desert woodrat	ESA: None CESA: None CDFG: SC	None	Occurs in moderate to dense canopies, especially in rock outcrops, rocky cliffs, and slopes. Occurs in Southern California from San Diego County to San Luis Obispo County.

Federal (Fed)
Endangered Species Act (ESA) Listing Codes:

FE	Federally-listed as Endangered
FT	Federally-listed as Threatened
FPE	Federally-proposed for listing as Endangered
FPT	Federally-proposed for listing as Threatened
FPD FC	Federally-proposed for delisting
	Federal candidate species (former Category 1 candidates)
(FSC)	Federal Species of Concern (Not an active term, and is provided for informational purposes only)

TABLE 4.3-2:
LISTED SPECIAL STATUS WILDLIFE SPECIES

Scientific Name	Common Name	Status	Probability of Occurrence	Habitat
State (CA)				
California Endangered Species Act (CESA) Listing Codes:				
SE	State-listed as Endangered			
ST	State-listed as Threatened			
SCE	State candidate for listing as Endangered			
SCT	State candidate for listing as Threatened			
SFP	State Fully Protected			

Sensitive Plant Communities. There are no habitat types considered sensitive by the CDFG that occur on the project site.

Wildlife Usage and Dispersal

The project site is urbanized. The lower portions of Bell Creek and Calabasas Creek and the Los Angeles River are channelized. As shown in **Figure 4.3-2**, there are no plant communities or associated habitats within these drainages. Most of the species expected to utilize these drainages include those accustomed to the presence of humans. Typical bird species expected may include Cooper's hawk (*Accipiter cooperii*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), killdeer (*Charadrius vociferus*), greater yellowlegs (*Tringa melanoleuca*), western gull (*Larus occidentalis*), rock dove (*Columba livia*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), common raven (*Corvus corax*), northern rough-winged swallow (*Stelgidopteryx serripennis*), barn swallow (*Hirundo rustica*), bushtit (*Psaltriparus minimus*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), yellow-rumped warbler (*dendroica coronata*), Brewer's blackbird (*Euphagus cyanocephalus*), house finch (*Carpodacus mexicanus*), purple finch (*Carpodacus purpureus*), lesser goldfinch (*Carduelis psaltria*) and house sparrow (*Passer domesticus*).

Reptiles and amphibians in the project area would be anticipated to be extremely limited. Species potentially present may include western toad (*Bufo boreas*), side-blotched lizard (*Uta stansburiana*) and western fence lizard (*Sceloporus occidentalis*).

Mammals in the project areas would be expected to be minimal and may include species such as striped skunk (*Mephitis mephitis*), northern raccoon (*Procyon lotor*), coyote (*Canis latrans*), red fox (*Vulpes vulpes*), deer mouse (*Peromyscus maniculatus*), house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), black rat (*Rattus rattus*), western gray squirrel (*Sciurus griseus*), California bat (*Myotis californicus*), western pipistrelle (*Pipistrellus hesperus*), big brown bat (*Eptesicus fuscus*) and Virginia opossum (*Didelphis virginiana*).

Figure 4.3-2: Views of the Los Angeles River North of the Project including Confluence of Calabasas and Bell Creeks

Wetlands and Waters of the United States and California

The County of Los Angeles Department of Public Works maintains Bell Creek, Calabasas Creek, and the Los Angeles River. In general, many drainage (e.g., streams, rivers, washes, etc.) wetlands and waters of the United States and California are governed by a variety of federal and state regulations. These resources were previously described in the *Wetlands, Streams and Riparian Habitat* section above. The analysis and determination of jurisdiction noted below is based upon guidance criteria provided by the ACOE and CDFG.

Jurisdictional Determinations

ACOE "Waters of the U.S." There are no ACOE "Waters of the U.S." contained within the proposed project site.

ACOE Wetlands. There are no areas located within the proposed project site that meet the definition of wetlands, per ACOE criteria.

CDFG Jurisdictional Riparian Areas. There are no areas located within the proposed project site which meet the definition of riparian areas, per CDFG criteria.

Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP)

The proposed project site is not located within an NCCP or HCP.

Regulatory Setting

Federal

Federal Endangered Species Act

Under the Federal Endangered Species Act (FESA), the Secretary of the Interior and the Secretary of Commerce have joint authority to list a species as threatened or endangered (16 United States Code [USC] 1533[c]). Pursuant to the requirements of FESA, a federal agency reviewing a proposed project within its jurisdiction must determine whether any federally listed, threatened, or endangered species, or species proposed for federal listing may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species. In addition, the federal agency is required to determine whether the project is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC 1536[3], [4]). Adverse project impacts on these species or their habitats would be considered potentially significant.

Procedures for addressing federal-listed species follow two principal pathways, both of which require consultation with the United States Fish and Wildlife Service (USFWS), which administers the Act for all terrestrial species, and/or the National Marine Fisheries (NMFS), which has jurisdiction over anadromous salmonids. The first pathway (FESA, Section 10(a) Incidental Take

Permit) is set up for circumstance where a non-federal government entity (or where no federal nexus exists) must resolve potential adverse impacts to species protected under the Act. The second pathway (FESA, Section 7 Consultation) involves projects with a federal connection or requirement; typically these are projects where a federal lead agency is sponsoring or permitting the proposed project. For example, a permit from the U.S. Army Corp of Engineers (ACOE or Corps) may be required if a project will result in wetland impacts. In these instances, the federal lead agency (e.g., the ACOE) initiates and coordinates the following steps: informal consultation with USFWS and/or NMFS to establish a list of target species; preparation of biological assessment assessing potential for the project to adversely affect listed species; coordination between state and federal biological resource agencies to assess impacts/proposed mitigation; and development of appropriate mitigation for all significant impacts on federally listed species.

The USFWS and/or NMFS ultimately issue a final Biological Opinion on whether the project will affect the federally listed species. A Section 10(a) Endangered Species Incidental Take Permit may be necessary when the "taking" or harming of a species is incidental to the lawful operation of a project.

The USFWS also publishes a list of candidate species. Species on this list receive "special attention" from federal agencies during environmental review, although they are not otherwise protected under FESA. The candidate species are taxa for which the USFWS has sufficient biological information to support a proposal to list as Endangered or Threatened.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (16 USC, Sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Birds of prey are protected in California under the State Fish and Game Code, Section 3503.5, 1992. Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFG. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. Project impacts to these species would not be considered significant unless they are known or have a high potential to nest in the project area or to rely on it for primary foraging.

State

California Endangered Species Act

Section 2080 of the California Fish and Game Code prohibits the taking of plants and animals listed under the authority of the California Endangered Species Act of 1984 (CESA). Under the California Endangered Species Act (CESA), CDFG maintains a list of threatened species and endangered species (Cal. Fish and Game Code 2070). The CDFG also maintains a list of candidate species that

are species that the CDFG has formally noticed as being under review for addition to either the list of endangered species or the list of threatened species. The CDFG also maintains lists of "species of special concern" which serve as "watch lists." Pursuant to the requirements of CESA, an agency reviewing a project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the project area and determine whether the proposed project will have a potentially significant impact on such species.

California Native Plant Protection Act

The legal framework and authority for the state's program to conserve plants are woven from various legislative sources, including CESA, the California Native Plant Protection Act (Fish and Game Code Section 1900 – 1913), CEQA *Guidelines*, and the Natural Communities Conservation Planning Act.

The Native Plant Protection Act of 1977 (Fish and Game Code Section 1900 et seq.) gives the CDFG authority to designate State Endangered, Threatened, and Rare plants and provides specific protection measures for identified populations. Sensitive plant and wildlife species that would qualify for listing but are not currently listed are afforded protection under CEQA. The CEQA Guidelines, Section 15065 ("Mandatory Findings of Significance") requires that a reduction in numbers of a rare or endangered species be considered a significant effect. CEQA Guidelines Section 15380 ("Rare or endangered species") provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing.

California Native Plant Society

California Native Plant Society (CNPS) maintains a list of special status plant species based on collected scientific information. Designation of these species by CNPS has no legal status or protection under federal or state endangered species legislation. CNPS designations are defined as List 1A (plants presumed extinct); List 1B (plants rare, threatened, or endangered in California and elsewhere); List 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere); List 3 (plants about which more information is needed – a review list); and List 4 (plants of limited distribution - a watch list). In general, plants appearing on CNPS List 1A, 1B or 2 meet the criteria of Section 15380 of the CEQA *Guidelines*; thus, substantial adverse effects to these species would be considered significant. Additionally, plants constituting CNPS List 1A, 1B or 2 meet the definitions of California Department Fish and Game Code Section 1901 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act).

Wetlands, Streams and Riparian Habitat

Federal

U.S. Army Corps of Engineers. Wetlands and other waters, e.g., rivers, streams and natural ponds, are a subset of "waters of the U.S." and receive protection under Section 404 of the federal Clean Water Act. The regulations and policies of various federal agencies (e.g., ACOE, United States Department of Agriculture [USDA], and Natural Resource Conservation Service [NRCS], U.S. Environmental Protection Agency [EPA]) mandate that the filling of wetlands be avoided to the

extent possible. The Corps has primary federal responsibility for administering regulations that concern waters of the U.S. In this regard, the Corps acts under two statutory authorities, the Rivers and Harbors Act (Sections 9 and 10), which governs specified activities in "navigable waters," and the Clean Water Act (Section 404), which governs specified activities in "waters of the United States," including wetlands. Navigable waters of the United States are defined as those waters that are a subject to the ebb and flow of the tide or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. EPA has the ultimate authority for designating dredge and fill material disposal sites and can veto the Corp's issuance of a permit to fill jurisdictional waters of the U.S.

The term "waters of the U.S. " as defined in Code of Federal Regulations (33 CFR 328.3[a]; 40 CFR 230.3[s]) includes: (1) All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; (2) All interstate waters including interstate wetlands; (3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce including any such waters which are or could be used by interstate or foreign travelers for recreational or other purposes; or from which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or which are used or could be used for industrial purposes by industries in interstate commerce; (4) All impoundments of waters otherwise defined as waters of the United States under the definition; (5) Tributaries of waters identified in paragraphs (1) through (4); (6) Territorial seas; and (7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6). The Corps requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.2

Nationwide Permits. Projects that meet certain conditions may be authorized by the Corps under the Nationwide General Permit Program (NWP), a permitting process for specific activities. Nationwide Permit (NWP) 39 authorizes discharges resulting for Residential, Commercial, and Institutional Developments, which applies to construction or expansion of building foundations and building pads and attendant features that are necessary for the use and maintenance of the structures.

Attendant features may include, but are not limited to, roads, parking lots, garages, yards, utility lines, stormwater management facilities, and recreation facilities such as playgrounds, playing fields, and golf courses (provided the golf course is an integral part of the residential development). These types of projects can be authorized by NWP 39 if the discharge does not cause a loss of greater than ½-acre of non-tidal waters of the US, excluding non-tidal wetlands adjacent to tidal waters. NWP also authorizes discharge to less than 300 linear feet of an ephemeral or intermittent a stream bed, although this limit may be exceeded under certain conditions.

2 Based on the Supreme Court ruling (SWANCC) concerning the Clean Water Act jurisdiction over isolated waters (January 9, 2001), non-navigable, isolated, intrastate waters based solely on the use of such waters by migratory birds are no longer defined as waters of the United States. Jurisdiction of non-navigable, isolated, intrastate waters may be possible if their use, degradation, or destruction could affect other waters of the Unites States, or interstate or foreign commerce. Jurisdiction over such other waters are analyzed on a case-by-case basis. Impoundments of waters, tributaries of waters, and wetlands adjacent to waters should be analyzed on analyzed on a case-by-case basis.

Individual Permit. An Individual Permit is required for any project that does not meet the NWP General Conditions. Additional regional requirements for maintaining upland buffer areas between authorized projects and open waters or streams may be conditions for granting any Corps permit. Activities authorized under an Individual Permit require compliance with Corps Section 404 regulations, EPA Section 404(b)(1) Guidelines, National Environmental Policy Act, the Federal Endangered Species Act (FESA), Section 106 of the National Historic Preservation Act, and Section 401 of the Clean Water Act (water quality certification).

State

Regional Water Quality Control Board. The Regional Water Quality Control Board (RWQCB) regulates waters of the state under the Porter-Cologne Act. Under Section 401 of the Clean Water Act, the RWQCB has review authority of Section 404 permits. The RWQCB has a policy of no-net-loss of wetlands in effect and typically requires mitigation for all impacts to wetlands before it will issue a water quality certification. Dredging, filling, or excavation of isolated waters constitutes a discharge of waste to waters of the State, and prospective dischargers are required to submit a report of waste discharge to the RWQCB and comply with other requirements of Porter-Cologne.

California Department of Fish and Game. Under Sections 1600 - 1616 of the California Fish and Game Code, the California Department of Fish and Game (CDFG) regulates activities that would substantially divert, obstruct the natural flow, or substantially change of rivers, streams and lakes. The jurisdictional limits of CDFG are defined in Section 1602 of the California Fish and Game Code as, "bed, channel, or bank of any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake…." The CDFG requires a Streambed Alteration Agreement for activities within its jurisdictional area.

Local

City of Los Angeles Tree Ordinance**.** The City of Los Angeles Municipal Code (Section 1., Subdivision 12 of Subsection (a) of Section 12.21; Ordinance 177,404 as amended) provides for the protection of native trees of four types: (1) oaks other than scrub oak (Quercus dumosa), (2) southern California black walnut (Juglans californica var. californica), (3) western sycamore (Platanus racemosa), and (4) California bay (Umbellularia californica). To qualify for protection, individual plants must also measure four inches or more in cumulative diameter, 4.5 ft above the ground level at the base of the tree.

The Municipal Code permits the City's Board of Public Works to grant permission to remove or relocate this species. Three options are available to the Board and include:

(1) Replacement within the same property of the same species and in which case two replacement trees (15-gallon, or larger, specimen, measuring one inch or more in diameter one foot above the base, and be not less than seven feet in height measured from the base, and be not less than seven feet in height measured from the base) are required. The size and number of replacement trees shall approximate the value of the tree to be replaced;

(2) Permit protected trees of a lesser size or trees of a different species to be planted as replacement trees, if replacement trees of the size and species otherwise required pursuant to this Code are not available. In that event, a greater number of replacement trees may be required; or

(3) Permit a protected tree to be moved to another location on the property, provided that the environmental conditions of the new location are favorable to the survival of the tree and there is a reasonable probability that the tree will survive.

The proposed project site is landscaped with typical species utilized within Southern California, including native and non-native species. A detailed tree survey was not performed for the proposed project, since specific development proposals are not known at this time.

To avoid potentially significant effects to natural resources in off-site areas, such as downstream portions of the Los Angeles River, replacement trees must not be from among the following list of trees or large shrubs considered to be nonnative, invasive species by the California Invasive Plant Council:[3]

- *Schinus molle*, Peruvian pepper-tree or California pepper-tree
- *Schinus terebinthifolius*, Brazilian pepper-tree
- *Elaeagnus angustifolia* (or *E. angustifolius*), oleaster (or Russian-olive)
- *Acacia melanoxylon*, blackwood acacia
- *Robinia pseudoacacia*, black locust
- *Ficus carica*, edible fig (or common fig)
- *Myoporum laetum*, lollypop tree (or Ngaio tree)
- *Eucalyptus camaldulensis*, river red gum (or red gum)
- *Eucalyptus globulus*, Tasmanian blue gum (or blue gum)
- *Olea europaea*, European olive (or commercial olive)
- *Ailanthus altissima*, tree-of-heaven
- *Tamarix* species, tamarisk or salt-cedar (all species)

Landscape Ordinance. The Emergency Water Conservation Plan of the City of Los Angeles (Municipal Code, Chapter XII, Article 1, Section 121.08) provides for the reduction in the City's water use through the regulation of landscape watering practices throughout the City. The ordinance states that no lawn, landscape, or other turf areas shall be watered or irrigated between the hours of 10:00 am and 5:00 pm from April 1 to September 30, or between the hours of 11:00 am and 3:00 pm from October 1 to March 31. In addition, Article IV of Chapter XII presently requires a ten percent reduction in the amount of water used for landscape irrigation on large turf areas, and provides for surcharges for water used in violation of the requirements. Lastly, LAMC Section 124.03 requires certain water conservation requirements for large turf areas. These mandate that:

> (a) Owners of large turf areas in the City of Los Angeles shall reduce or caused to be reduced by ten percent the amount of water used for landscape irrigation

3 California Invasive Plant Council. 2006. California Invasive Plant Inventory. Berkeley, CA: California Invasive Plant Council. February. Available: <www.cal-ipc.org>.

purposes on large turf areas. The ten percent reduction shall be calculated based on the corresponding billing period in the base year.

(b) Owners of large turf areas shall comply with the requirements of Subsection (a) of this section by October 13, 1988.

(c) Owners of large turf areas who install water conservation devices that are specifically designed or manufactured, as determined by the Department of Water and Power, to reduce water consumption by at least ten percent shall be deemed to have complied with this section.

(d) The provisions of this section shall not apply to those owners of large turf areas who are determined by the Department of Water and Power to use reclaimed water for landscape irrigation purposes.

Urban Forest

An urban forest is the sum total of all vegetation growing in urban areas. According to the National Urban Forest Council, an urban forestry is defined as:

The art, science, and technology of managing trees, forests, and natural systems in and around urban areas for the health and well being of communities.

Urban forests, and in particular trees, provide significant benefits to communities although the urban ecosystem presents a less than optimal environment for tree growth. Urban sprawl has contributed to the decline of urban forests and the development of additional problems associated with urban heat islands and storm water runoff. In an attempt to deal with these additional problems, communities have experienced increased costs associated with the installation and repair or their gray infrastructures (sewers, utilities, buildings, roads, etc). As such, more communities are recognizing that vegetation, especially trees, make up a green infrastructure that has the potential to improve the quality of life in a more cost effective manner than the gray infrastructure.[4] The City of Los Angeles contains one of the largest urban forests in the United States.[5]

A tree survey has not been performed for the proposed project site since specific development proposals are unknown at this time. However, species incidentally observed include pines (*Pinus* spp.), Japanese privet *(Ligustrum japonicum)*, evergreen pear (*Pyrus kawakami*), lemon-scented gum (*Eucalyptus citriodora*), crape myrtle (*Lagerstroemia indica*), and other commonly used landscape species.

The current Specific Plan identifies street trees on roadways throughout the Specific Plan area. Street trees are required to be chosen so that each street has a different species to provide a distinctive, recognizable character. A street tree plan is provided in an appendix to the 1993 Specific Plan.

[4] Source: National Urban Forest Council, 2008.

[5] City of Los Angeles, Bureau of Street Services, Urban Forestry Division: http://www.lacity.org/boss/UrbanForestryDivision/index_managingUF.htm, accessed July 25, 2010.

Trees are required to be 24-inch box size unless otherwise specified, approved for quality and uniformity of size by the City Street Tree Division, and are to be spaced 30 feet on center, unless otherwise approved for different specific spacing. In addition trees are required to be planted in parking areas: one canopy tree is required to be provided for every four net new parking spaces. These trees are required to be shade producing trees at least 24-inch box size and a minimum of eight feet in height from the ground at time of planting. At maturity, the trees must be of a type expected to be at least 30 feet in height, with a minimum tree canopy diameter of 50% of its height. These trees shall be distributed throughout the parking lot so as to shade the surface parking area. The distribution shall not preclude groups or clusters of trees located throughout the parking lot.

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines, as amended through January 1, 2010, provides criteria under which a project could have a significant impact. Specifically, the project is considered to have a significant impact if it meets any of the following criteria and cannot be adequately mitigated:

- The project has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations or by the CDFG or the USFWS.

- The project has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the CDFG or the USFWS.

- The project has a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Federal Clean Water Act (CWA), CDFG or California Coastal Commission, including but not limited to marsh, coastal, etc. through direct removal, filling, hydrological interruption or other means.

- The project interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites.

- The project conflicts with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance.

- The project conflicts with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional or state HCP.

Additionally, the Draft City of Los Angeles CEQA Thresholds Guide provides thresholds not encompassed by the CEQA Guidelines. These thresholds state that a significant impact would result if:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or federally listed critical habitat;

- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species;

- The alteration of an existing wetland habitat;

- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species; or

- Cause flooding during the projected 50-year developed storm, which would have the potential to harm people or damage property or sensitive biological resources;

Although not required by CEQA or the City of Los Angeles, the following additional threshold of significance would apply:

- Removal of a non-native tree that is either: (1) one inch in diameter at breast height (i.e., 4.5 feet above surrounding grade).

For purposes of this Draft EIR, the proposed project is considered to have a significant impact if it exceeds any of the above thresholds as stated by Appendix G of the CEQA Guidelines, Draft City of Los Angeles CEQA Thresholds Guide, or the additional threshold noted above.

IMPACT ASSESSMENT

Methodology

In general, the principal reason a species, subspecies or variety is considered sensitive is the documented or perceived decline or limitation of its population size or geographical extent and/or distribution resulting in most cases from habitat loss.

A federally or state endangered species is defined as a species facing extinction throughout all or a significant part of its geographic range. A federally or state threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range.

Sensitive plant communities are vegetation assemblages, associations or sub-associations that support concentrations of sensitive plant or wildlife species, are of relatively limited distribution or are of particular value to wildlife. Although sensitive habitats are not afforded specific legal protection unless they support protected species, potential impacts to them are important as they

provide diversity and must be considered in the context of the California Environmental Quality Act (CEQA).

The California Species of Concern (CSC) is an informal designation used by the CDFG for some declining wildlife species that are not considered threatened or endangered. This designation does not provide legal protection, but signifies that these species are recognized as sensitive by the CDFG. The CNPS is a state-wide resource conservation organization that has developed an inventory of California's sensitive plant species. This inventory is the summary of information on the distribution, rarity and endangerment of California's vascular plants. This rare plant inventory is comprised of a series of list that rank rarity of plant species found in California. List 1B plants are considered rare, threatened or endangered throughout their ranges.

A number of databases and literature resources were used to evaluate whether or not sensitive species were previously known to occur on-site (i.e., project site and Add Area) or within the area and if suitable habitat and/or resources exist to support these species. Database queries included the use of the CDFG's California Natural Resources Database (CNDDB), and CNPS Electronic Inventory of Rare Plant. In addition, field guides and other literature resources containing information on the life history and habitat requirements of these species were also used to determine their likelihood of occurrence on-site or within the immediate area. The following USGS topographical quadrangles were queried and include:

- Van Nuys
- San Fernando
- Beverly Hills
- Topanga
- Canoga Park
- Oat Mountain
- Calabasas
- Malibu Beach

Based on the evaluation of these resources and on-site habitat conditions of the project area, a determination as to whether or not a species was likely absent or present was made. These determinations were presented in **Tables 4.3-1** and **Table 4.3-2**.

As such, the analysis is based upon predictive and actual presence information for a particular sensitive species.

The biological resources present, or likely present, on the site were determined from biological reconnaissance surveys.

Based upon habitat conditions (i.e., lack thereof), no sensitive species surveys were conducted on-site or within areas immediately adjacent.

Direct biological impacts involve the temporary or permanent physical loss of plant communities, wildlife habitat, and/or special interest plant and wildlife species resulting from site preparation

activities such as clearing and grading. Direct impacts may also include habitat degradation, fragmentation or modification. Direct impacts would occur on plant communities, wildlife habitat, special interest species and special interest habitats as a result of implementation of the proposed project.

Indirect impacts on plant communities include the potential for increased susceptibility of adjacent native habitats to invasion by non-native plant species. The establishment of non-native plants lead to increased competition between native and non-native plants for available resources and decreased native species diversity in adjacent, native habitats. Fugitive dust created during project-related construction activities may settle on plants adjacent to the construction zone. This dust can at least temporarily result in reductions in plant photosynthesis, growth and reproduction.

Indirect impacts on wildlife species also include the potential for noise, human intrusion into sensitive habitats and night-lighting, as well as potential disruptions in local movement patterns for wildlife.

Short-term impacts are those that would result in the temporary removal of a biological resource.

Long-term impacts are those that would result in permanent changes to biological resources.

The potential direct and indirect, short and long-term impacts of the proposed project on biological resources are discussed below.

Short-Term Direct Impacts

Short-term direct impacts would not occur as a result of the removal of on-site landscaping or trees for construction of the proposed project. As described earlier, no sensitive plant communities or habitats are contained on-site or within the adjacent drainages. As such, no impacts would occur related to temporary loss of habitat used by animal species for foraging, nesting or cover. Moreover, no temporary loss of native plant communities during construction activities would occur or create temporary conditions that are unsuitable to wildlife species.

Construction activities associated with the proposed project, including removal of and disturbance to existing landscape trees do not have the potential to result in direct mortality of special-status bat species. However, human disturbances and construction noise along the adjacent vehicle bridges (which cross the Los Angeles River) could disturb special status bats (California leaf-nosed bat) and as such, could cause roost abandonment and death of young or loss of reproductive potential. Therefore, a short-term potentially significant impact to special status bats could occur without mitigation.

Construction activities associated with the proposed project during the breeding season, including removal of landscaping trees have the potential to result in direct mortality of species protected by the Migratory Bird Treaty Act. In addition, human disturbances and construction noise have the potential to cause nest abandonment and death of young or loss of reproductive potential at active nests located near project activities. Therefore, a short-term potentially significant impact to migratory birds could occur without mitigation.

No special status mammals (excepting possibly California leaf-nosed bat), reptiles or amphibians are anticipated to be affected by implementation of the proposed project. As noted previously, habitats and other resources associated with these species are absent on-site and within the adjacent areas. Therefore, impacts associated with special status mammals, reptiles and amphibians would be less than significant.

Implementation of the proposed project would not affect wildlife dispersal. As noted previously, the project area and surrounding areas are urban. The species utilizing this area (including the Los Angeles River) and adjacent areas both immediately up and downstream of the project site are limited to common wildlife and those that have a high tolerance for human environments and activities. Therefore, impacts associated with wildlife dispersal would be less than significant.

As noted in Section 4.7 (Hydrology and Water Quality) of this EIR, the proposed project would be subject to stormwater quantity and quality compliance measures, as contained within the County-wide General Permit and which the City of Los Angeles is a co-permittee. These requirements include preparation of a Stormwater Pollution and Prevention Plan (SWPPP) and associated Best Management Practices (BMPs) to address impacts during both construction and operation of the proposed project. As described in Section 4.7, the proposed project will construct storm water runoff systems designed to capture and treat 100 percent of the 85th percentile storm and providing detention capacity to retain a rainfall intensity of 0.5 inches per hour. In addition, on-site infiltration is identified as the preferred method of treatment.

Based upon the analysis provided in Section 4.7, the implementation of these devices would ensure that runoff and water quality to receiving waters (i.e., Bell Creek, Calabasas Creek, and Los Angeles River) would be less than significant. The same impact conclusions (for construction and operation) would apply to biological resources based upon the following: (1) construction activities would be required to comply with General Permit requirements; (2) storm flows originating on-site would be reduced (compared to existing conditions) and would be directed to on-site conveyance facilities which currently drain to off-site drainages. These facilities have been sized properly to ensure that storm flows would not cause erosion or localized/downstream flooding of receiving waters or adjacent land uses. As such, the potential to affect biological resources including plant communities and adjacent habitats would be less than significant; and (3) on-site infiltration would provide water quality treatment that would ensure that adjacent or downstream biological resources, including plant communities and associated habitats are not adversely affected by on-site land uses and pollutants originating from these sources.

Short-Term Indirect Impacts

During construction of the proposed project, no temporary indirect impacts to sensitive plant communities or wildlife habitat would occur as a result of fugitive dust since none of these resources are present. Therefore, no short-term potentially significant indirect impacts could occur to sensitive plant communities or wildlife habitat without mitigation.

Short-term indirect impacts to sensitive animal species would not occur as a result of any night-lighting, and startle from noise and motion due to construction-related activities. The proposed

project site is currently lit at night and activity does occur during evening hours. Sensitive species are not present on-site or within areas immediately adjacent, therefore no indirect impacts to sensitive animal species would occur.

Temporary indirect impacts on wildlife movement as a result of the proposed project can result from the generation of dust, noise and light emissions that could potentially disturb or alter animal behavior. The project would not block terrestrial animals from migrating through the area because the area is already urbanized and suitable alternative routes for any migration are available. As noted previously, species anticipated to occur on-site or within areas immediately adjacent include those species that are tolerant of urban environments or the presence of humans. Therefore, the indirect impacts to terrestrial animals would be less than significant.

No short-term indirect impacts related to hydrology or water quality on biological resources would result, based upon the analysis provided previously and in Section 4.7 of this EIR.

Long-Term Direct Impacts

The proposed project would not result in the conversion of plant communities or wildlife habitats. The proposed project would include reuse of the site for existing urban uses. Species utilizing this area although temporarily displaced would reutilize the site once construction activities cease. Moreover, any project displacement of common wildlife would be considered less than significant because of the commonness of the species. In addition, project impacts to common wildlife habitats, populations and communities are not expected to be substantial and would be considered less than significant.

Project displacement of special-status species would not occur due to lack of suitable habitats and resources available to these species on-site or in areas immediately adjacent. As noted in **Table 4.3-1** and **Table 4.3-2**, these species are absent from the project site or immediate areas. Therefore, impacts to special status species would be less than significant.

Implementation of the proposed project would not result in impacts to wildlife dispersal. The species anticipated to occur on-site and within areas immediately adjacent are comprised of common wildlife that are accustomed and/or highly tolerant of humans and urban environments. Therefore, impacts associated with wildlife dispersal would be less than significant.

As noted previously, the City of Los Angeles' native tree protection ordinance requires mitigating impacts to native tree species. Adherence with the ordinance would mitigate impacts resulting from removal of the western sycamore located within the project site. Therefore, implementation of the proposed project would result in less than significant impacts.

No long-term direct impacts related to hydrology or water quality on biological resources would result, based upon the analysis provided previously and in Section 4.7 of this EIR.

Long-Term Indirect Impacts

There are no potential long-term indirect impacts to biological resources. The proposed project would result in the reuse of the project site for urban uses. Species occupying landscaped areas would be tolerant of human presence and urban environments. As such, the continued human presence on-site is not expected result in disruption to adjacent wildlife due to lighting, noise and other human disturbance. Therefore, the potential long-term impact of the proposed project would be less than significant.

No long-term indirect impacts related to hydrology or water quality on biological resources would result, based upon the analysis provided previously and in Section 4.7 of this EIR.

Jurisdictional Areas

There are no ACOE or CDFG jurisdictional areas anticipated to be impacted by the proposed project.

Implementation of the proposed project may require the construction of an expansion of the current pedestrian bridge across the Los Angeles River at Variel Avenue in to a bridge that carries vehicular traffic. At present, this location is served by a pedestrian bridge approximately 200 feet in length and 12 feet in width. The central portion of the pedestrian bridge contains a single pier extending approximately 40 feet upstream from the structure within the Los Angeles River. The pedestrian bridge is off-set to the east of Variel Avenue and parallels the roadway.

Preliminary roadway and bridge designs have not been prepared to date for the Variel Avenue crossing and therefore, it is unclear if the proposed bridge structure would require piers and/or abutments located within the Los Angeles River. In addition, it is unclear if the structure could be built as a single-span bridge, thereby avoiding disturbance to the bed and bank of the Los Angeles River.

Depending on the roadway and bridge designs selected, significant impacts to the Los Angeles River, a jurisdictional drainage could result. The United States Environmental Protection Agency (USEPA) has recently designated the Los Angeles River as a "navigable waterway (USEPA, 2010) and therefore, a "waters of the United States" as defined in the Clean Water Act.

Impacts could occur to areas of ACOE and CDFG jurisdiction within the Los Angeles River from temporary framework during the construction of the two-lane vehicular bridge crossing the river bed at Variel Avenue and therefore, construction activities have the potential to result in short-term adverse impacts.

City of Los Angeles Tree Ordinances

As noted previously, the City of Los Angeles' native tree protection ordinance requires mitigating impacts to native tree species. Adherence with the ordinance would mitigate impacts resulting from removal of the western sycamore located within the project site. Therefore, implementation of the proposed project would result in less than significant impacts related to native tree removal.

Urban Forest

The urban forest is an important community resource and assists in reducing the impacts of urban heat islands. It can also serve as habitat for urban and local wildlife by providing refugia, nest, and food resources. The total number of trees contained on-site within the proposed project is unknown at this time, since a tree survey has not been performed and no development proposals are currently planned. As such, the removal of trees contained within the proposed project site could result in a potentially significant impact.

MITIGATION MEASURES

BIO-1: For development in the Specific Plan area the City should require avoiding disturbance of any nests protected by the Migratory Bird Treaty Act: If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required.

If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act:

- No more than two weeks prior to construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available.

- If active nests are found during preconstruction surveys, the project proponent will create a no-disturbance buffer (acceptable in size to the CDFG) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFG and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the "take" (mortality, severe disturbance to, etc.) of any individual birds will be prohibited.

  If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed.

BIO-2: For development in the Specific Plan area the City shall require replacement of loss of any protected trees in accordance with the Los Angeles Protected Tree Ordinance: Replace all on-site trees to ensure continuation of the urban forest. Replace all nonnative trees greater

than 10 centimeters (4 inches) in diameter at breast height (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio. For native species, source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.

BIO-3: The City shall ensure that development within the Specific Plan area avoid disturbance of the roosts of any special-status bats: Prior to construction activities within 200 feet of a bridge (including Owensmouth Avenue, Canoga Avenue, and De Soto Avenue bridges, and the Variel pedestrian bridge), a qualified bat biologist shall survey for special-status bats. If no evidence of bats (i.e., direct observation, guano, staining, strong odors is present, no further mitigation is required. If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats:

- A no-disturbance buffer acceptable in size to CDFG shall be created around active bat roosts during the breeding season (April 15 through August 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the take of individuals will be prohibited.

- Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well.

BIO-4: An Individual Permit or Nationwide Permit, if determined to be necessary by the ACOE, shall be obtained as appropriate prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River. In addition, a Water Quality Certificate from the RWQCB may also be necessary in advance of construction activities.

BIO-5: A Streambed Alteration Agreement from the CDFG shall be obtained if necessary prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures provided above, the potential for impacts to the proposed project related to biological resources would be less than significant.

4.4 CULTURAL RESOURCES

This section analyzes potential impacts to cultural resources (paleontological, archaeological and historic resources) that would result from implementation of the proposed project. A records search of the South Central Coastal Information Center (SCCIC) was prepared for the project area on March 3, 2009. A paleontological records search was prepared by the Natural History Museum of Los Angeles County for the project area on March 2, 2009.

This Draft EIR section incorporates the findings of these records searches. Both reports are contained in **Appendix D** of this Draft EIR.

EXISTING CONDITIONS

History

European settlers of California founded the Mission San Diego de Alcala in 1769. The San Gabriel Mission was established in 1771 and the San Fernando Mission was established in 1797 after several expeditions into California. In 1821, Mexico, including southern California, won independence from Spain. Twenty-seven years later in 1848, following the Mexican American war, the American southwest, including the project area, was ceded to the United States.

The early history of Warner Center is related to the Rancho El Escorpian. Rancho El Escorpian was operated by a cattle rancher named Miguel Leonis, who arrived in the area in 1858.[1] There was little other development in the Rancho prior to Leonis' death in 1889. In 1924, Victor Girard attempted to develop the Woodland Hills area by subdividing 2,800 acres. His attempt was not entirely successful, resulting in a population of approximately 75 persons by 1931.[2] The community name changed from "Girard" to Woodland Hills in 1941.

In the 1930's, Harry Warner, one of the founders of the Warner Brothers Studios, began acquisition of approximately 1,200 acres of land. This area later became known as Warner Ranch and was located outside the boundaries of the present Warner Center Specific Plan Area. The site was located southeast of the present intersection of De Soto Avenue and Oxnard Avenue.

Much of commercial and residential development of the Warner Center area was completed post-1945, at the end of the World War II period.

The South Central Coastal Information Center conducted a records search of a ½ mile radius of the project area on March 3, 2009. A review of historic maps indicated that in 1903, a network of improved and unimproved roads existed in the area. The Southern Pacific Railroad ran through the project area. One intermittent stream, the Arroyo Calabasas ran through the project area at that time.

[1] Myra L. Frank & Associates, Inc in association with Kaku Associates. *Warner Center Specific Plan Environmental Impact Report (SCH No. 90011055.)* 1991.
[2] Ibid.

Existing Resources

The SCCIC records search included a review of all recorded archaeological sites within a ½ mile of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historical Places (CR), the National Register of Historic Places (NR), the California State Historic Resources Inventory (HRI) and the City of Los Angeles Historic Cultural Monuments (LAHCM) were reviewed as well as the Canoga Park 7.5 U.S. Geological Survey (USGS) quadrangle map.

Identification of Historical Resources

The California Environmental Quality Act (CEQA) statute and guidelines provide five basic definitions as to what may qualify as an historical resource. Specifically, Section 21048.1 of the CEQA statute (Division 13 of the California Public Resources Code), in relevant part, provides a description for the first three of these definitions, as follows:

> "…an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1.3 are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.14 shall not preclude a lead agency from determining whether the resource may be an *historical resource for purposes of this section."*

3 PRC 5020.1(k): "Local register of historic resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

4 PRC 5024.1(g): A resource identified as significant in an historical resource survey may be listed in the California Register if the survey meets all of the following criteria:
(1) The survey has been or will be included in the State Historic Resources Inventory.
(2) The survey and the survey documentation were prepared in accordance with office procedures and requirements.
(3) The resource is evaluated and determined by the office [of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523.
(4) If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

To simplify the first three definitions provided in the CEQA statute, an historical resource is a resource that is:

1. Listed in the California Register of Historical Resources (California Register);

2. Determined eligible for the California Register by the State Historical Resources Commission; or

3. Included in a local register of historical resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. A historical resource is a resource that is:

4. Identified as significant in an historical resource survey meeting the requirements of Public Resources Code §5024.1(g)

5. Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

Historic Resources In Warner Center

No building located in the WCRCCSP project area is currently identified as contributing to a district eligible for local listing or designation under local ordinance. According to the records search conducted for the project area, the California Points of Historical Interest of the Office of Historic Preservation, the California Historical Landmarks, and the National Register of Historic Places list no properties within a ½-mile radius of the project area.[5]

The California Register of Historical Resources lists two properties within a ½ mile radius of the WCRCCSP project area. These properties maintain a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher or a Point of Historical Interest listed after January 1, 1998.[6] Additionally, there are two City of Los Angeles Historic-Cultural Monuments lists two properties within a ½ mile radius of the project area as described below:

No.93 Pepper Trees

The approximately 300 pepper trees now growing in the city-owned parkway started from a seed (Schinus molle, native to South America) at the nursery owned by Victor Girard of the Boulevard Lan Company, owners of most of what is now an arch over the street. Located along

[5] South Central Coastal Information Center. *Records Search for Warner Center Specific Plan EIR.* March 3, 2009.
[6] Ibid.

Canoga Avenue from Ventura Boulevard south to Saltillo Street, Woodland Hills. The pepper trees were declared a Los Angeles Historic-Cultural Monument in 1972.

No. 488 Canoga Park (Originally Owensmouth) Southern Pacific Railroad Station

The Structure at 21355 Sherman Way was built in 1912 and was one of the few surviving Spanish Revival Railroad Stations in the San Fernando Valley to survive into the late 20th Century. It was declared a historic-cultural monument in May of 1990, but was destroyed by fire in 1995.[7] The station no longer exists and a strip mall parking lot is currently located at the site.

The California Historic Resources Inventory lists 13 properties that have been evaluated for historical significance within a ½ mile radius of the WCRCCSP project area. These properties are included in **Table 4.4-1** below:

TABLE 4.4-1:
PREVIOUSLY EVALUATED HISTORIC RESOURCES IN THE WCRCCSP AREA

Address	Name	Year Constructed	National Register Status
6927 Owensmouth Ave	n/a	1954	Determined ineligible for National Register listing
6931 Owensmouth Ave	n/a	1924	Determined ineligible for National Register listing
6919 Owensmouth Ave	n/a	1953	Determined ineligible for National Register listing
6941 Owensmouth Ace	n/a	1953	Determined ineligible for National Register listing
6955 Owensmouth Ave	n/a	1947	Determined ineligible for National Register listing
7000 Alabama Ave	n/a	1940	Determined ineligible for National Register listing
7006 Alabama Ave	n/a	1952	Determined ineligible for National Register listing
7249 De Soto St	n/a	1941	Determined ineligible for National Register listing
21507 Sherman Way	n/a	1927	Determined ineligible for National Register listing
21622 Sherman Way	n/a	1926	Determined ineligible for National Register listing
21000 Ventura Blvd	n/a	n/a	Determined ineligible for National Register listing
7248 Owensmouth /Ave	Canoga Park Community Center	n/a	Determined eligible as a contributor to a district
6850 Topanga Canyon Ave	Canoga Park High School/Auditorium	n/a	Determined eligible as an individual

[7] California State University, Northridge Digital Library http://digital-library.csun.edu/cdm4/item_viewer.php?CISOROOT=/SFVH&CISOPTR=2176&REC=13 April 16, 2010

Archaeological Resources

Development of the proposed project would be located in an already developed area in the City of Los Angeles. The project area is occupied by single and multi-family residential, commercial, hotel, retail, and office uses. Much of the area has been previously disturbed with the development of these uses.

Archaeological Records Search

Prehistoric and historic archaeological sites exist throughout the City of Los Angeles. Hunter-gatherers inhabited the region long before the arrival of Europeans. Remnants of their cultures continue to found and documented. The project area lies within Gabrielino and Fernandeño ethnographic territories. The terms Gabrielino and Fernandeño refer to Native American groups historically associated with the San Gabriel and San Fernando Missions. These territories are generally believed to incorporate the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers. They include the entire Los Angeles Basin, the coast between Aliso Creek and Topanga Creek and the islands of San Clemente, San Nicholas, and Santa Catalina.

According to the records search conducted by the SCCIC in March 3, 2009, no archaeological sites have been identified within a ½ mile radius of the project area. No archaeological sites are located within the project area. Additionally, no isolates have been identified within the project area or within a ½ mile radius.

According to the records search, 33 studies have been conducted within a ½ mile radius of the project area. Of these, 16 are located within the project area.

The records search conducted for the project area indicates that the segment of project area with the highest likelihood for archaeological sensitivity does not appear to have been previously surveyed for cultural resources (archaeological and historical structures.) This area is the northern most boundary of the project area and includes the Southern Pacific Railroad line and the historical (pre-channelized) Arroyo Calabasas stream course.

Native American Consultation

In response to the Notice of Preparation the Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of cultural resources in the project vicinity. The NAHC and these groups and individuals were contacted by letter in August 2009 to determine any potential for resources to exist on the project area. No responses were received as of preparation of this document. Additionally, a NAHC sacred lands file search was conducted for the site. According to the NAHC, no sacred lands are located within the project site.[8]

[8] Native American Heritage Commission Letter. September 8, 2009.

Paleontological Resources

Paleontological resources are fossilized remains of ancient environments, including fossilized bone, shell, and plant parts; impressions of plant, insects, or animals parts preserved in stone; and preserved tracks of insects and animals. Paleontological resources are best preserved in fine sedimentary rocks such as limestone and siltstone, but are also found in metamorphosed sedimentary rock such as shale, and other geologic units. Paleontological resources are valued for the information they yield about the history of the earth and its past ecological settings. In addition, fossils provide important chronological information that is used to interpret geological processes and regional history.

A paleontological records search was performed for the project area on March 2, 2009 by the Natural History Museum of Los Angeles County. The search indicated that surface deposits in the entire project area consist of soil and younger Quaternary Alluvium, primarily as fan deposits of clays, sands, and gravels derived from the surrounding hills. The uppermost layers of these deposits are unlikely to contain any significant vertebrate fossils, but vertebrate fossils are known from deeper layers. The closest vertebrate fossil locality from similar older Quaternary deposits is LACM 1213, just west and due south of the project area off Mullholland Highway south of Woodland Hills. This vertebrate fossil locality contained a fauna of fossil horse, *Equs*, and ground sloth, *Paramylodon*. The next closest vertebrate fossil locality from these deposits is LACM 5878, off Long Valley Road in Hidden Hills just south of due west of the project area. Farther to the north, just west of due north of the project area in Santa Susana Pass, is LACM 1406, which produced a fossil specimen of a mastodon, *Mammut*.

Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations or regionally. Paleontological remains are accepted as non-renewable resources significant to our culture and, as such, are protected under provisions of the Antiquities Act of 1906 and subsequent related legislation, policies, and enacting responsibilities.

In the State of California, fossil remains are considered to be limited, nonrenewable, and sensitive scientific resources. These resources are afforded protection under the following State of California legislation, California Office of Historic Preservation 1983:

REGULATORY FRAMEWORK

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) established the National Register of Historic Places (NRHP), which is maintained by the National Park Service (NPS) under the Department of the Interior, the Advisory Council on Historic Preservation, State Historic Preservation Offices, and grants-in-aid programs. Criteria for listing on the National Register include

association with events, persons, history, or prehistory or embodiment of distinctive characteristics. These criteria are based on context (theme, place, and time), integrity (location, design, setting, materials, workmanship, feeling, and association), and, if a recent resource, exceptional importance.

The Secretary of the Interior's Standards for the Treatment of Historic Properties provides standards for rehabilitation, renovation, restoration, and reconstruction of historic properties, particularly for properties listed on the National Register of Historic Properties or historic properties that are potentially eligible for the National Register. In general, when a property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations, preservation may be considered as a treatment. Rehabilitation is considered an option when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate.

Other options included in the Secretary of the Interior's Standards include restoration, which generally applies when the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods. Reconstruction applies when a contemporary depiction is required to understand and interpret a property's historic value (including the re-creation of missing components in a historic district or site); when no other property with the same associative value has survived; and when sufficient historical documentation exists to ensure an accurate reproduction.

Section 106 of the NHPA requires all federal agencies to consult the Advisory Council on Historic Preservation before undertaking any activity affecting a property listed on, or eligible for listing on the NRHP. The Advisory Council has developed guidelines for compliance with Section 106 to encourage coordination between lead agencies and cultural resource agencies.

State

California Environmental Quality Act of 1970

- 13 Public Resources Code, 21000 et seq. Requires public agencies and private interests to identify the potential adverse impacts and/or environmental consequences of their proposed project(s) to any object or site important to the scientific annals of California (Division 1, Public Resources Code: 5020.1[b]).

- Guidelines for the Implementation of CEQA (as amended 1 January 1999).

- *State CEQA Guidelines* Sec. 15064.5(a)(3). Provides protection for historical (or paleontological) resources by requiring that they be identified and mitigated as historical resources under CEQA. The State CEQA Guidelines define historical resources broadly

to include any object, site, area, or place that a lead agency determines to be historically significant.

State Office of Historic Preservation

The Office of Historic Preservation (OHP), through its State Historic Preservation Officer (SHPO) and the State Historical Resources Commission, implements state preservation law, and is responsible for maintaining the California Register of Historic Places (California Register) and for administering federally- and state-mandated historic preservation programs.[9] These programs include the California Historic Resources Inventory System (CHRIS), which uses the National Criteria for listing resources significant at the national, state, and local level. CHRIS consists of twelve information centers under contract to OHP to maintain a database of potential archaeological and historic resources, provide information on resources and surveys to the public, and to maintain and provide a list of consultants qualified to do historic preservation fieldwork in their area. In addition, OHP oversees the California Historic Landmarks and California Points of Historical Interest programs, and provides technical assistance to California's city and county governments.
California Register of Historic Resources

A resource may be listed in or eligible for listing on the California Register (CR) if it meets any one of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
- It is associated with the lives of persons important to local, California or national history (Criterion 2).
- It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

Even without a formal determination of significance and nomination for listing on the CR, the lead agency can determine that a resource is potentially eligible for listing. According to OHP, integrity is one of the basic underlying criteria that all listings on the CR must meet. OHP states:

> *Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.*

9 OHP is part of the California Department of Parks and Recreation (also known as State Parks).

Although resources may not maintain enough integrity to be listed on the National Register of Historic Places, a resource may maintain enough integrity to be listed on the CR.

Native American Heritage Commission

Section 50907.9 of the Public Resource Code and Section 7050 of the Health and Safety Code empower the Native American Heritage Commission (NAHC) to regulate Native American concerns toward the excavation and disposition of Native American cultural resources. Among its duties, NAHC is authorized to resolve disputes relating to the treatment and disposition of Native American human remains and items associated with burials. Upon notification of the discovery of human remains by a county coroner, NAHC notifies the Native American group or individual most likely descended from the deceased.

Local

Cultural Heritage Ordinance

In 1962, the City of Los Angeles created a comprehensive ordinance to address potential cultural resources in the City. As a part of the ordinance, the five-member Cultural Heritage Commission was created as the mayoral-appointed body that oversees the designation and protection of local landmarks. The City's Office of Historic Resources provides staff support to the Commission. The Heritage Commission has responsibility for designating as Historic-Cultural Monuments (HCMs) any building, structure, or site important to the development and preservation of the history of Los Angeles, the state, and the nation.

THRESHOLDS OF SIGNIFICANCE

In accordance with CEQA guidelines, the proposed Plan would have a significant cultural resources impact if:

- The project would cause a substantial adverse change in the significance of a historical resource; or

- The project would cause a substantial adverse change in the significance of an archaeological resource; or

- The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

- The project would disturb any human remains, including those interred outside of formal cemeteries.

IMPACT ASSESSMENT

Historic Resources

Implementation of the proposed project could result in new development on or near known or potentially historic sites. In addition, sites that are not currently identified as historic may gain significance over the next 24 years.

The project area is developed with residential, commercial, retail, and business park uses and does not include any structures *currently* listed on the National Register of Historic Places. Furthermore, the National Register of Historic Places, the California Historical Landmarks and the California Point of Historical Interest list no structure within a ½ mile radius of the project area.

The California Register of Historic Resources lists two properties within a ½ mile radius and the City of Los Angeles Historic-Cultural Monuments identifies two properties within a ½ mile radius of the project area. No national, State or local resources either eligible or potentially eligible for listing on register of historic places were identified within the project area. Because this EIR is a programmatic document that defines issues and sets forth development policy in broad terms rather than on a project or site-specific basis, site-specific analysis will be necessary for individual development proposals undertaken over time. Especially over time as buildings in the area get older, they may be identified as significant, where they are not today. In general, any building over 45 years of age should be assessed for potential significance.

Currently, there are no known historic resources or potentially historic buildings in the project area. Future development in the project area would be subject to additional review of site-specific resources. Although such resources are not known at this time, future development may include demolition of a historic resource, or development near a historic resource that would diminish the integrity of the historic resource. Due to the programmatic nature of this EIR, specific project-level design plans (including building locations, heights and positioning) are not available at this time, and a complete assessment of impacts to historic resources of proposed development under the proposed project is not possible. In the future, when specific development projects are proposed within the proposed project area, project design plans will be prepared and subject to site-specific review. The project level plans will be evaluated, to determine the extent of potential impacts to historic resources.

Given that no known historic resources or potentially historic sites are located in the project area, it is not anticipated that the project would result in impacts to historic sites. However, it is possible that due to the time frame of the project (27 years), sites that are not currently historic would become historic in the future. Mitigation measures are proposed to avoid or substantially lessen the potential impacts. The proposed mitigation measures include compliance with the U.S. Secretary of Interior's Standards for rehabilitation, as applicable, and site plan and project modifications to minimize impacts to significant historic resources.

Archaeological Resources

Implementation of the proposed project could cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and this would be a significant impact. Compliance with the identified mitigation measures would reduce this impact to *less than significant*.

No known archeological resources exist within the proposed project_area. In addition, the proposed project area has already been subject to extensive disruption from previous development and may contain artificial fill materials. As such, any archeological resources that may have existed have likely been disturbed. However, the segment of project area with the highest likelihood for archaeological sensitivity does not appear to have been previously surveyed for cultural resources (archaeological and historical structures.) This area is the northern most boundary of the proposed project_area and includes the Southern Pacific Railroad line and the historical (pre-channelized) Arroyo Calabasas stream course. While not expected, the potential exists that construction activities associated with the implementation of the proposed project_would have the potential to unearth undocumented resources. In particular, this could occur in the area near the Southern Pacific Railroad and the Arroyo Calabasas stream course. This could result in a potentially significant impact. Implementation of the mitigation measures below would reduce any potential impacts to a level that is *less than significant* by providing suspension of work until the find can be evaluated by a qualified archeologist so that the find is not damaged or removed in an unauthorized manner.

Paleontological Resources

Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site and this would be considered a significant impact. Implementation of the identified mitigation measure would reduce this impact to *less than significant*.

According to the Paleontological records search conducted for the proposed project, surface grading or shallow excavations in the project area are unlikely to encounter significant vertebrate fossils in the younger Quaternary Alluvium. Deeper excavations that extend into older deposits, however, may uncover significant fossil vertebrate remains. While it is not expected, the remote potential remains for paleontological resources to exist at deep levels. If these resources are disturbed, impacts would be potentially significant. Implementation of the mitigation measures below would reduce any potential impacts to *less than significant* levels by providing for suspension of work until the find is evaluated by a qualified paleontologist. .

Construction activities under the proposed project could result in the disturbance of human remains, including those interred outside of formal cemeteries. However, compliance with the identified mitigation measures would ensure that this impact remains less than significant.

No formal cemeteries are known to have occupied the proposed project area, so any human remains encountered would likely come from archeological or historical contexts. Human

burials, in addition to being potential archeological resources, have specific provisions for treatment in Section 5097 of the California Health and Safety Code (HSC). Because no known archeological sites are present in the project area and the area is underlain by disturbed soils, the presence of human remains is a remote possibility. However, if remains are encountered, disturbing these remains could violate PRC and HSC provisions, as well as destroy the resource. Implementation of the mitigation measures below would ensure that this impact remains *less than significant* by ensuring appropriate examination, treatment, and protection of human remains, if any are discovered.

CUMULATIVE IMPACTS

Construction activities associated with the proposed project could contribute to the progressive loss of cultural resources and result in adverse cumulative impacts. The proposed project could also disturb or destroy cultural resources that may exist on the site, an adverse impact. Thus, the project could result in adverse cumulative impacts to cultural resources. However, mitigation measures have been identified that would avoid or reduce potential project-related impacts. These measures include monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository. Similar measures would be expected of other projects in the surrounding area. Consequently, the incremental effects of the proposed project, after mitigation, would not contribute to an adverse cumulative impact to paleontological resources.

MITIGATION MEASURES

CUL 1: For discretionary projects in the Specific Plan area the City shall require that to the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Secretary of the Interior's Standards shall be deemed to not be a significant impact under CEQA and, in such cases no additional mitigation measures will be required.

CUL 2: For discretionary projects in the Specific Plan area the City shall require that in the event that a future development project is proposed on a site containing a potential historic property, the City shall require, as part of the environmental review of the project, a site-specific historic resources assessment to determine whether the property is a historic resource under CEQA. If the assessment determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under CUL 1 and CUL 2.

CUL 3: For discretionary projects in the Specific Plan area the City shall require that archaeological monitoring, by a qualified archaeologist, of grading of subsurface materials not previously disturbed shall be undertaken. If buried cultural resources are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are

previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

CUL 4: For development in the Specific Plan area the City shall require that if cultural resources are discovered during construction activities, the construction contractor will verify that work is halted until appropriate site-specific treatment measures are implemented.

CUL 5: For discretionary projects in the Specific Plan area the City shall require that if human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials that fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts, and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.

CUL 6: For discretionary projects in the Specific Plan area the City shall require that a qualified paleontologic monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his/her professional opinion, potentially fossiliferous units, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Impacts are anticipated to be less than significant with incorporation of mitigation measures included above.

4.5 GEOLOGY AND SOILS

This section describes the existing geology and soils conditions in the WCRCCSP project area (project site), identifies potential environmental impacts that could occur in the area, and recommends mitigation measures as appropriate to reduce or avoid any impacts; the level of significance of project impacts after mitigation is identified. The information and analysis in this section is based on a number of sources including the City of Los Angeles General Plan Safety Element, Warner Center Specific Plan Environmental Impact Report (1991), Canoga Transportation Corridor Environmental Impact Report (2008), and other publically available resources that describe existing geology and soil conditions in the project area.

EXISTING CONDITIONS

Regional Setting

The proposed project is located within a western portion of the San Fernando Valley, which is an elongated valley, roughly 22 miles long in an east-west direction and generally approximately 9 miles wide in a north-south direction, although stretching to 12 miles wide at its widest point. Situated within the Transverse Ranges geomorphic province of California, the San Fernando Valley is bounded by the San Gabriel and Santa Susana Mountains to the north, the Santa Monica Mountains to the south, the Verdugo Mountains to the east, and the Simi Hills to the west. Geomorphic provinces are large natural regions, dominated by similar rocks or geologic structures.

The Transverse Ranges geomorphic province is composed of several mountain ranges oriented in an east-west direction and extending over 320 miles from the Mojave and Colorado Desert Provinces to Point Arguello at the Pacific Ocean. Included within the Transverse Ranges are portions of Riverside, San Bernardino, Los Angeles, and Ventura Counties. Acting as a northern boundary, the Transverse Ranges truncate the northwest trending structural grain of the Peninsular Ranges geomorphic province, which is composed of multiple mountain ranges and valleys extending southward 775 miles past the US-Mexican Border. The Peninsular Ranges geomorphic province is the largest province in North America.

Southern California is seismically active, being situated at the convergence of the North American and Pacific tectonic plates. Earthquakes along the San Andreas fault relieve convergent plate stress in the form of right lateral strike slip offsets. The Transverse Ranges work as a block causing the San Andreas fault to bend or kink, producing compressional stresses that are manifest as reverse, thrust, and right lateral faults. Faulting associated with the compressional forces creates earthquakes and is primarily responsible for the mountain building, basin development, and regional upwarping found in this area. As rocks are folded and faulted within the rising mountain ranges, landsliding and erosion transport sediment or alluvium into the San Fernando Valley, creating a deep sedimentary basin.

Mountain ranges surrounding the San Fernando Valley contain rocks varying in age from the Pre-Cambrian eon to the Tertiary period and younger sedimentary and volcanic rocks that range from Tertiary period to Quaternary period. As ages of the rocks vary greatly, so does the composition of

the rocks surrounding the valley: from igneous and metamorphic crystalline complexes to marine and nonmarine sediments. Thus, the sediments within the San Fernando Valley vary greatly, both in composition and grain size.

Topography, Slopes and Major Drainage

The floor of the San Fernando Valley slopes gently to the east at about a one percent gradient. Elevations of the valley floor vary from 1,000 ft above mean sea level (MSL) at the north and northwestern ends of the valley, to 500 ft MSL at the Los Angeles River Narrows, the southeastern end of and point at which the Los Angeles River exits the valley. The Los Angeles River Narrows act as base level for the river and the valley.

Sediments from the bounding mountain ranges are carried into and across the San Fernando Valley through numerous seasonal streams flowing to the Los Angeles River, the master drainage for the valley, which flows west to east. The Los Angeles River begins immediately north of the site, at the confluence of Arroyo Calabasas and Bell Creek, between Canoga Avenue and Topanga Canyon Boulevard, north of Vanowen Street. In this area, the Los Angeles River, Arroyo Calabasas, and Bell Creek are concrete lined channels.

The Chatsworth Reservoir, now empty, was previously used by the Los Angeles Department of Water and Power (LADWP) as a water storage facility until 1969 when the dam was deemed to be unsafe in the event of a large earthquake, such as those subsequently experienced in 1971 and 1994. Currently, water flowing into the reservoir is directed through the outlet, which drains to Chatsworth Creek and into Bell Creek. The confluence of the creeks is located approximately 3/4 mile west of Topanga Boulevard. Chatsworth Reservoir is situated approximately 1/4 mile west of Topanga Canyon Boulevard.

The average elevations of the mountains surrounding this portion of the San Fernando Valley range from 1,700 ft MSL for the Santa Monica Mountains, 1,800 ft MSL for the Simi Hills, to 2,000 ft for the Santa Susana Mountains. The highest point in the area is San Fernando Peak in the Santa Susana Mountains, having an elevation of 3,741 ft MSL.

Local Geology and Soils

Holocene to Pleistocene alluvial and older elevated alluvial soils comprise the majority of geologic material exposed at the surface of the San Fernando Valley and within the proposed project area. Quaternary-age Saugus formation exposures are present northeast of the proposed project. The Tertiary Lindero Canyon and Monterey formations and the Cretaceous Chatsworth formation are exposed within the north and northwest portions of the proposed project area.[1]

Prior to construction of flood control dams and channels, the floor of the San Fernando Valley was composed of a series of coalescing alluvial fans with season streams shifting position throughout the valley. Alluvial sediments grade from coarse-grained sands and gravels at the eastern end of the valley, predominately carried into the valley from the crystalline complexes of the San Gabriel

1 Dibblee, T.W., 1989, *Geologic map of the Oat Mountain Quadrangle*, Los Angeles County, California, Map No. DF-22, Scale 1:24,000.

Mountains, to finer grained sediments at the western end of the valley, carried from the Tertiary and pre-Tertiary sedimentary formations surrounding this portion of the valley.[2] Generally, the finer grained sediments of the west valley contain shallow and perched groundwater, as well as coarse-grained stream channel deposits. Lateral discontinuity of lithologies typifies the valley's alluvium. Development throughout the project area has disturbed the majority of near-surface alluvial materials.

The underlying alluvial sediments of the western San Fernando Valley are Paleogene to Miocene sedimentary strata and Miocene Topanga and Modelo formations.[3] These rocks extend and are exposed within the Santa Monica Mountains. Cretaceous-age rocks exposed within the Simi Hills are 2 km higher than similar strata under the western San Fernando Valley, being separated by the Chatsworth Reservoir fault. The depth of alluvium within the project area may vary from 100 to 700 ft below the ground surface (bgs).

The project area is generally comprised of loose to dense silty sands and stiff to hard silts with some clays and gravels underlain by very dense sands and gravels and very hard silts.

Area Conditions

The proposed project area consists of approximately 966.8 acres located on relatively flat terrain. The site topography is gentle sloping and ranges in elevation from approximately 778 feet above mean sea level (AMSL) to 895 feet AMSL.

Faulting and Seismicity

Southern California is a geologically complex and diverse area, dominated by the compressional forces created as the North American and Pacific tectonic plates slide past one another along a transform fault known as the San Andreas. Regional tectonic compressional forces shorten and thicken the earth's crust, creating and uplifting the local transverse mountain ranges, including the Santa Susana, Santa Monica, and San Gabriel. A variety of fractures within the crust are created to accommodate the compressional strain, allowing one rock mass to move relative to another rock mass; this is a fault. Within Southern California, several fault types are expressed, including lateral or strike slip faults, vertical referred to as normal and reverse or thrust faults, and oblique faults accommodating both lateral and vertical offset. Earthquakes are the result of sudden movements along faults, generating ground motion (sometimes violent) as the accumulated stress within the rocks is released as waves of seismic energy.

The project area is geologically complex with numerous slow moving faults such as the blind thrust responsible for the magnitue (Mw) 6.7 Northridge earthquake of 1994. Many faults shown on regional geologic maps within a 100-mile radius of the project site were recognized to be active (Holocene displacement) or potentially active (Quaternary displacement) by CGS and the USGS.

2 Tinsley, J.C., T.L. Youd, D.M. Perkins, and A.T.F. Chen, 1985, Evaluating *Liquefaction Potential*, In Joseph I. Zioney, ed. *Evaluating Earthquake Hazards in the Los Angeles Region – An Earth Science Perspective*, U.S. Geological Survey, Professional Paper 1360, pp. 263-315.

3 Wright, T.L., 2001, *Subsurface Geology of the San Fernando Valley, California*, 97th Annual Meeting, and Pacific Section, American Association of Petroleum Geologists, April 9-11, 2001.

Figure 4.5-1 depicts the location of recognized faults within Los Angeles and San Fernando Valley areas. Known faults within the area, classified as either active or potentially active are listed in **Table 4.5-1**.

In many cases, only portions of the known length of a fault are included within an Alquist Priolo earthquake fault zone. Inclusion within an earthquake fault zone occurs when, for example, the ground surface is ruptured by a fault, as exemplified by the San Fernando segment of the Sierra Madre fault zone during the 1971 San Fernando earthquake. Portions of earthquake fault zoned faults that have not experienced recent ground rupture or have not been investigated are not necessarily included within an earthquake fault zone. No earthquake fault zoned faults extend into or cross the project area at this time.

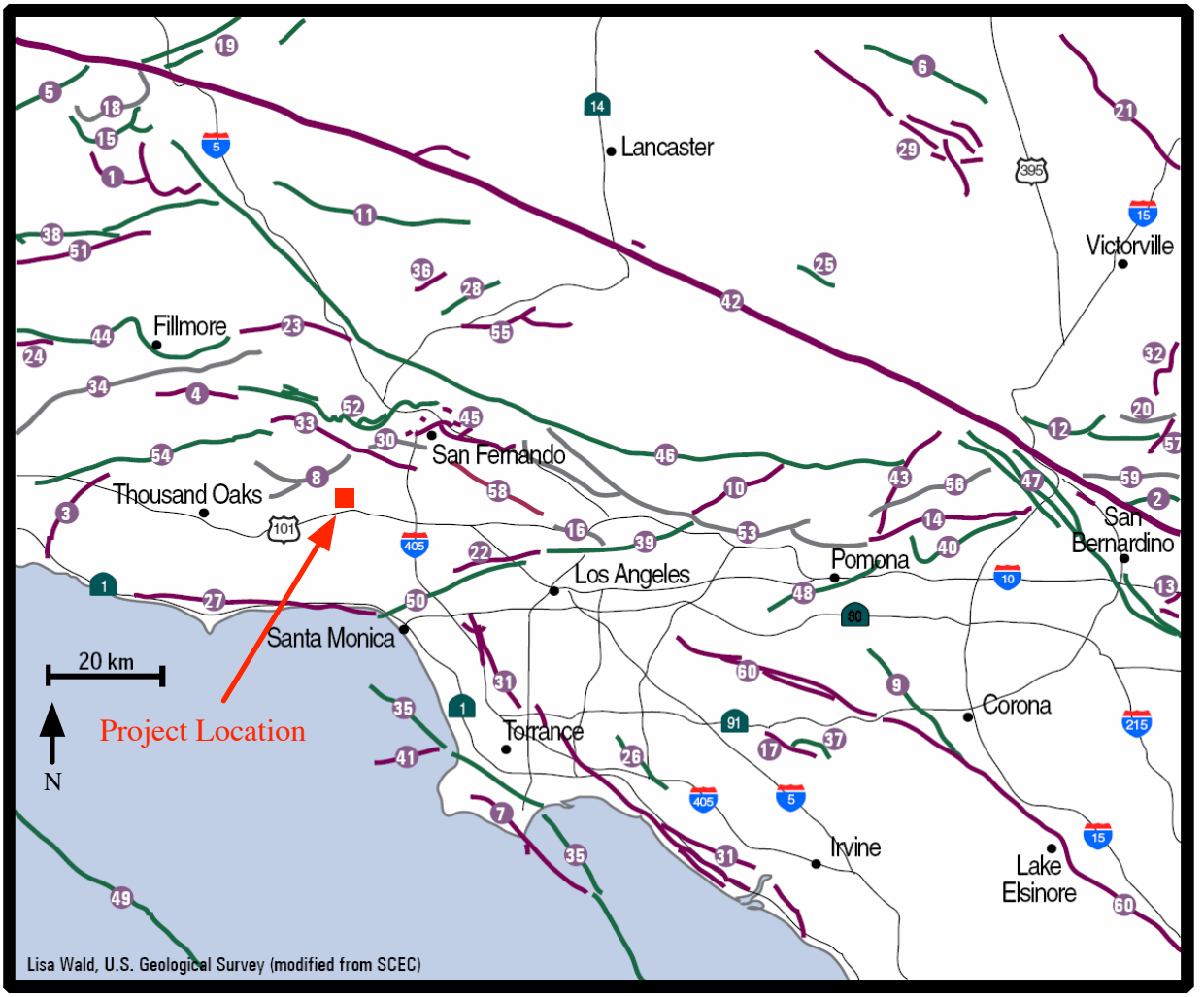
Several faults are present in Southern California that have no surface expression. These faults are generally known as blind thrust faults. Both the Whittier Narrows earthquake (1987) and the Northridge earthquake (1994) occurred on blind thrust faults. Blind thrust faults are low angle reverse faults that do not extend to the surface; therefore, identifying their locations from surface mapping is difficult at best. Rather deep bore holes and seismic records provide details about the geometry of these faults. North of the project area is the Northridge Thrust also known as the Pico Thrust, as it is known for its creation of the Pico Anticline. Movement on the Northridge Thrust resulted in the 1994 Northridge earthquake. This fault is thought to be part of the Oak Ridge fault, situated northwest of the area, extending offshore where it is known to be seismically active. As the trace of the Oak Ridge fault is followed eastward, it is obscured and is overlain by the Santa Susana fault, thereby creating a blind thrust in the area of the project.

Strong Ground Motion

Ground shaking intensity is influenced by several factors, including but not limited to the distance of the epicenter from the site and depth at which the earthquake occurred, the magnitude of the earthquake, subsurface geologic structures, as well as surface topography, depth of groundwater, and strength of the earth materials underlying the site.

An earthquake's intensity is the affect the ground shaking has on the earth's surface. Several methods for rating earthquakes have been developed, but within the United States, the Modified Mercalli Intensity (MMI) is used. This system is not mathematically derived, but is simply based on observation of destruction, indexed to the roman numerals I through XII, with an "I" representing an event that was nearly unperceivable, to "XII," which represents near total destruction of all structures and the land surface is deformed.

Measurements of ground motion or magnitudes of the amount of energy released by an earthquake are quantified and recorded on various scales, the first of which was originally developed by Charles F. Richter in 1935. The scales are based on a logarithm of the amplitude of waves recorded by seismographs. Several scales have been developed, but most commonly used are the Richter magnitude or local magnitude (ML), the surface-wave magnitude (Ms), the body wave magnitude (Mb), and the moment magnitude (Mw). Currently, the moment magnitude is most commonly reported, as it is based on the concept of seismic moment and is the most accurate scale for large magnitude earthquakes.



1 Alamo thrust
2 Arrowhead fault
3 Bailey fault
4 Big Mountain fault
5 Big Pine fault
6 Blake Ranch fault
7 Cabrillo fault
8 Chatsworth fault
9 Chino fault
10 Clamshell-Sawpit fault
11 Clearwater fault
12 Cleghorn fault
13 Crafton Hills fault zone
14 Cucamonga fault zone
15 Dry Creek
16 Eagle Rock fault
17 El Modeno
18 Frazier Mountain thrust
19 Garlock fault zone
20 Grass Valley fault
21 Helendale fault
22 Hollywood fault
23 Holser fault
24 Lion Canyon fault
25 Llano fault
26 Los Alamitos fault
27 Malibu Coast fault
28 Mint Canyon fault
29 Mirage Valley fault zone
30 Mission Hills fault
31 Newport Inglewood fault zone
32 North Frontal fault zone
33 Northridge Hills fault
34 Oak Ridge fault
35 Palos Verdes fault zone
36 Pelona fault
37 Peralta Hills fault
38 Pine Mountain fault
39 Raymond fault
40 Red Hill (Etiwanda Ave) fault
41 Redondo Canyon fault
42 San Andreas Fault
43 San Antonio fault
44 San Cayetano fault
45 San Fernando fault zone
46 San Gabriel fault zone
47 San Jacinto fault
48 San Jose fault
49 Santa Cruz-Santa Catalina Ridge f.z.
50 Santa Monica fault
51 Santa Ynez fault
52 Santa Susana fault zone
53 Sierra Madre fault zone
54 Simi fault
55 Soledad Canyon fault
56 Stoddard Canyon fault
57 Tunnel Ridge fault
58 Verdugo fault
59 Waterman Canyon fault
60 Whittier fault

SOURCE: Canoga Transportation Corridor Environmental Impact Report, 2008

Figure 4.5-1

Regional Fault Map

TABLE 4.5-1:
SIGNIFICANT FAULTS WITHIN PROJECT VICINITY

Fault Name Relative Fault Geometry (ss) strike slip, (r) reverse, (n) normal, (rl) rt. lateral, (ll) left lateral, (o) oblique, (t) thrust	Fault Class	Approximate Distance to Fault[2] (miles)	Direction from Site (miles)	Maximum Moment Magnitude	Fault Length (miles)	Dip angle, direction	Alquist Priolo Earthquake Fault Zoned
Chatsworth[3] - r	B	3.5	NW	6.8	12	N	NO
Northridge Hills3 - r	B	4	NE	6.2	10	N	NO
Mission Hills[3] - r	B	5	NE	6.2	7	N	NO
Sierra Madre (Santa Susana) - r	B	7.6	N	7.2	35.4	45°, N	YES
Simi Santa Rosa - r	B	9.0	NW	7.0	25	60°, N	YES
Northridge[4] - r	B	9.6	NE	7.0	19.3	42°, S	NO
Sierra Madre (San Fernando) - r	B	10.4	NE	6.7	11.2	45°, N	YES
Verdugo - r	B	12.3	NE	6.9	18	45°, NE	NO
Holser - r	B	14.0	NE	6.5	12.4	65°, S	YES
Malibu Coast - ll,r,o	B	9.5	SSW	6.7	23	75°, N	YES
Oak Ridge (onshore) - r	B	15.0	NW	7.0	30.5	65°, S	YES
San Gabriel - ss, rl	B	15.3	NNE	7.2	44.7	90°	YES
Santa Monica (Onshore) - ll,r,o	B	11.0	S	6.6	17.4	75°, N	NO
Hollywood - ll,r,o	B	12.9	SE	6.4	10.56	70°, N	NO
Anacapa- Dume - r,II,o	B	13.0	SW	7.5	46.6	50°, N	NO
San Cayetano - r	B	19.0	NNW	7.0	26	60°,N	YES
Sierra Madre (Sierra Madre B) - r	B	19.8	NE	7.2	35.4	45°, N	YES
Newport - Inglewood (Rose Canyon) - rl,ss	B	17.1	SE	7.1	41	90°	YES
Upper Elysian Park[4] - r	B	17.1	SE	6.4	12.4	50°, NE	NO
Palos Verdes (Offshore) - rl,ss	B	17.6	S	7.3	59.6	90°	NO
Puente Hills Blind Thrust[4] - r	B	19.1	SE	7.1	27.3	25°, N	NO
Raymond - ll,r,o	B	20.6	SE	6.5	14.3	75°, N	YES
Santa Ynes - east segment, II - ss	B	32	NW	7.1	42.2	80°	YES
San Andreas (Mojave) - ss,rl	A	33.5	NNE	7.4	64	90°	YES
San Andreas (Cholame) - ss,rl	A	33.5	NNE	7.3	39	90°	YES
Elsinore (Whittier) - rl,r,o	A	35.2	SE	6.8	23.6	75°, NE	YES

Notes:

1. Fault characterization based on CGS database (Cao, T., Bryant, W.A., Rowshandel, B., Branum, D., and Willis, C.J., 2003, *Revised 2002 California Probabilistic Seismic Hazard Maps*, June 2003) compiled by the computer program (EZFRISK Risk Engineering, Inc., 2005, EZ-FRISK) computer program). Distance, which is defined as the closest distance to rupture surface, was computed using the EZFRISK program with the relationship by Sadigh et al. (Sadigh, K., Chang, C.Y., Egan, J.A., Makdisi, F., and Youngs, R.R., 1997, *Attenuation Relationships for Shallow Crustal Earthquakes Based on California Strong Motion Data*, Seismological Research Letters, Volume 68, No. 1)
2. Approximate distance from the intersection of Canoga Avenue and Vanowen.
3. Not in database. These are potentially active faults based on Southern California Earthquake Data Center, www.data.scec.org, Baldwin, J. N., Kelson, I. K., Paleoseismic Investigation of the Northridge Hills fault, Northridge, CA, 1998.
4. The Northridge, Puente Hills, and the Upper Elysian blind thrust faults do not have surface expression. These are considered active faults.

SOURCE: Metro Orange Line Extension Final EIR, 2008

Earthquake-induced ground motion intensity can be described using peak site accelerations, represented as a fraction of the acceleration of gravity (g). Peak bedrock accelerations for design level earthquakes on a nearby fault can be calculated using any of a number of different attenuation relationships.

Given the proximity of the proposed project area with respect to the faults listed within **Table 4.5-1** and shown on **Figure 4.5-1**, in conjunction with known damage associated with both the 1971 San Fernando Earthquake (6.7 Mw), and the 1994 Northridge earthquake (6.7 Mw) intense ground shaking should be expected in the future with force sufficient to produce a X or XI on the MMI. The strongest ground acceleration ever measured instrumentally within an urban area of North America (Southern California Earthquake Center [SCEC]) was measured during the Northridge earthquake to be 1.8g, recorded on Tarzan Hill, some 2 miles from the project area.[4]

Liquefaction and Related Ground Failures

Liquefaction occurs when saturated, low relative density, low plastic materials are transformed from a solid to a near-liquid state. This phenomenon occurs when moderate to severe seismic ground shaking causes pore-water pressure to increase. Site susceptibility to liquefaction is a function of the depth, density, soil type, and water content of granular sediments, along with the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 ft of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects.[5]

The expected level of ground shaking in the proposed project area is high enough to initiate liquefaction. This in conjunction with known shallow groundwater (less than 50 ft below ground surface -- bgs) and the presence of loose to medium dense sands, silty sands, and stiff silts provide for susceptibly to liquefaction within portions of the proposed project area.

A seismic hazard zone map, produced by the State of California[6] indicates that the project area is susceptible to liquefaction. Areas that are designated as potential liquefaction zones have or have had a water table shallower than 40 ft bgs. Soils with a potential for liquefaction are in part due to the Los Angeles River with its young sediments and near surface groundwater.

Los Angeles City Safety Elements maps also depict the project area to be within areas of liquefaction. City of Los Angeles maps delineate two zones: Liquefiable Areas (groundwater 30 ft or less bgs) and Potential Liquefiable Area (groundwater between 30 ft and 50 ft bgs).

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4 Shakal, A., M. Huang, R. Darragh, T. Cao R. Sherburne, P. Malhotra, C. Cramer, R. Sydnor, V. Graizer, G. Maldonado, C. Peterspm, and J. Wampole, 1994, *CSMIP Strong Motion Records from the Northridge, California, Earthquake of 17 January 1994*, report OSMS 94-07, California Division of Mines and Geology, Sacramento, California.

5 Youd, T.L. and Perkins, D M., 1978, *Mapping Liquefaction-Induced Ground Failure Potential*, Proceedings of the American Society of Civil Engineers, Journal of the Geotechnical Engineering Division, v. 104, no. GT4, pp. 433-446.

6 California Geological Survey, 2001, *Alquist-Priolo Earthquake Fault Zone (APEFZ) maps*, Geographic Information System (GIS) data files.

Seismic hazards including identified liquefaction hazards zones are shown on **Figure 4.5-2**.

Subsidence

Subsidence is a general term for the slow, long-term regional lowering of the ground surface with respect to sea level. It can be caused by natural forces such as the consolidation of recently deposited sediments or by man-induced changes such as the withdrawal of oil field fluids or the dewatering of an aquifer. Subsidence occurs as a gradual change over a considerable distance (miles) or, less commonly, it can occur in discrete zones.

Expansive Soils

Expansive soils, also known as Shrink-Swell soils, are primarily clay-rich soils subject to changes in volume with changes in moisture content. The resultant shrinking and swelling of soils can influence all fixed structures, utilities and roadways. Included within the definition of expansive soils are certain bedrock formations with expansive rock strata and weathered horizons. Based on soil descriptions noted in the boring logs reviewed, there is no significant potential for presence of expansive soils within the near surface.

Seismically Induced Settlement

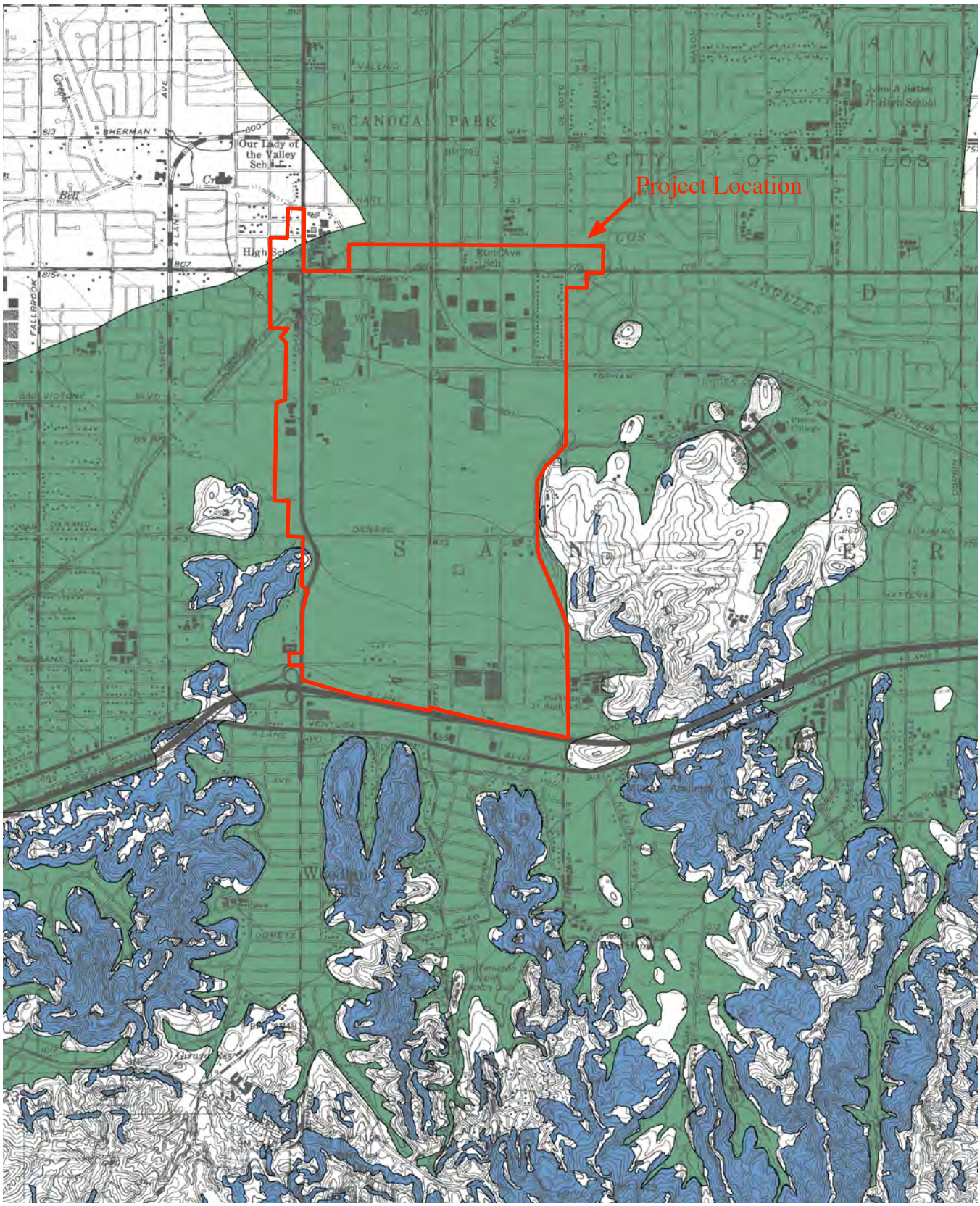
Strong groundshaking can cause the densification of soils, resulting in local or regional settlement of the ground surface. During strong groundshaking, soil grains may become more tightly packed due to the collapse of voids or pore spaces, resulting in a reduction in the thickness of the soil column. This type of ground failure typically occurs in loose granular, cohesionless soils, and can occur in either wet or dry conditions. Artificial fills may also experience seismically induced settlement.

Slope Instability and Erosion

Landslide and mudflow are terms used to designate certain forms of natural or man-induced slope instability that may adversely influence life or property. Included are a number of different processes that range from very slow (a few inches in a hundred years) to extremely rapid (70 or more miles per hour). Included within the definition of this hazard are all gravity-induced downslope movements including the separate phenomena of rockfall, soil creep, soil failures, dry raveling, rotational and transitional slides, flows, slumps and complex combinations of the above phenomena. The hazard applies to both natural and constructed slopes. Contributing factors include erosion, earthquake ground shaking, brush fires, and groundwater.

The City of Los Angeles General Plan Safety Element notes that the southeastern portion of the project area is located within a hillside area (i.e., Chalk Hills). Although no landslides are noted for the project area, a 5-100 acre bedrock landslide is noted as having occurred within close proximity within the Chalk Hills area.[7]

[7] Source: Source: City of Los Angeles General Plan (1996), Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles.



SOURCE: California Department of Conservation, Division of Mines and Geology, 1998

WCRCCSP ■

Figure 4.5-2

Seismic Hazards

Erosion is the wearing away or deposition of land surface by wind or water. Erosion occurs naturally from weather or runoff, but can be intensified by land clearing practices.

Mineral Resources

Oil and gas exploration and pumping from proven reserves has occurred extensively with the Santa Susana Mountains to the north and northeast of the site. The Northridge Hills Anticline was explored as a potential oil trap by drilling numerous exploratory borings within the area. The California Department of Conservation's Regional Wildcat Maps for Districts 1 and 2 indicates there are no wells in the project area.

REGULATORY FRAMEWORK

State

The *Alquist-Priolo Geologic Hazards Zone Act* was passed in 1972 by the State of California to mitigate the hazard of surface faulting to structures for human occupancy. The Act has been amended 10 times and was renamed the Alquist-Priolo Earthquake Fault Zoning Act on January 1, 1994. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of structures used for human occupancy on the surface trace of active faults as documented in Special Publication 42 by CGS. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The *Seismic Hazards Mapping Act of 1990* was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under this Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards. California Geological Survey (CGS) Special Publication 117, adopted in 1997 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting, and for recommending mitigation measures as required by Public Resources Code Section 2695 (a). In accordance with the mapping criteria, the CGS seismic hazard zone maps use a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

The *California Building Code* (CBC) [California Code of Regulations (CCR), Title 24] is a compilation of building standards, including seismic safety standards for new buildings. CBC standards are based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. Given the State's susceptibility to seismic events, the seismic standards within the CBC are among the strictest in the world. The CBC applies to all occupancies in California, except where stricter standards have been adopted by local agencies. The State recently adopted the 2007 CBC, which became effective on January 1, 2008. Specific CBC building and seismic safety regulations have been incorporated by reference in the Los Angeles Municipal Code with local amendments.

City

The *City's General Plan Safety Element*, which was adopted in 1996, addresses public safety risks due to natural disasters including seismic events and geologic conditions, as well as sets forth guidance for emergency response during such disasters. The Safety Element also provides maps of designated areas within the City that are considered susceptible to earthquake-induced hazards such as fault rupture and liquefaction.

Earthwork activities, including grading, are governed by the *Los Angeles Building Code*, which is contained in Los Angeles Municipal Code (LAMC), Chapter IX, Article 1. Specifically, Section 91.7006.7 includes requirements regarding import and export of material; Section 91.7010 includes regulations pertaining to excavations; Section 91.7011 includes requirements for fill materials; Section 91.7013 includes regulations pertaining to erosion control and drainage devices; Section 91.7014 includes general construction requirements as well as requirements regarding flood and mudflow protection; and Section 91.7016 includes regulations for areas that are subject to slides and unstable soils. Additionally, the Los Angeles Building Code includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. The Los Angeles Building Code incorporates by reference the CBC, with City amendments for additional requirements. The City Department of Building and Safety is responsible for implementing the provisions of the Los Angeles Building Code.

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines, as amended through January 1, 2010, provides criteria under which a project could have a significant impact. Specifically, the proposed project would have a significant geology and soils impact if it results in any of the following and cannot be adequately mitigated:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
   - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
   - ii) Strong seismic ground shaking;
   - iii) Seismic-related ground failure, including liquefaction; or
   - iv) Landslides.

b) Result in substantial soil erosion or the loss of topsoil;

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The City of Los Angeles CEQA Thresholds Guide states that a project would normally have a significant geology and soils impact if the project would:

Geologic Hazards

- Cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

Sedimentation and Erosion

- Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or

- Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on-site.

Landform Alteration

- One or more distinct and prominent geologic or topographic features would be destroyed, permanently covered, or materially and adversely modified as a result of the project. Such features may include, but are not limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

The *City of Los Angeles CEQA Thresholds* above are used in the following analysis.

IMPACT ASSESSMENT

Geologic Hazards

Available maps indicate that the proposed project is not located within an Alquist-Priolo Earthquake Fault Zone and therefore, the potential for fault rupture is considered negligible. Nonetheless, as is the case with much of Southern California, and as noted above, intense groundshaking is to be expected in the area as a result of proximity to known faults.

Southern California is a seismically active region capable of generating earthquakes (including groundshaking) of considerable magnitude. As noted in **Table 4.5-1**, there are active faults located within close proximity of the project area that are capable of generating a maximum moment magnitude earthquake of 6.2 or greater. Movement along these faults could generate an earthquake capable of causing considerable damage to buildings and infrastructure located within Warner Center; similar risks exist for adjacent areas. The California Building Code requires that structures built in the State be constructed to address the seismic nature of the region. In addition, there are other safety considerations (e.g. Alquist-Priolo Earthquake Fault Zone required to be evaluated before a structure can be built). As such, the development under the Specific Plan would not expose

people to unknown safety issues associated with seismicity (including groundshaking). Therefore, impacts to the proposed project from seismicity (including groundshaking) would be less than significant.

Liquefaction

As noted previously, soils in the southwestern portion of the San Fernando Valley have high to very high potential for liquefaction and therefore, these conditions could exist in the proposed project area. Based upon the analysis above, the development under the Specific Plan could result in significant impacts associated with liquefaction.

Subsidence

The proposed project does not include water or oil wells that could result in subsidence. Any dewatering of sites that may occur to accommodate any underground structures such as parking are anticipated, with proper engineering, to have negligible affects and not significantly impact adjacent uses.

Expansive Soils

Clayey soils present within the near surface can expand when saturated. A quantitative assessment of the expansion potential of the soils was not performed for this study. Site-specific geologic and engineering studies are required for new development and therefore, impacts associated with any expansive soils present in the area would be addressed through site-specific design, therefore impacts are considered less than significant.

Slope Stability

As noted previously, the City of Los Angeles General Plan Safety Element notes that the southeastern portion of the proposed project is located within a hillside area (i.e., Chalk Hills), but no landslides have been recorded. Therefore, impacts associated with slope stability on the proposed project site are anticipated to be less than significant.

Sedimentation and Erosion

Implementation of the proposed project would include a continuation of the construction of urban land uses and associated urban runoff to existing stormwater conveyance facilities, thereby reducing the potential for erosion occurring on-site. As such, implementation of the proposed project would result in less than significant impacts related to substantial soil erosion.

Landform Alteration

A portion of the Chalk Hills is located in the southern portion of the WCRCCSP area, although the majority of the area is relatively flat. Major landform alterations are not anticipated as part of the Specific Plan. However, if an individual project did propose substantial earthmoving that could

result in a major change to landforms in the area, additional environmental review would be required.

CUMULATIVE IMPACTS

Impacts associated with geology and soils are typically confined to a project site or within a very localized area and do not affect off-site areas. Cumulative development in the area would, however, increase the overall potential for exposure to seismic hazards by potentially increasing the number of people exposed to seismic hazards. As for development in the proposed project area, cumulative development would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the CBC and the LAMC. As such, adherence to applicable building regulations and standard engineering practices would ensure that cumulative impacts would be less than significant.

MITIGATION MEASURES

GEO-1: The City shall require that individual projects prepare detailed geotechnical investigations that address site-specific geologic constraints of the site including soil conditions (including liquefaction and expansive soils) and stability. The study shall include recommendations related to erosion control and other site-specific conditions including seismicity for construction of individual projects.

GEO-2: The City shall require that individual projects be constructed in compliance with the Los Angeles Municipal Code and California Building Code and other applicable regulations.

GEO-3: Unless otherwise specified by the City of Los Angeles, the City shall require that individual projects demonstrate compliance with specific recommendations for grading, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, asphalt concrete pavement and interlocking pavers, design review, construction monitoring and geotechnical testing as identified in a site-specific geotechnical study, to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits.

GEO-4: The City shall require that individual projects comply with the following Department of Building and Safety requirements (if not already covered by mitigation measure GEO-3), prior to issuance of a grading permit for the project:

- Prior to the issuance of a grading permit by the Department of Building and Safety, the consulting geologist and soils engineer for each project shall review and approve project grading plans. This approval shall be conferred by signature on the plans which clearly indicate the geologist and/or soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report.

- Prior to the commencement of grading activities, a qualified geotechnical engineer and engineering geologist shall be employed on each project for the purpose of

observing earthwork procedures and testing fills for conformance to the recommendations of the City Engineer, approved grading plans, applicable grading codes, and the geotechnical report approved to the satisfaction of the Department of Building and Safety.

- On each project, during construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Los Angeles Municipal Code and California Building Code and to the satisfaction of the City Engineer and the Superintendent of Building and Safety.

- Any recommendations prepared by the consulting geologist and/or soils engineer on each project for correction of geologic hazards, if any, encountered during grading shall be submitted to the Department of Building and Safety for approval prior to issuance of a Certificate of Occupancy for the project.

- Grading and excavation activities shall be undertaken in compliance with all relevant requirements of the California Division of Industrial safety, the Occupational Safety and Health Act of 1970 and the Construction Safety Act.

GEO-5: The City shall require that individual projects conform to applicable criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.

GEO-6: The City shall require that seismic design for structures and foundations within WCRCCSP shall comply with the parameters outlined in the 2008 California Building Code as designated for site-specific soil conditions.

GEO-7: The City shall require that individual projects within WCRCCSP shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the Los Angeles Municipal Code and California Building Code and Grading Ordinance as may be identified by the Department of Building and Safety prior to Plan Check approval on each building.

GEO-8: The City shall require that the structural design of each building within the WCRCCSP area shall comply with the seismic standards of the most recent applicable California Building Code according to the seismic zone and construction type.

GEO-9: The City shall require that on each project site, during inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit.

GEO-10: The City shall require appropriate erosion control and drainage devices to be incorporated to the satisfaction of the Department of Building and Safety in to every project within the WCRCCSP area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures,

GEO-11: The City shall require that if temporary excavation slopes are to be maintained during the rainy season, all drainage shall be directed away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope.

GEO-12: The City shall require that on each project site provisions are made for adequate surface drainage away from areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment.

GEO-13: The City shall require that all projects within the WCRCCSP area shall comply with National Pollutant Discharge Elimination System (NPDES) permit requirements, including preparation of Storm Water Pollution Prevention Plans. As part of each SWPPP, Best Management Practices (BMPs) would be identified for construction to reduce soil erosion and pollutant levels to the maximum extent possible.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures provided above, the potential for impacts to the proposed project related to geology and soils would be similar to other projects in Southern California and considered less than significant.

4.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes and evaluates the potential risks to human health and safety associated with the transportation, use, storage and disposal of hazardous materials associated with construction and operation of the proposed project. It also evaluates potential incidents of upset (e.g., accidental spills) involving hazardous materials and their potential impact on area residents and businesses. This section identifies and discloses the status of the project site as an identified hazardous materials site (if applicable) on state or federal agency databases. The information and analysis provided in this section is largely derived from the City of Los Angeles General Plan Safety Element, Canoga Transportation Corridor Project Final Environmental Impact Report (2009), Warner Center Specific Plan EDR Report April 2010 (see **Appendix E** of this EIR), and other publically available resources.

EXISTING CONDITIONS

Hazardous Materials

Hazardous materials are substances that by their nature and reactivity have the capacity for causing harm or health hazards during normal exposure or an accidental release or mishap. They are characterized as being toxic, corrosive, flammable, reactive, an irritant, or a strong sensitizer. The term "hazardous substances" encompasses chemicals regulated by U.S. Department of Transportation (DOT) and Environmental Protection Agency (EPA), including emergency response. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Many state and federal laws regulate hazardous materials and hazardous wastes. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health, and land use. The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as "Superfund," is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes.

Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

Hazardous waste in California is regulated primarily under the authority of the federal RCRA and the California Health and Safety Code. Other California laws regarding hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

The project area is occupied with a range of land uses including commercial businesses and industrial uses. These uses may use and contain facilities used for storage of potentially hazardous substances.

Volatile Organic Compounds (VOC) in Groundwater

Where groundwater is present at shallow depths (15 to 20 ft below the ground surface [bgs]) low concentrations of VOC (close to maximum contaminate levels [MCL]) may be present in the following two areas:

- Chlorinated solvents (e.g., Tetrachloroethylene [Perchloroethylene] [PCE], Trichloroethylene [TCE]) from the former Rocketdyne facilities south of the Los Angeles River within the project area.

- Fuel VOC (e.g., benzene, toluene, ethylbenzene, and xylene [BTEX]; Methyl tert-butyl ether [MTBE]) from former leaking underground storage tank (LUST) cases within approximately 200 ft south of Sherman Way.

As of 2003, off-site investigation and remediation for the existing remaining Rocketdyne facilities at 6933 Canoga Avenue (currently referred to as Pratt & Whitney) was considered completed by Regional Water Quality Control Board, while on-site groundwater monitoring continues for the facility. As of the most recent monitoring report in 2006, PCE was reported at a concentration of 28 ppb in a monitoring well in the northeastern corner of the facility, on the northeastern corner of Vanowen Street and Canoga Avenue.

A hazardous material and waste database survey was conducted for the Warner Center area and surroundings extending up to two miles from the Warner Center boundaries. The database query follows search requirements of the EPA's Standards and Practices for All Appropriate Inquiries (40 Code of Federal Regulations, Part 312) and the American Society for Testing and Materials (ASTM) Designation E 1527-05. Environmental issues were defined using the ASTM definition of a recognized environmental condition (REC). REC means "the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property."

Provided below is a summary of the database findings (group by major categories)1:

- Transporters/Generators – A total of 112 companies have been identified within 2.0 miles of the project area.

1 Note: Totals are approximate since multiple databases are used to compile the EDR lists.

- Oil and Hazardous Substance Releases – A total of 5 locations have been identified which are located within 2.0 miles of the project area.

- Known Contamination Site – A total of 12 locations have been identified which are located within 2.0 miles of the project area.

- Landfills – A total of 2 landfills are located within 2.0 miles of the project area.

- Leaking Underground Storage Tanks – A total of 117 locations have been identified which are located within 2.0 miles of the project area.

- Spills, Leaks, and Cleanups – A total of 54 locations have been identified which are located within 2.0 miles of the project area.

- Recycling Facilities – A total of 6 locations have been identified which are located within 2.0 miles of the project area.

- Underground Storage Tanks – A total of 196 locations have been identified which are located within 2.0 miles of the WCSP site.

- Toxic Chemical Releases - A total of 9 locations have been identified which are located within 2.0 miles of the project area.

- Radioactive Materials (possess or use) - A total of 3 locations have been identified which are located within 2.0 miles of the project area.

- National Pollutant Discharge Elimination System - A total of 31 locations have been identified which are located within 2.0 miles of the project area.

- Waste Discharge - A total of 13 locations have been identified which are located within 2.0 miles of the project area.

- Dry Cleaners – A total of 17 locations have been identified which are located within 2.0 miles of the project area.

- Historic Auto Stations - A total of 12 locations have been identified which are located within 2.0 miles of the project area.

Sensitive Receptors

The Woodlands Hills Academy and Canoga Park High School are located within one-quarter mile of the project. The Woodland Hills Academy is located at 20800 Burbank Boulevard and the Canoga Park High School is located at 6850 Topanga Canyon Boulevard. Both schools are operated by the

Los Angeles Unified School District.[2] In addition, hart Elementary School is located 0.3 miles north of the Los Angeles River, just outside the project area and Ivy Academia Charter School is located on De Soto Avenue, just north of Oxnard Street within the project area. In addition Kaiser Hospital located at the southeast corner of the project area is a sensitive receptor as well as the residential areas located throughout the project area.

Airport Hazards

The project area is not located within an airport land use plan and is not located within a 2-mile radius of an airport. Bob Hope Airport is located approximately 20 miles to the east and Los Angeles International Airport is located approximately 29 miles to the south.

Wildland Fires

The project area is not located in a wildlands fire area.[3]

Emergency Response and Evacuation Plans

The City of Los Angeles' Emergency Operations Organization (EOO) is responsible for implementing the Safety Element of the General Plan. The EOO functions as a chain of command and protocols which integrate the City's emergency operations into a single operation. It centralizes command and information coordination so as to enable the chain of command to operate efficiently and effectively in deploying resources. The Emergency Operations Board (EOB) supervises the EOO (i.e., City) emergency preparedness, response and recovery. It is comprised of the heads of the City's critical emergency operations agencies, such as the Board Public Works, Fire and Police departments, and other critical departments. The City's Transportation Division is responsible for developing plans for the maintenance of traffic control devices, emergency travel routes to be used in the event of an emergency, placement of barricades as necessary or as directed by the chiefs of the Police and Fire Suppression and Rescue Divisions, direction and control of traffic and coordination with all other agencies supplying common carrier services.

Although the City's Safety Element does not specifically identify evacuation routes, the project area is served by a number of major north/south and east/west streets including Topanga Canyon Boulevard, Burbank Boulevard and Victory Boulevard. State Route 101 is located immediately south of the project area and provides regional north/south access to adjacent freeway corridors.

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines provides criteria under which a project could have a significant impact. Specifically, the project would have a significant hazard and hazardous materials impact if it results in any of the following and cannot be adequately mitigated:

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[2] Sources: Los Angeles Unified School District, Find a School website: http://notebook.lausd.net/schoolsearch/search.jsp and Woodland Hills Academy website: http://www.whacademy.com/home.aspx, accessed on July 19, 2010.

[3] City of Los Angeles General Plan (1996), Safety Element, Exhibit D, Selected Wildfire Hazard Area in the City of Los Angeles.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project result in a safety hazard for people residing or working in the project area;

- For a project within the vicinity of a private airstrip, the project would result in a safety hazard for people residing or working in the project area;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

IMPACT ASSESSMENT

Construction

During construction, trucks containing hazardous materials (e.g., paint, solvents) could pass within one-quarter of a mile of several schools and a hospital (including Woodland Hills Academy, Canoga Park High School, Hart Elementary School, Ivy Academia, De Soto Campus, Kaiser Hospital, numerous residential uses). Construction activities would require deliveries of construction materials within close proximity of residences, including potential senior care facilities, located along major north/south and east/west bordering the project area. Although truck deliveries associated with the construction of the proposed project would likely only contain construction materials (e.g., wood, pipes, etc.) and other nonhazardous materials required for construction, it is possible that these deliveries could contain hazardous materials destined for other project sites. Should a spill or release of a hazardous material occur within close proximity of these schools or residences, a potentially short-term adverse significant impact related to the transport of hazardous materials could occur.

The proposed project could impair implementation of or physically interfere with adopted emergency response plans (see Section 4.11 Public Services of this EIR for a discussion of potential emergency response service impacts) or emergency evacuation plan. During the construction period (anticipated to be 27 years) construction activities may require temporary road detours and/or closures resulting in localized increase in traffic and circuitous traffic routes. In addition, during certain periods of construction, the transport of oversized materials and/or equipment will be required necessitating the use of large and often slow moving vehicles. Combined, these activities could result in short-term adverse and significant impacts on the implementation of an evacuation plan.

Operation

Use of Hazardous Materials/Generation of Hazardous Wastes

During operation, onsite land uses would likely require the use of some chemicals (e.g., household and industrial cleaners, solvents, etc.) that are considered hazardous. However, all hazardous materials used and/or generated from on-site land uses would comply with applicable local, state and federal regulations concerning their storage, handling and disposal. Similarly, the transportation of hazardous materials would also be subject to these relevant regulations and only vendors licensed in the handling, transportation and disposal of these materials would be utilized by businesses permitted to deliver these materials within the City of Los Angeles. Therefore, impacts associated with the use, transportation and disposal of hazardous materials would be less than significant.

As previously noted, as under existing conditions trucks transporting hazardous materials could travel within one-quarter mile of the Woodland Hills Academy and Canoga Park High School. Risks associated with the transport of such materials would not substantially increase as a result of the project and therefore impacts would be less than significant.

Airports

No impacts associated with an airport land use plan or safety hazards would occur since the project area is located outside of an airport land use plan and is not located within two miles of a public airport.

Wildland Fires

As noted previously, the project area is not located in a wildlands fire area and therefore, impacts would be less than significant.

Emergency Response

The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City of Los Angeles Transportation Department and Los Angeles Fire Department would be responsible for ensuring that the proposed project (including proposed land uses) does not impair or physically interfere with an adopted emergency response or evacuation plan. This would be accomplished in a number of ways including

ensuring that project land uses include adequate access and escape routes (clearly marked and delineated) are available and resident and patrons of on-site businesses are aware of emergency evacuation plans in the event of a major emergency/catastrophe. Impacts associated with emergency response plans would, therefore, be less than significant.

MITIGATION MEASURES

HAZ-1: The City shall require that individual projects conduct a Phase 1 Environmental Site Assessment to identify any hazardous materials/wastes that could be present on each project site. The Phase 1 will also include recommendations and measures for further site assessment (Phase 2) and mitigation (Phase 3) to address any hazardous materials/wastes potentially present on each site including any asbestos and lead-based paint.

HAZ-2: The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. Should a Phase 2 Site Assessment indicate contamination a Phase 3 Mitigation Plan shall be designed and implemented to the satisfaction of the appropriate regulatory agency (DTSC, LARQCB, LAFD or other regulatory agency as appropriate).

HAZ-3: The City shall require that each project applicant and/or contractor ensures that no hazardous materials are transported along Topanga Canyon Boulevard or Burbank Boulevard or within one-quarter mile of a school.

HAZ-4: The City shall require that each applicant and/or contractor coordinate in advance of construction with the City of Los Angeles Department of Transportation and Fire Department to ensure that road closures (temporary or permanent) are identified and that alternate access and evacuation routes are determined in the event of an emergency and/or natural disaster.

HAZ-5: The City shall ensure that any construction site and/or permanent facility storing hazardous materials comply with applicable regulations regarding storage, transport and disposal of hazardous materials and wastes.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures provided above, the potential for significant impacts related to hazards and hazardous materials within the project area would be less than significant.

4.7 HYDROLOGY AND WATER QUALITY

This section addresses the water resources, hydrology and water quality that would change due to the proposed project. The analysis is based upon a number of resources including the City of Los Angeles General Plan Safety Element, Canoga Transportation Corridor Project Environmental Impact Report (2008), Regional Water Quality Control Board – Los Angeles Basin Plan, and other publically available resources. The purpose of this evaluation is to determine the potential impact of surface water drainage, groundwater and stormwater quality in the vicinity of the project area.

EXISTING CONDITIONS

Rainfall

Los Angeles County is dry during the late spring, summer and early fall and receives most of its rain during the winter months (November through April). Precipitation in the San Fernando Valley ranges from 15 to 23 inches per year and averages about 17 inches.[1] During a 50-year, 24-hour storm event, the project area receives approximately 7.3 inches of rainfall.[2]

Surface Hydrology

Los Angeles River Drainage[3]

The project area is located in the Los Angeles River watershed. The Los Angeles River begins where Arroyo Calabasas and Bell Creek converge in Canoga Park immediately north of the project site. The river travels about 51 miles, making its way east to Griffith Park and then heading south through the Glendale Narrows, past downtown Los Angeles to where it empties into Long Beach Harbor. The Los Angeles River watershed is 834 square miles (533,760 acres) and has diverse patterns of land use. The upper portion, approximately 360 square miles, is covered by forest or open space, while the remaining watershed is highly developed with commercial, industrial, and residential uses. The river and most of its tributaries in the urbanized portions of the Los Angeles basin have been channelized. The river is currently more of a flood damage reduction channel, as opposed to a meandering natural river system, with much of its banks hardened and the river bottom lined with concrete for approximately 37 of its 51 miles.

The Los Angeles River runs directly north of the project area and is concrete-lined in this area. The Los Angeles River has been modified substantially for flood control purposes. With the exception of a seven mile area in the Glendale Narrows, the entire river has been paved with concrete. The upper reaches of the river carry urban runoff and flood flows from the San Fernando Valley. Calabasas Creek crosses the northwestern portion of the project area.

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1 California Department of Water Resources, *California's Groundwater Bulletin 18*, *San Fernando Valley Groundwater Basin*, February 27, 2004.

2 Surface Hydrology and Water Quality Report for The Village at Westfield Topanga, June 7, 2010.

3 Information derived in part from: *Los Angeles River Master Plan, Programmatic Environmental Impact Report/Environmental Impact Statement, Volume 1* (April 2007), page 3-19.

Sheet (surface) flow from the project area drains to a variety of stormwater facilities and ultimately to the Los Angeles River.

Floodplain & Flood Hazards

Floodplain

A review of the Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRM) for the project site indicate that it is not located within a flood plain, flood hazard zone or regulatory floodway.[4]

Flooding

The Los Angeles River has flooded approximately 30 times since 1811. However, fluctuations in annual precipitation within the Los Angeles basin and its channelization in the 1930s have largely influenced these events. Between 1889 and 1891 the river flooded every year, and from 1941 to 1945, the river flooded five times. Conversely, from 1896 to 1914, a period of 18 years, and again from 1944 to 1969, a period of 25 years, the river did not have serious floods.[5]

Hydrogeology

San Fernando Valley Groundwater Basin

The project site is located within the San Fernando Valley Groundwater Basin (SFVGB). The SFVGB is bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, on the south by the Santa Monica Mountains and Chalk Hills, and on the west by the Simi Hills. The valley is drained by the Los Angeles River and its tributaries.

The water-bearing sediments consist of the lower Pleistocene Saugus Formation, Pleistocene and Holocene age alluvium. The ground-water in this basin is mainly unconfined with some confinement within the Saugus Formation in the western part of the basin and in the Sylmar and Eagle Rock areas.

Several structures disturb the flow of groundwater through this basin. A step in the basement resulting from movement on the Verdugo fault and/or the Eagle Rock fault causes a groundwater cascade down to the south near the mouth of Verdugo Canyon. To the north, the Verdugo fault is a partial barrier to flow that causes a change in water levels in the Hansen Spreading Grounds. Differences in rock type along the Raymond fault create a barrier to groundwater flow from the Eagle Rock area toward the Los Angeles River Narrows and may cause rising water conditions there. Other unnamed faults cause changes in levels of basement and groundwater in the Sunland,

[4] Federal Emergency Management Agency, Mapping Information Platform, accessed July 18, 2010.

[5] *Los Angeles County, All Hazards Mitigation Plan* (June 2005), page 182.

Chatsworth, and San Fernando areas and at the mouths of the Little Tujunga and Big Tujunga Canyons. The Little Tujunga syncline affects groundwater movement in the northern part of the basin and folds associated with the Northridge Hills, Mission Hills and Lopez faults also affect groundwater movement. Subsurface dams in the Pacoima Wash near Pacoima and in Verdugo Canyon are barriers to groundwater flow.

Recharge of the basin is from a variety of sources. Spreading of imported water and runoff occurs in the Pacoima, Tujunga, and Hansen Spreading Grounds. Runoff contains natural stream flow from the surrounding mountains, precipitation falling on impervious areas, reclaimed wastewater, and industrial discharges. Water flowing in surface washes infiltrates, particularly in the eastern portion of the basin.

Groundwater flows generally from the edges of the basin toward the middle of the basin, then beneath the Los Angeles River Narrows into the Central Sub-basin of the Coastal Plain of the Los Angeles Basin. In the northeastern part of the basin, groundwater moves from the La Crescenta area southward beneath the surface of Verdugo Canyon toward the Los Angeles River near Glendale, whereas the groundwater in the Tujunga area flows west following the Tujunga Wash around the Verdugo Mountains to join groundwater flowing from the west following the course of the Los Angeles River near Glendale. Flow velocity ranges from about five feet per year in the western part of the basin to 1,300 feet per year beneath the Los Angeles River Narrows.

The total storage capacity of the SFVGB is calculated at 3,670,000 acre-feet (af) by adding values for the San Fernando, Sylmar, Verdugo and Eagle Rock Basins; the groundwater in storage in 1998 was calculated at 3,049,000 af with an additional 621,000 af of storage space available. Though the SFVGB is managed by adjudication, not enough data exist to compile a complete groundwater budget. A total of about 108,500 af of groundwater was extracted from the SFVGB during the 1997-1998 water year. In addition, subsurface outflow of about 300 af to the Raymond Groundwater Basin and 404 af to the Central Subbasin of the Los Angeles Coastal Plain Groundwater Basin is estimated. To balance the extraction, a total of 61,119 af of native runoff water was diverted to spreading grounds for infiltration.[6]

Groundwater Levels in the Project Vicinity

Water levels in the SFVGB have been fairly stable over about the past 20 years, since adjudication of the basin.[7] Hydrographs show variations in water levels of 5 feet to 40 feet in the western part of the basin, a variation of about 40 feet in the southern and northern parts of the basin, and a variation of about 80 feet in the eastern part of the basin. Hydrographs show 1998 water levels roughly equal to or higher than water levels of 1980, except near La Crescenta where the 1998 water level is about 60 feet below that of 1980. Historically high groundwater levels are shown in **Figure 4.7-1**.

[6] California Department of Water Resources, *California's Groundwater Bulletin 18, San Fernando Valley Groundwater Basin*, February 27, 2004.

[7] Ibid. The San Fernando Valley Groundwater Basin was adjudicated in 1979 and includes the water-bearing sediments beneath the San Fernando Valley, Tujunga Valley, Browns Canyon, and the alluvial areas surrounding the Verdugo Mountains near La Crescenta and Eagle Rock.

Surface and Groundwater Pollution Sources

Non-Point Source Pollution

Non-point sources of pollution are carried through the environment via elements such as wind, rain, or stormwater and are generated by diffuse land use activities (such as runoff from streets and sidewalks or agricultural activities) rather than from an identifiable or discrete facility. Surface water quality in the Los Angeles River and drainages that are tributary exhibit degraded surface quality due to uncontrolled pollutants from non-point sources (NPS).[8] NPS pollution is caused by rainfall or snowmelt moving over and through the ground. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters and even underground sources of drinking water. These pollutants include:

- Excess fertilizers, herbicides, and insecticides from agricultural lands and residential areas.
- Oil, grease, and toxic chemicals from urban runoff and energy production.
- Gasoline from leaking underground storage tanks at gas stations.
- Contaminants from past industrial uses that have occurred on property in the area (including in the project area the old Rocketdyne facility).
- Sediment from improperly managed construction sites, crop and forestlands, and eroding streambank.
- Salt from irrigation practices and acid drainage from abandoned mines.
- Bacteria and nutrients from livestock, pet wastes, and faulty septic systems.

Atmospheric deposition and hydro-modification are also sources of non-point source pollution.9 Surface waters on and in the immediate area of the project site experience similar NPS effects from urbanized and agricultural land uses located both upstream and on-site. Within the project area, pesticides used for landscape care, oil and grease from automobiles, etc., contribute to degrading water quality within the Los Angeles River.

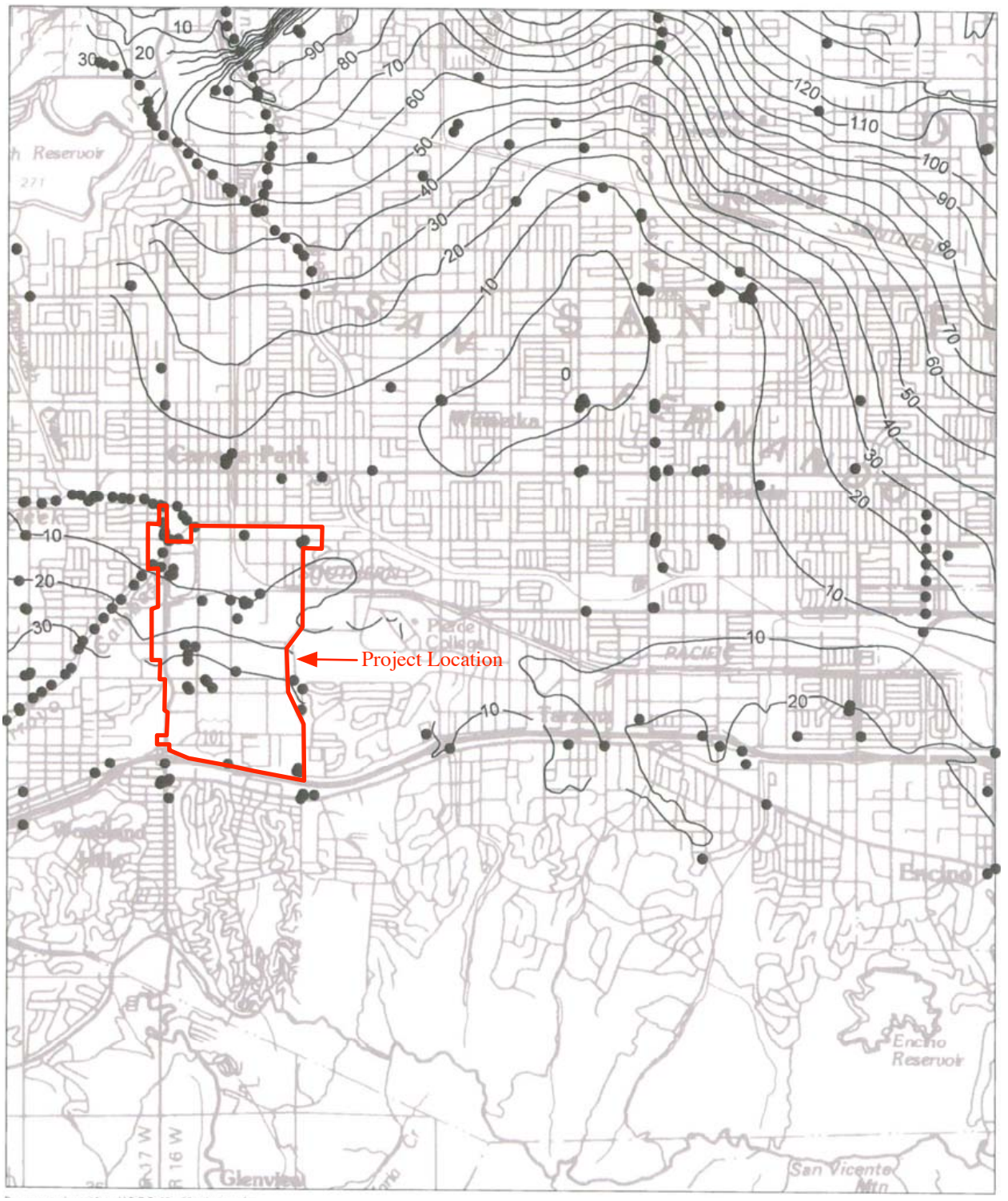
Point-Source Pollution (PSP)

The National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into "waters of the United States." Point sources are discrete conveyances such as pipes or man-made ditches. Individual residences that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal and other facilities must obtain permits if their discharges go directly to surface waters. In California, the NPDES permit program is administered by the local Regional Water Quality Control Board (RWQCB).[10]

[8] Source: California Regional Water Quality Control Board – Los Angeles Region (4), *Water Quality Control Plan, Los Angeles Region. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, June 13, 1994, page 1-19.

[9] http://www.epa.gov/owow/nps/qa.html, accessed July, 29, 2008.

[10] http://cfpub2.epa.gov/npdes accessed July 30, 2008.



SOURCE: Canoga Transportation Corridor Environmental Impact Report, 2008

Figure 4.7-1

Historically High Groundwater Levels

Surface and Groundwater Water Quality

Los Angeles River Surface Water Quality

The Los Angeles River has been modified substantially for flood control purposes. With the exception of a seven-mile area in the Glendale Narrows,[11] the entire river has been paved with concrete. The upper reaches of the river carry urban runoff and flood flows from the San Fernando Valley. Below the Sepulveda Basin, flows are dominated by tertiary treated effluent from several municipal wastewater treatments plants. Because the watershed is highly urbanized, urban runoff and illegal dumping are major contributors to impaired water in the Los Angeles River and its tributaries.[12]

Section 303(d) of the Clean Water Act requires states to develop lists of impaired waters that do not meet established water quality standards. The law also requires the states to establish priority rankings for waters on the lists and to develop total maximum daily loads (TMDLs) for these waters. A TMDL specifies the maximum amount of a pollutant that a water body can receive and still meet water quality standards and allocates pollutant loadings among point and non-point pollutant sources. By law, the USEPA must approve or disapprove lists and TMDLs.

The Los Angeles River (including most of its tributaries) is listed as impaired for a number of pollutants: metals, ammonia, coliform, nutrients (algae), scum/foam unnatural, odors, and pesticides. Some of these constituents are of concern throughout the river, while others are of concern in only certain reaches.[13] Based on the 2006 Clean Water Act Section 303(d) List of Water Quality Limited Segment approved by the USEPA on June 28, 2007, Los Angeles River Reach 5 (within Sepulveda Basin) is impaired by oil and trash.

San Fernando Valley Groundwater Basin Quality

In the western part of basin, calcium sulfate-bicarbonate character is dominant, and in the eastern part of basin, calcium bicarbonate character dominates. Total dissolve solids range from 326 to 615 milligrams (mg)/liter (L), and electrical conductivity ranges from 540 to 996 μmhos. Data from 125 public supply wells shows an average TDS content of 499 and a range from 176 to 1,160.

A number of investigations have determined contamination of volatile organic compounds such as trichloroethylene (TCE), perchloroethylene (PCE), petroleum compounds, chloroform, nitrate, sulfate, and heavy metals. TCE, PCE and nitrate contamination occurs in the eastern part of the basin and elevated sulfate concentration occurs in the western part of the basin.[14]

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11 Due to high groundwater levels in this portion of the Los Angeles River, the United States Army Corps of Engineers did not pave this area.

12 California Regional Water Quality Control Board – Los Angeles Region (4), *Water Quality Control Plan, Los Angeles Region. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, June 13, 1994, pages 1-18 and 1-19.

13 Information derived in part from: *Los Angeles River Master Plan, Programmatic Environmental Impact Report/Environmental Impact Statement, Volume 1* (April 2007), pages 3-25 and 3-26.

14 California Department of Water Resources, *California's Groundwater Bulletin 18, San Fernando Valley Groundwater Basin*, February 27, 2004.

Inundation and Tsunami Hazard

A review of the City of Los Angeles' Safety Element indicates that the project area is not located within an area subject to inundation or tsunami hazard area.[15]

REGULATORY FRAMEWORK

Federal

The *Water Quality Act* of 1987 added Section 402(p) to the 1972 Federal Clean Water Act (CWA) (33 U.S.C § 1251-1387). This section requires the USEPA to establish regulations setting forth National Pollutant Discharge Elimination System (NPDES) requirements for storm water discharges in two phases. On November 16, 1990, Phase I storm water regulations were directed at municipal separate storm sewer systems (MS4s) serving a population of 100,000 or more, including construction activities. On December 8, 1999, Phase II storm water regulations were directed at storm water discharges not covered in Phase I, including small MS4s (municipal systems serving a population of less than 100,000), small construction projects (one to five acres), municipal facilities with delayed coverage under the Intermodal Surface Transportation Efficiency Act of 1991.

The *Federal Antidegradation Policy* (40 Code of Federal Regulations 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. Pursuant to the Code of Federal Regulations (CFR), state antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

State and Region

The State Water Resources Control Board has the overall responsibility to develop and implement state water quality control policy and is the EPA-designated agency for administering applicable Federal CWA programs, including adopting water quality standards for waters of the state. The California Water Code (CWC) establishes nine administrative areas in the State, which are administered by Regional Water Quality Control Boards (RWQCB), which adopt Water Quality Control Plans for their respective regions. The Water Quality Control Plans designate beneficial uses for each receiving water body and establish water quality objectives to ensure reasonable protection of the beneficial uses. The primary method of plan implementation for point discharges is through the issuance of permits.

In 1969, the California Legislature enacted the *Porter-Cologne Water Quality Control Act* (Porter-Cologne Act) to preserve, enhance and restore the quality of the State's water resources. The Porter-Cologne Act established the State Water Resources Control Board and nine Regional Water Quality Control Boards as the principal state agencies with the responsibility for controlling water quality in

[15] City of Los Angeles General Plan (1996), Safety Element, Exhibit G, Inundation and Tsunami Hazard Area in the City of Los Angeles.

California. Under the Porter-Cologne Act, water quality policy is established, water quality standards are enforced for both surface and ground water, and the discharges of pollutants from point and non-point sources are regulated. The Porter-Cologne Act authorizes the State Control Board to establish water quality principles and guidelines for long range resource planning including ground water and surface water management programs and control and use of recycled water. Sections of the Porter-Cologne Act were used as a basis for the 1972 CWA and responsibility for implementing the Federal provisions was assumed by the State. The Porter-Cologne Act was amended by the State legislature in 2010 to add several modifications including a Watershed Improvement Act.

The project area is located in the Los Angeles Regional Water Quality Control Board (LARWQCB) Region 4.

The *General Construction Activity Storm Water Permit* (92-08-DWQ) adopted September 8, 1992 covered construction activities disturbing 5 acres or more. On August 19, 1999 the SWRCB reissued the General Construction Storm Water Permit (99-08-DWQ) that decreased the covered project size from 5 to 1 acre. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

Under Section 303(d) of the 1972 CWA states are required to list impaired water-bodies and develop and implement Total Maximum Daily Loads (TMDLs) for these water-bodies. California listed the Los Angeles River Reach 6 (above Sepulveda Flood Control Basin and in the vicinity of the project) as a water quality limited segment in 2006. Pollutants identified are 1,1-Dichloroethylene(1,1-DCE)/Vinylidene chloride, Coliform Bacteria, Tetrachloroethylene/PCE, and Trichloroethylene/TCE.

The *Water Quality Control Plan, Los Angeles Region: Basin Plan* (1994) prepared by the California Regional Water Quality Control Board, Los Angeles Region (RWQCB), designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and describes implementation programs to protect all waters in the Region.

The RWQCB on September 19, 2001, adopted amendments to the Basin Plan, to incorporate TMDLs for trash in the Los Angeles River (Resolution No. 01-013). On August 9, 2007, the RWQCB adopted a new trash TMDL (Resolution No. 07-012). This amendment indicates that trash in the Los Angeles River is causing impairment of beneficial uses and storm water discharge is the major source of trash in the river. Compliance with the final waste load allocation may be achieved through a full capture system. A full capture system is any device or series of devices that traps all

particles retained by a 5mm mesh screen and has a design treatment capacity of not less that the peak flow rate resulting from a 1-year, 1-hour storm. The numeric target of the TMDL is zero trash in the river, with a phased reduction for a period of 9 years.

The RWQCB on June 2, 2005, adopted amendments to the Basin Plan, to incorporate TMDLs for metals in the Los Angeles River (Resolution No. R2005-006). On September 6, 2007, the RWQCB, revised the metals TMDL (Resolution No. R2007-014). This amendment indicates that metals including copper, cadmium, lead, zinc, aluminum and selenium in the Los Angeles River are causing impairment of beneficial uses and during wet weather, most of the metals loadings are in the particulate form and are associated with wet-weather storm water flow. There are separate targets for dry-weather and wet weather.

The RWQCB on July 10, 2003, adopted amendments to the Basin Plan, to incorporate TMDLs for nutrients in the Los Angeles River (Resolution No. R2003-009). On December 4, 2003, the RWQCB, revised the nutrients TMDL (Resolution No. R2003-016). This amendment indicates that nitrogen compounds (ammonia, nitrate, and nitrite) in the Los Angeles River are causing impairment of beneficial uses. The principal source of nitrogen compounds are three water reclamation plants, however, urban runoff, storm water, groundwater discharge may also contribute nitrate loads

The Basin Plan establishes the following water quality objectives for the reach of the Los Angeles Watershed in the project area: Total dissolved solids – 950 mg/l; Chloride – 150mg/l; Nitrogen – 8 mg/l; Sulfate – 300 mg/l.

In the State of California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) are responsible for implementing the NPDES permit program.

The Clean Water Act requires stormwater discharges to surface waters associated with construction activity, including demolition, clearing, grading, and excavation, and other land disturbance activities (except operations that result in disturbance of less than one acre of total land area and which are not part of a larger common plan of development or sale), to obtain coverage under a NPDES construction permit. The NPDES construction permit requires implementation of Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) to reduce or eliminate pollutants in storm water runoff. The NPDES construction permit also includes additional requirements necessary to implement applicable water quality standards.

Under Section 402(p) of the Clean Water Act, municipal NPDES permits shall prohibit the discharge of non-storm water except under certain conditions and require controls to reduce pollutants in discharges to the maximum extent practicable. Such controls include BMPs, as well as system, design, and engineering methods. A municipal NPDES permit was issued to the County of Los Angeles and 84 incorporated cities including the City of Los Angeles, in December 2001.[16] The Los Angeles County Municipal NPDES Permit required implementation of the Storm Water Quality Management Program prepared as part of the NPDES approval process. The Storm Water Quality Management Program requires the County of Los Angeles and the 84 incorporated cities to:

[16] County of Los Angeles Municipal Permit (NPDES No. CAS004001, Order No 01-182).

- Implement a public information and participation program to conduct outreach on storm water pollution;
- Control discharges at commercial/industrial facilities through tracking, inspecting, and ensuring compliance at facilities that are critical sources of pollutants;
- Implement a development planning program for specified development projects;
- Implement a program to control construction runoff from construction activity at all construction sites within the relevant jurisdiction;
- Implement a public agency activities program to minimize storm water pollution impacts from public agency activities; and
- Implement a program to document, track, and report illicit connections and discharges to the storm drain system.

The *General Construction Activity Storm Water Permit* (99-08-DWQ) requires (Section A.10 – SWPPP) permittees to implement post-construction storm water management requirements and comply with the numerical criteria for mitigating storm water runoff through infiltration, or detention and retention as adopted in Board Resolution R-00-02, Standard Urban Storm Water Mitigation Plan (SUSMP). Effective July 1, 2010, all dischargers are required to obtain coverage under Construction General Permit Order No. 09-09-DWQ.

The *Los Angeles Municipal Storm Water Permit* (NPDES Permit No: CAS004001, December 13, 2001; amended September 14, 2006 by Order R4-2006-0074, and August 9, 2007 by Order R4-2007-0042) requires new development and redevelopment projects to incorporate SUSMPs. Project categories for which SUSMPs are applicable include "Parking Lots" of 5,000 square feet or larger, or with 25 or more parking spaces. General requirements of the SUSMP include 1) post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate where the increased peak storm water discharge rate will result in increased potential for downstream erosion, 2) conserve natural areas, 3) minimize storm water pollutants of concern, 4) protect slopes and channels, 5) provide storm drain stenciling and signage, 6) properly design outdoor material storage areas, 7) properly design trash storage areas, 8) provide proof of ongoing BMP maintenance, 9) post-construction treatment control BMPs are required to incorporate, at a minimum, either a volumetric or flow based treatment control design standard or both, to mitigate (infiltrate, filter, or treat) storm water runoff.

The RWQCB provided guidance for additional studies and preparation of the EIR regarding infiltration BMPs affecting groundwater at the Canoga Transportation Corridor Project to MTA on September 7, 2007. This guidance identified the need for evaluation of water quality impacts and proposed mitigations. These are addressed herein.

Construction within Los Angeles County Flood Control District (LACFCD) facilities, Los Angeles River and Santa Susana Creek is restricted during the rainy season from October 15 to April 15. During the dry season construction has to maintain a minimum channel capacity of 33% from April 15 to May 31, 5% from June 1 to August 31, and 33% from September 1 to October 15. For these facilities, LACFCD is the lead agency for design and permitting. The Army Corps of Engineers has a reviewing role for the River.

The *California Antidegradation Policy*, otherwise known as the *Statement of Policy with Respect to Maintaining High Quality Water in California* was adopted by the State Water Board (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

In 2000, the EPA promulgated the *California Toxic Rule*, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. EPA promulgated this rule based on the EPA's determination that the numeric criteria are necessary in the State to protect human health and the environment. The California Toxic Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

County

Drainage and flood control in the area of the project site is regulated by the Los Angeles County Department of Public Works and the City of Los Angeles Department of Public Works. The Los Angeles County Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event.[17] The County also limits the allowable discharge into existing stormdrain facilities based on the MS4 Permit that is unilaterally enforced on all new developments that discharge directly into the County's stormdrain system. Any proposed drainage improvements of County owned stormdrain facilities such as catch basins and stormdrain lines requires the approval/review from the County Flood Control District.

City

The City of Los Angeles is required by the RWQCB to address water quality impairments in water bodies in their jurisdiction, including the Los Angeles River and 303(d) listed tributaries. The RWQCB has adopted Total Maximum Daily Loads (TMDLs) for specific contaminants as well as a schedule for developing Implementation Plans to achieve target dry weather and wet weather load allocations.

On March 2, 2007, City Council Motion 07-0663 was introduced by the City of Los Angeles City Council to develop a water quality master plan with strategic directions for planning, budgeting and funding to reduce pollution from urban runoff in the City of Los Angeles. The *Water Quality Compliance Master Plan for Urban Runoff* was developed by the Bureau of Sanitation, Watershed Protection Division in collaboration with the stakeholders to address the requirements of this Council

[17] Los Angeles County Department of Public Works Hydrology Manual, January 2006, http://ladpw.org/wrd/Publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf, accessed April 30, 2010.

Motion. The primary goal of the Water Quality Compliance Master Plan for Urban Runoff is to help in meeting water quality regulations. Implementation of the Water Quality Compliance Master Plan for Urban Runoff over the next 20 to 30 years will result in cleaner neighborhoods, rivers, lakes and bays, augmented local water supply, reduced flood risk, more open space, and beaches that are safe for swimming. The Water Quality Compliance Master Plan for Urban Runoff also supports the Mayor and Council's efforts to make Los Angeles the greenest major city in the nation.

The Water Quality Compliance Master Plan for Urban Runoff identifies and describes the various watersheds in the City, summarizes the water quality conditions of the City's waters, identifies known sources of pollutants, describes the governing regulations for water quality, describes the BMPs that are being implemented by the City, discusses existing TMDL Implementation Plans and Watershed Management Plans. Additionally, the Water Quality Compliance Master Plan for Urban Runoff provides an implementation strategy that includes the following three initiatives to achieve water quality goals:

- Water Quality Management Initiative, which describes how Water Quality Management Plans for each of the City's watersheds and TMDL-specific Implementation Plans will be developed to ensure compliance with water quality regulations.
- The Citywide Collaboration Initiative, which recognizes that urban runoff management and urban (re)development are closely linked, requiring collaborations of many City agencies. This initiative requires the development of City policies, guidelines, and ordinances for green and sustainable approaches for urban runoff management.
- The Outreach Initiative, which promotes public education and community engagement with a focus on preventing urban runoff pollution.

The Water Quality Compliance Master Plan for Urban Runoff includes a financial plan that provides a review of current sources of revenue, estimates costs for water quality compliance, and identifies new potential sources of revenue.

The City of Los Angeles *Development Best Management Practices Handbook, Part A Construction Activities, 3rd Edition*, adopted by the City of Los Angeles Department of Public Works in September 2004, and associated ordinances reinforce the policies of the Construction General Permit. The handbook and ordinances also have specific minimum BMP requirements for all construction activities and require dischargers whose construction projects disturb one acre or more of soil to prepare a SWPPP and file a NOI with the RWQCB. Requirements of the Los Angeles County Municipal NPDES permit are mirrored within the City of Los Angeles' *Development Best Management Practices Handbook, Part B Planning Activities, 3rd Edition*, adopted by the City of Los Angeles Department of Public Works in June 2004. The manual provides guidance for developers in complying with the requirements of the Development Planning Program regulations of the City's Stormwater Program. Compliance with the requirements of this manual is required by City of Los Angeles Ordinance No. 173,494. The requirement to incorporate stormwater BMPs into the SUSMP is implemented through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plans, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address storm water pollution prevention goals.

Earthwork activities, including grading, are governed by the *Los Angeles Building Code*, which is contained in *Los Angeles Municipal Code* (LAMC), Chapter IX, Article 1. Specifically, Section 91.7013 includes regulations pertaining to erosion control and drainage devices and Section 91.7014 includes general construction requirements as well as requirements regarding flood and mudflow protection. Section 64.70 of the LAMC sets forth the City's Stormwater and Urban Runoff Pollution Control Ordinance. The ordinance prohibits the discharge of the following into any storm drain system:

- Any liquids, solids, or gases which by reason of their nature or quantity are flammable, reactive, explosive, corrosive, or radioactive, or by interaction with other materials could result in fire, explosion or injury.
- Any solid or viscous materials, including oil and grease, which could cause obstruction to the flow or operation of the storm drain system.
- Any pollutant that injures or constitutes a hazard to human, animal, plant, or fish life, or creates a public nuisance.
- Any noxious or malodorous liquid, gas, or solid in sufficient quantity, either singly or by interaction with other materials, which creates a public nuisance, hazard to life, or inhibits authorized entry of any person into the storm drain system.
- Any medical, infectious, toxic or hazardous material or waste.

Additionally, unless otherwise permitted by a NPDES permit, the ordinance prohibits industrial and commercial developments from discharging untreated wastewater or untreated runoff into the storm drain system. Furthermore, the ordinance prohibits trash or any other abandoned objects/materials from being deposited such that they could be carried into the storm drains. Lastly, the ordinance not only makes it a crime to discharge pollutants into the storm drain system and imposes stiff fines on violators, but also gives City public officers the authority to issue citations or arrest business owners or residents who deliberately and knowingly dump or discharge hazardous chemicals or debris into the storm drain system.

Any proposed drainage improvements within the street right of way or any other property owned by, to be owned by, or under the control of the City requires the approval of a B-permit (Section 62.105, LAMC). Under the B-permit process, storm drain installation plans are subject to review and approval by the City of Los Angeles Department of Public Works Bureau of Engineering.18 Additionally, any connections to the City's storm drain system from a property line to a catch basin or a storm drainpipe requires a storm drain permit from the City of Los Angeles Department of Public Works, Bureau of Engineering.

On November 2, 2004, Los Angeles voters passed *Proposition O* with an overwhelming majority of 76 percent. The $500 million bond authorizes the City to fund projects that protect public health, capture stormwater for reuse and meet the Federal Clean Water Act through removal and prevention of pollutants entering regional waterways. A number of projects targeted at improving water quality have been authorized using Proposition O funds, including but not limited to: the Temescal Canyon

[18] Los Angeles County Department of Public Works, Bureau of Engineering, http://eng.lacity.org/index.cfm; accessed April 30, 2010.

Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration.[19] In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005 with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with opening screen covers.[20]

On January 15, 2010, the City of Los Angeles approved the *Low Impact Development (LID) Ordinance* requiring a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. The LID Ordinance builds on the City's SUSMP process incorporating environmental practices including infiltration, capture and use and biofiltration.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the State CEQA Guidelines the project would have a significant impact on hydrology and water quality if it would results in any of the following and cannot be adequately mitigated:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard

19 City of Los Angeles Stormwater Program, Proposition O, website - http://www.lapropo.org/index.htm; accessed April 30, 2010.

20 City of Los Angeles Stormwater Program, What's New, website - http://www.lastormwater.org/siteorg/events/PropO/121307.htm; accessed April 30, 2010.

Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

- Inundation by seiche, tsunami, or mudflow.

The *City of Los Angeles CEQA Thresholds Guide* states that a project would normally have a significant impact on hydrology if it would:

- Cause flooding during the projected 50-year developed storm event which would have the potential to harm people or damage property or sensitive biological resources;

- Substantially reduce or increase the amount of surface water in a water body;

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow; or

- Result in discharges that would create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.[21]

IMPACT ASSESSMENT

Construction

Construction activities would entail the use of machinery and materials handling and storage (e.g., gravel, asphalt) during all phases of the proposed project. These activities would entail the use of graders and other earthmoving equipment during initial preparation of each construction site. The use of this machinery and other vehicles would generate dust and would require the use of water trucks to meet South Coast Air Quality Management District (SCAQMD) fugitive dust requirements. Increased erosion and siltation could occur as a result of construction activities and the

[21] The CWC provides the following definitions: "Pollution" means an alteration of the quality of the waters of the State to a degree which unreasonably affects either of the following: 1) the waters for beneficial uses or 2) facilities which serve these beneficial uses. Pollution may include contamination. "Contamination" means an impairment of the quality of the waters of the State by waste to a degree that creates a hazard to the public health through poisoning or through the spread of diseases. Contamination includes any equivalent effect resulting from the disposal of waste whether or not waters of the State are affected. "Nuisance' means anything which meets all of the following requirements: 1) is injurious to health, or is indecent or offensive to the senses, or an obstruction to the free use of property so as to interfere with the comfortable enjoyment of life or property; 2) affects at the same time an entire community or neighborhood, or any considerable number of persons although the extent of the annoyance or damage inflicted upon individuals may be unequal; and 3) occurs during or as a result of the treatment or disposal of wastes.

modification of existing drainage patterns. The use of water trucks to reduce dust may increase the potential for urban pollutants and silt to enter the Los Angeles River.

Accidental on-site spills of hazardous materials (e.g., fuels, solvents, paint) could also enter ground and/or surface waters, if not properly contained.

It is anticipated that because of the large lot sizes in Warner Center, most construction projects would be subject to a General Construction Activity Permit because they would disturb more than one acre of soil and as such, individual applicants and/or its contractors would be required to prepare and implement a Stormwater Pollution and Prevention Plan (SWPPP) to meet the requirements of the General Permit.

All construction activities would be required to implement storm water prevention measures identified in the SWPPP during all phases of construction. Adherence to the SWPPP and the implementation of standard best management practices (BMPs) during construction would reduce the potential for increased siltation, erosion and hazardous materials spills. Therefore, construction impacts associated with water quality would be less than significant.

Operation

The proposed project would require that individual projects provide runoff and water quality treatments. Such treatments would include the reduction of storm water runoff entering the storm drainage system and on-site treatment and infiltration of storm water. Specifically, the proposed Design Guidelines recommend treating 100 percent of the 85^{th} percentile of stormwater and providing detention capacity to retain a rainfall intensity of 0.5 inches per hour. On-site infiltration is identified as the preferred method of treatment. Implementation of the proposed Design Guidelines would result in less than significant impacts associated with water quality impacts.

Implementation of the proposed project would not convert natural lands, which provide or substantially contribute to groundwater recharge. In addition, it is not anticipated to include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. However, because the project area is located in an area of high groundwater, future construction of structures may require dewatering of subterranean levels. The level of dewatering is not known at this time and would be determined on an individual project basis, but would not substantially reduce the overall groundwater levels contained within the SFVGB. Therefore, impacts to groundwater levels with implementation of the proposed project are less than significant.

Individual development projects within the project area would be required to prepare a hydrology and drainage study to determine anticipated flows to the existing on- and off-site storm drain facilities and whether these flows could be accommodated by existing facilities. Based upon these studies, appropriate treatments/BMPs (e.g., pipe size, pumping stations, etc.) would be required to address deficiencies and as such, impacts would be less than significant.

Increased development, increased density, increased human activity including vehicular activity would result in increased pollutants that could enter surface and groundwater, potentially resulting in a significant impact to water quality. See also discussion of hazardous materials.

As noted previously, the project area is not located within a flood plain, flood hazard zone or regulatory floodway and therefore, impacts associated with the placement of housing within a 100-year flood hazard or the proposed project's ability to impede or redirect flood flows would be less than significant.

The Los Angeles River runs directly north of the project area and is concrete-lined in the vicinty. Widening of the Variel Bridge is identified as a transportation mitigation measure and it would occur within the Los Angeles River, however, with proper engineering it is not anticipated to modify the Los Angeles River and therefore, impacts would be less than significant.

The project area is not located within an area subject to levee or dam failure and would not be subject to seiche, tsunami, or mudflow.

CUMULATIVE IMPACTS

Development in the area could increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff, resulting in cumulative impacts to hydrology and surface water quality. However, as with the all development under the proposed project, cumulative development would also be subject to State NPDES as well as local requirements including the LID Ordinance within the City of Los Angeles, regarding storm water quality for both construction and operation. Each project would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to water quality. In addition, the City of Los Angeles Department of Public Works reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Thus, cumulative impacts to surface water hydrology and surface water quality would be less than significant.

MITIGATION MEASURES

HYDRO-1: For development in the WCRCCSP area the City shall require compliance with the Low Impact Development (LID) Ordinance. Construction contractors of individual projects shall be required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practice (BMP) during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments. (LID measures also require review and approval of the watermaster.)

HYDRO-2: For development in the WCRCCSP area the City shall require structural design of individual projects to be modified when possible to avoid the need for a permanent dewatering system. When a permanent dewatering system is necessary, one or more of the following measures as per the Department of Building and Safety shall be followed:

- Pumping water to a beneficial use on site (landscaping, decorative fountains or lakes, toilet flushing, cooling towers); or
- Returning water to the groundwater basin by an injection well.

HYDRO-3: For development in the WCRCCSP area the City shall require sufficient area to be available so that runoff can be collected in roadside vegetated swales as appropriate and directed to existing curb and gutter or storm drains. In other areas, runoff shall be collected in gutters and directed to the storm drain systems. Swale design shall be coordinated with on-site hazardous materials issues as necessary.

HYDRO-4: For development in the WCRCCSP area the City shall require compliance with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los Angeles Municipal Strom Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit. (SUSMP measures require review and approval of the Watermaster.)

HYDRO-5: For development in the Specific Plan area the City shall require runoff from parking lots to be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems.

HYDRO-6: The City shall require as conditions on project approval within the WCRCCSP area that all wastes from construction in the WCRCCSP area shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

HYDRO-7: The City shall require as conditions on project approval within the WCRCCSP area that leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

HYDRO-8: The City shall prohibit, as a condition on project approval within the WCRCCSP area, material spills from being hosed down at the pavement. Dry cleanup methods shall be required wherever possible.

HYDRO-9: The City shall require as conditions on project approval within the WCRCCSP area that dumpsters be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting.

HYDRO-10: The City shall require as conditions on project approval within the WCRCCSP area that where truck traffic is frequent, gravel approaches and dirt tracking devices shall be used to reduce soil compaction and limit the tracking of sediment into streets.

HYDRO-11: The City shall require as conditions on project approval within the WCRCCSP area that all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills.

HYDRO-12: Short-term water quality impacts may result from the construction of the proposed project. Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificance.

HYDRO-13: Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

- The project applicant shall implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

- Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

- Clearing and grading of native vegetation at the project site shall be limited to the minimum needed to build lots, allow access, and provide fire protection.

- Trees and other vegetation at each site shall be maximized by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- Natural vegetation shall be promoted by using parking lot islands and other landscaped areas.

- Any identified riparian areas shall be preserved.

- Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated.

- Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a

pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.

- Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation.

- Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

- Roof runoff systems will be installed where site is suitable for installation.

- Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted.

- All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

- Legibility of stencils and signs must be maintained.

- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

- The storage area will be paved and sufficiently impervious to contain leaks and spills.

- The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.

- An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

- Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

- Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer.

- Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled.

- Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent materials whenever grease containers are emptied will be used.

- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures provided above, the potential for impacts to the proposed project related to hydrology and water quality would be less than significant.

4.8 LAND USE

This section addresses the impacts of the proposed project on existing and planned land uses in the project vicinity. The following analysis considers the project's compatibility with applicable City of Los Angeles plans, policies, and regulations.

EXISTING CONDITIONS

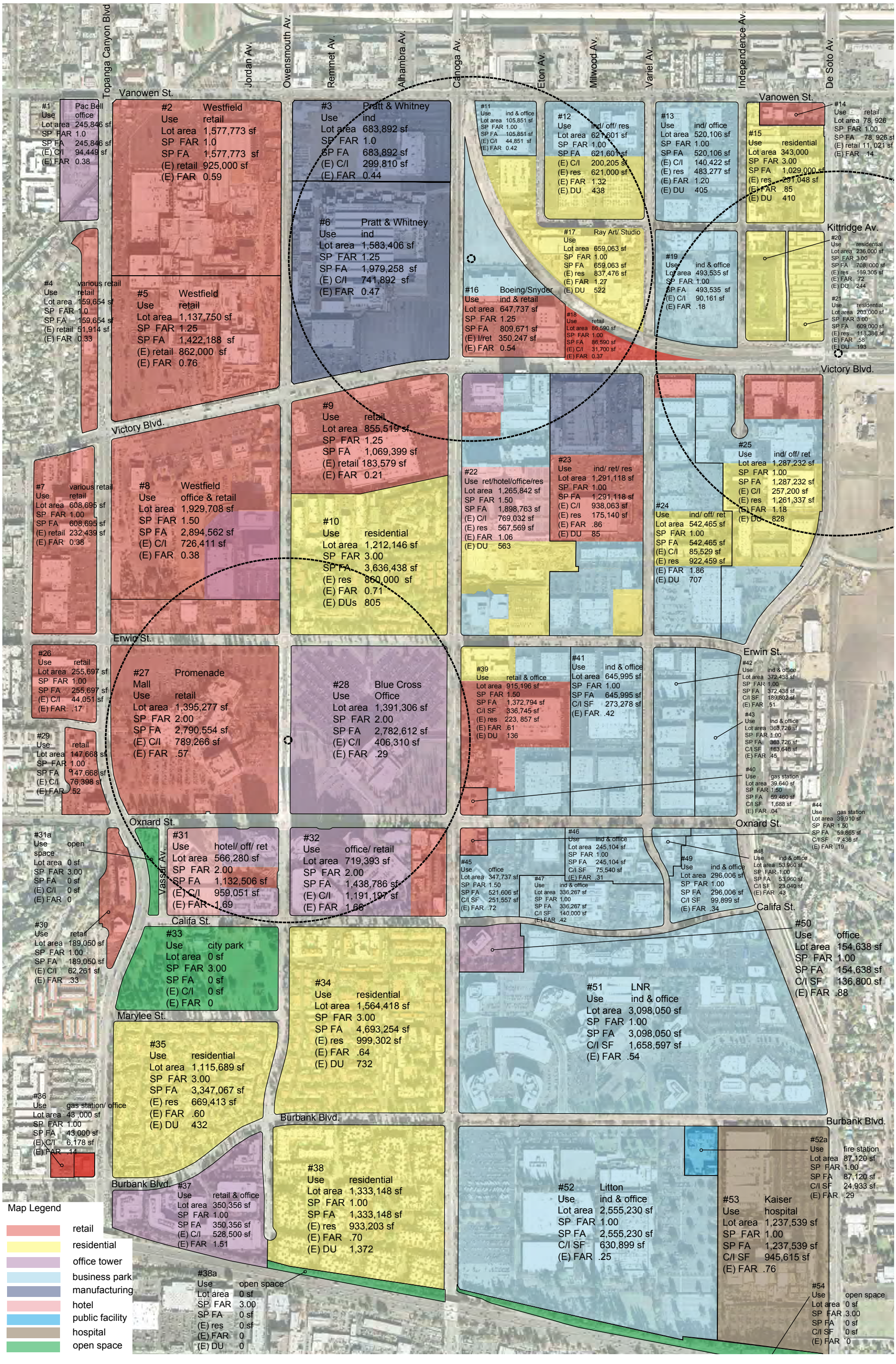
The proposed project area is located in the southwestern portion of the San Fernando Valley in the City of Los Angeles. The project area consists of 924 acres (1.5 square miles) that comprise the original WCSP area plus about 43 acres in the area to be added north of Vanowen Street. Warner Center is recognized as the urban center of the Canoga Park-Winnetka-Woodland Hills Community Planning area and a gateway to the San Fernando Valley in general. This area of the City of Los Angeles is developed with a variety of land uses; it functions as a center of commerce, culture, and civic life.[1]

The proposed project area is bounded generally by the Los Angeles River to the north, the Ventura Freeway to the south, De Soto Avenue to the east, and Topanga Canyon Boulevard to the west. In its existing condition the project area is developed with retail, residential, commercial, hospital, open space, office, manufacturing, and hotel uses. **Table 4.8-1** shows existing land uses and building areas in the proposed project area. **Figure 4.8-1** depicts the existing land uses of the project area. **Figure 4.8-2** shows existing Floor Area Ratios of development (intensity of development).

The relationship between land use and transit is becoming increasingly important; the project area is already generally well served by public transit. The Warner Center Transit Hub, which connects the Metro Orange Line, the Metro Rapid Bus and other area transit, is located in the center of the western portion of the project area (on Owensmouth Avenue between Erwin Street and Oxnard Street). The Metro Orange Line Canoga Station, which includes a park and ride surface parking lot, is located in the northeast quadrant of the project area (at 6610 Canoga Avenue, north of Victory Boulevard). The Metro Orange Line (together with other bus lines) provides regional connectivity to and through the Chatsworth Metrolink station to the north and the North Hollywood Red Line Station to the east.

The proposed project area currently contains approximately 25,191,350 square feet of residential and non-residential uses. Specifically, the proposed project area contains 9,132,772 square feet of residential uses and 16,058,578 square feet of non-residential (office, retail, institutional, manufacturing) uses. Currently, the area includes 6,200 residential dwelling units. The floor to area ratio (FAR) in the developed areas of Warner Center, not including the added area north of Vanowen Street or open space areas is about 0.66:1.

1 *City of Los Angeles, Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan, page I-6.*

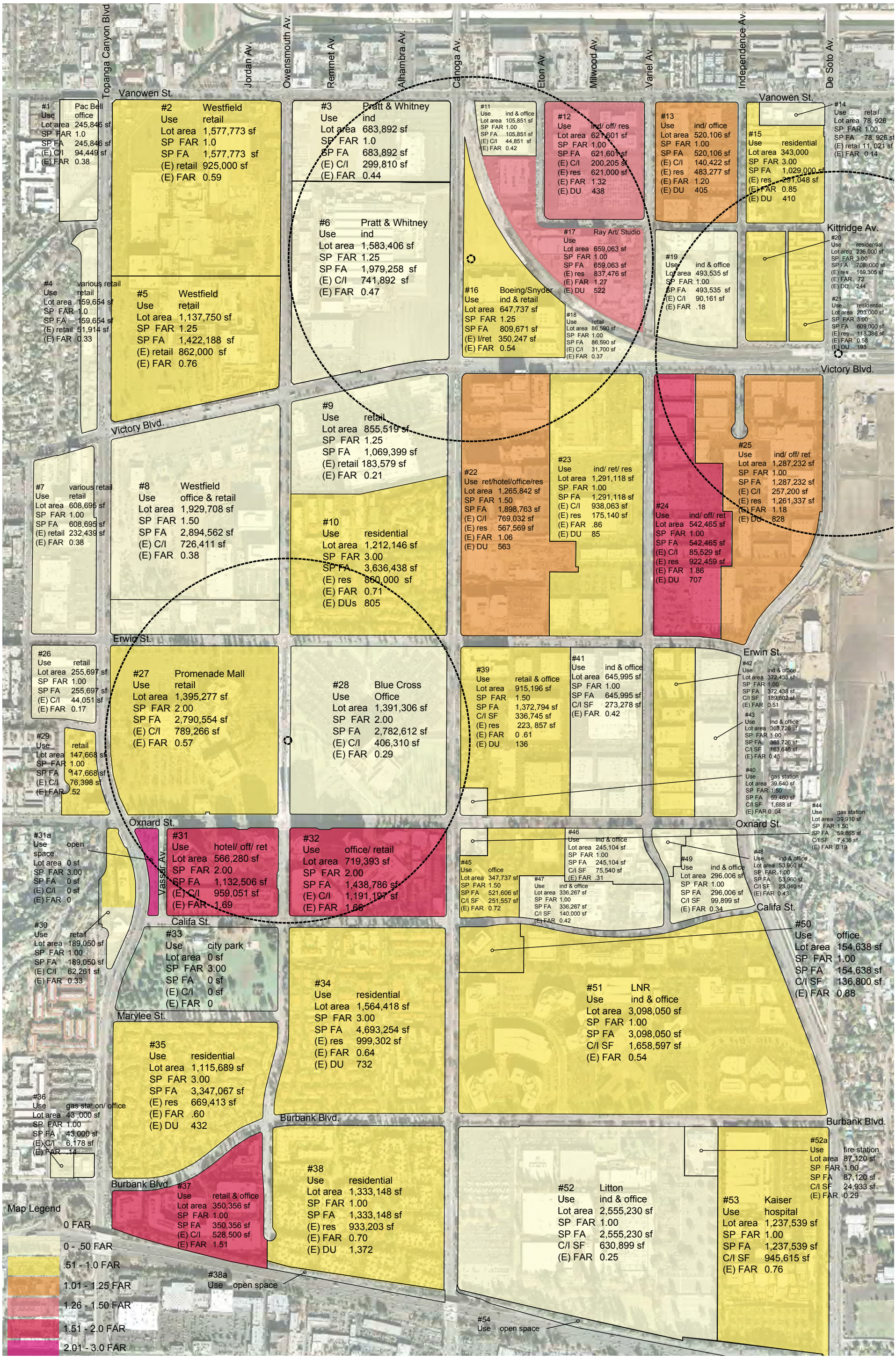


SOURCE: Patricia Smith, 2009

WCRCCSP

Figure 4.8-1

Existing Land Uses in Warner Center



WCRCCSP

SOURCE: Patricia Smith, 2009

Figure 4.8-2
Existing Floor Area Ratio in Warner Center

Generally, retail uses are located in the western portions of the project area. This area includes two regional malls (under common ownership): Westfield Topanga and the Westfield Promenade. Smaller pockets of locally serving retail uses are located west of Topanga and in central and eastern parts of the project area.

Most of the eastern portion of the project area (east of Canoga Boulevard) contains industrial/business park uses with extensive areas of surface parking. In the northeast quadrant of the project area in proximity to the Metro Orange Line Canoga Station, a number of industrial parcels have converted to multi-family housing. Nonetheless, the majority of the eastern portion of the project area remains as business/light industrial parks. Healthcare related uses and the Kaiser Permanente Hospital are located in the southeastern corner of the project area, along with the (relatively new) Los Angeles Fire Department (LAFD) Station No. 82 located immediately west of the Kaiser Permanente Hospital along Burbank Boulevard.

Residential uses are interspersed throughout the project area (see **Figure 4.8-1**), located in the southwestern, central and northeastern areas. Older multi-family uses are concentrated between Owensmouth and Canoga north of the US 101 freeway and south of Califa Street. As noted above, total of approximately 6,200 residential units (as of 2008) are located throughout the project area.

Mid-rise office uses, which include some ground floor retail uses, are located in the southwest corner of the project area as well as generally located in the eastern half of the project area. High-rise office towers (between 11 and 25 stories) are located in the central portions of the project area along Oxnard Street and along Canoga and Victory Boulevards. The high-rise office towers together with the approximately 14-story Hilton and 16-story Marriott form the skyline of the project area when viewed from afar and provide a visual point of reference identifying Warner Center to travelers, particularly as viewed from the US 101 freeway to the south.

Manufacturing uses are located in the central northern portion of the project area east of the Westfield Topanga shopping center. The Pratt Whitney facility (formerly Rocketdyne) is located on the entire block bounded by Owensmouth Avenue on the west, Vanowen Street on the north, Canoga Boulevard on the east and Victory Boulevard on the south. The Metro Orange Line Canoga Station is located across Canoga from the Pratt Whitney facility. This aerospace manufacturer was at one time substantially more intensively used, but at the present time (as work on the Space Shuttle winds down) the site is only lightly used, and this use is anticipated to move to other locations in the near future. In July 2011 Pratt Whitney filed an Environmental Assessment Form (EAF) to start the entitlement process for a large mixed-use project (see page 3-3 for a brief description of the Pratt Whitney proposed project) on that site. The project anticipated is anticipated to be consistent with (generally less than) the assumptions made for the site in this EIR.

Warner Ranch Park is located south of a 16-story hotel (Warner Center Marriot) in the central western portion of the project area. There is a narrow open space area west of the Marriott Hotel and immediately north of the park between Vassar Avenue and Topanga Canyon Boulevard, extending from the Califa Street on the south to Oxnard Street on the north. In addition a narrow band of open space is located along the southern border of the project area adjacent to the US

101 (Ventura) Freeway. In addition private open spaces are scattered throughout Warner Center in association with office and residential uses. Notably the large grassy area around the Blue Cross headquarters on Oxnard Street provides a large area of landscaping.

Table 4.8-1 summarizes land uses currently located within the project area.

TABLE 4.8-1
EXISTING LAND USES WITHIN THE WCRCCSP AREA

Land Use	Square footage
Residential	9.1 million sf/6,200 units
Misc Non-Residential Area (sq. ft.)	15,912
Agricultural	403,234
Construction	1,736,343
Manufacturing	381,116
Wholesale Trade	193,214
Transportation, Warehousing, Utilities	1,917,566
Retail Trade	1,168,566
Leisure and Hospitality	1,009,690
Information	3,605,833
Financial Activity	2,546,933
Professional and Business Services	2,497,665
Educational and Health Services	260,313
Public Administration	322,540
Other Services	15,912
Total Non-Residential Area	16,058,578
Total Residential and Non-Residential Area	25,191,350

Source: City of Los Angeles, Patricia Smith, Strategic Economics, 2009.

Surrounding Land Uses

Surrounding land uses are generally of lesser density, typical of land uses surrounding a regional center. The area is highly developed and supports a variety of land uses. The area surrounding the site contains mostly single and multi-family residential uses although commercial, retail, institutional, and open space areas are also interspersed. Typical to most urban areas, retail uses are located along the major thoroughfares in the area, such as Topanga Canyon and Victory Boulevards.

Land Uses Located North of Project Area

Generally, single and multi-family residential uses are located north of the project area. Commercial, multi-family residential and public facilities uses are located along Vanowen Street directly north of the project area. Canoga Park High School is located immediately north of the site at 6850 Topanga Canyon Boulevard. Several other institutional and community uses are located in the surrounding area. These include Owensmouth High School (6921 Jordan Avenue), Guadalupe Pre-Kindergarten Facility, Hart Street Elementary School (21040 Hart Street), and the Canoga Park Presbyterian Church (22103 Vanowen Street), which are all located within a one-mile radius of the project area. Shadow Ranch Park, located at 22633 Vanowen

Street and John Quimby Park, located at 7008 De Soto Avenue and the Canoga Park Branch Library (20939 Sherman way) are also located within one-mile of the project area.

Land Uses Located East of the Project Area

The area located immediately east of the project area contains single-family uses. Commercial and multi-family uses are located along De Soto Avenue. In addition Pierce College (zoned public facilities and including large open areas) is located across De Soto Avenue with the West Valley Occupational Center located east of the College. The Warner Ridge and gated Bella Vista multi-family residential developments are located east of the project area along De Soto Avenue. In addition, Woodland Hills Academy Middle School (separated from the freeway to the south by a row of single-family homes) is located east of the project area.

Land Uses Located South of the Project Area

The US 1010 freeway is located south of the proposed project area. Beyond that to the south are commercial uses that abut the freeway and line Ventura Boulevard to the south (see discussion of Ventura-Cahuenga Specific Plan below). South of these commercial uses are single-family residential uses. Retail uses are concentrated directly to the south, adjacent to the Ventura Freeway (US-101). The Woodland Hills Country Club located at 21150 Dumetz Road and Serrania Park, located at 20864 Wells Drive are both located less than one mile to the south of the project area. The Woodland Hills Branch library is located southeast of the project area at 22200 Ventura Boulevard.

Land Uses Located West of the Project Area

Retail and multi-family residential uses border the project area to the west along Topanga Canyon Boulevard. Further west, the area is mostly occupied by single-family residential neighborhoods that include parks (including the Woodland Hills Recreation Center, located at 5858 Shoup Avenue), the Woodland Hills Library and schools in addition to residential uses. This area includes several schools and places of worship. The Woodland Hills Private School (22322 Collins Street), Christian Way School (5920 Shoup Avenue), Creative Children Preschool (5650 Shoup Avenue), Pinecrest Middle School (5975 Shoup Avenue), and the West Valley Hebrew Academy (5850 Fallbrook Avenue) are all located in this area, within one-mile of the project area.

Figure 4.8-3 shows generalized land uses in and around the project area.

REGULATORY SETTING

City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework (Framework) (adopted in December 11, 1996; re-adopted August 8, 2001) is a special purpose element of the General Plan that establishes the vision for the future of the City by establishing development policy at a citywide level and within a citywide context. The Framework provides a generalized representation of the City's long-

range land use, defines citywide policies related to growth and sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. The Framework determines the most effective distribution of growth in relation to environmental and economic goals and serves as the subregional input to the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG). The Framework provides a context for cooperative planning between the City of Los Angeles, adjacent cities and the County of Los Angeles and, along with the Air Quality and Transportation Elements, ensures conformity between the City's General Plan and the RCPG and the Regional Air Quality Management Plan (AQMP).

The Framework also establishes the broad overall policy and direction for the entire General Plan. It is a discretionary element of the General Plan that looks to the future and provides a comprehensive long-range strategy to guide the update of the General Plan's other Elements -- including the Community Plans that collectively comprise the Land Use Element. The Framework also provides guidance for the preparation of related General Plan implementation measures including specific plans, ordinances, or programs, including the City's Capital Improvement Program. The Framework sets forth a range of policies in the areas of land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. These policies are implemented by the Community Plan and other General Plan Elements and, since the community plan is the implementation vehicle for the Framework, consistency with the community plan would indicate consistency with the Framework.

Warner Center (as far north as Vanowen Street) is identified as a Regional Center in the Framework with Topanga Canyon Boulevard north to Sherman Way and Owensmouth Avenue from Vanowen Street to nearly Sherman Way, identified as a Mixed Use Boulevards.

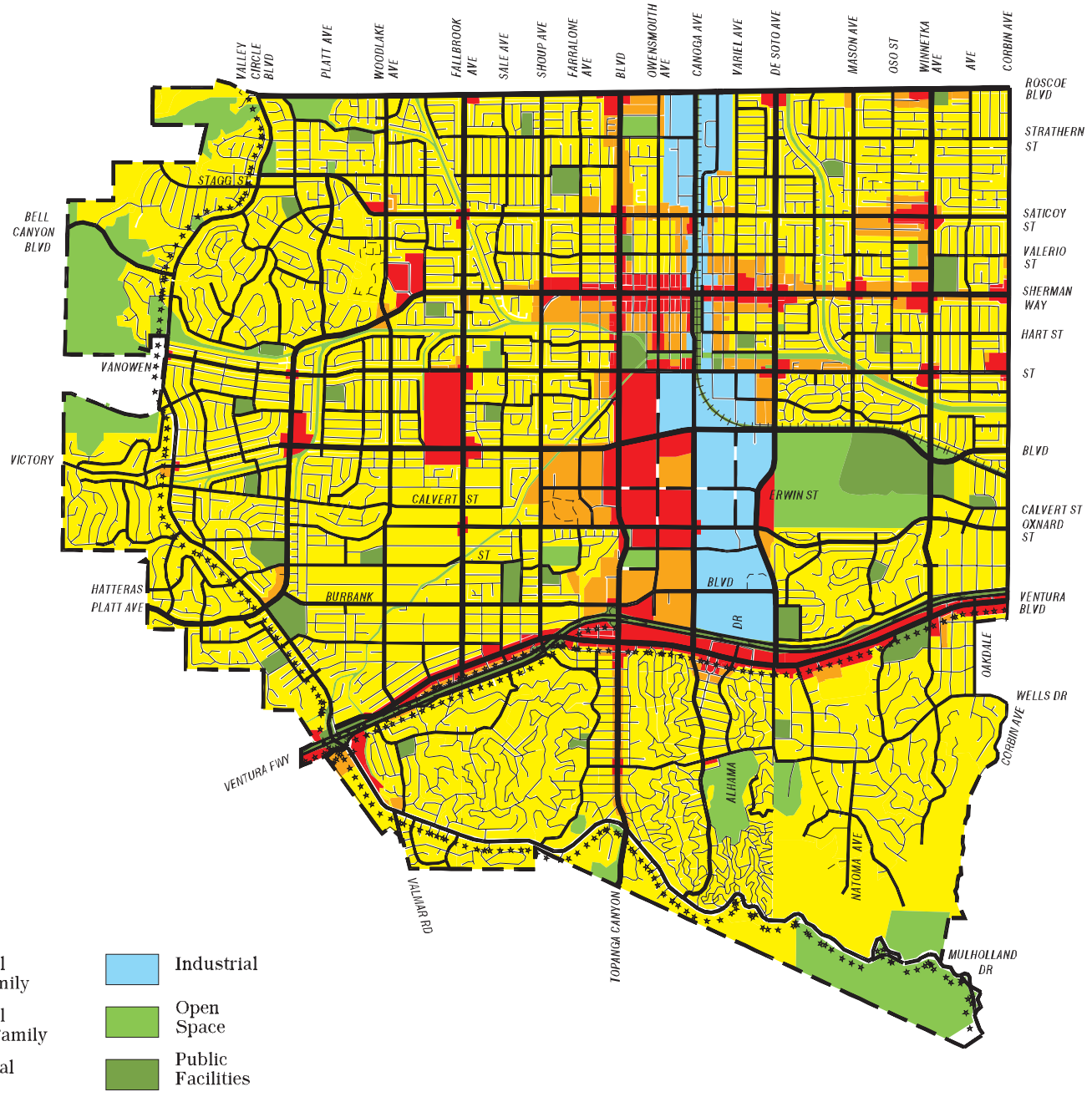
The Framework provides a 2010 population projection of 191,892, an employment projection of 142,400 and a housing projection of 187,187 for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, in which the proposed project area is located.[2]

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The City of Los Angeles General Plan includes 35 community plans in place of a Land Use Element. The community plans are oriented toward specific geographic areas of the City and define locally the General Plan's more general citywide policies and programs. The project area is located within the boundaries of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. **Figure 4.8-3** shows generalized land uses in Warner Center and the surrounding area.

The Community Plan Area covers 17,887 acres and is bordered by portions of the City of Los Angeles and portions of the Counties of Los Angeles and Ventura. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan designates land uses and sets development densities within the Community Plan Area to accommodate population and activities. The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan was last updated August 17, 1999.

[2] http://www.cityofla.org/PLN/complan/pdf/cpkcptxt.pdf. Accessed January 20, 2009



SOURCE: City of Los Angeles

Figure 4.8-3

Generalized Land Uses In and Around the Project Area

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area covers approximately 29 square miles in the western portion of the City of Los Angeles. According to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, approximately 59 percent of the total land uses in this community plan area are residential uses.[3]

Open space uses make up 12 percent of the total uses; commercial uses, 5 percent; and industrial uses, 4 percent.[4]

Approximately 12 percent of the land uses are open space-related uses, while 19 percent are street uses.

According to the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, the area consists of four community subareas, each with a distinct identity, each represented by a neighborhood council:

- *Canoga Park*. This subarea is bordered by Roscoe Boulevard to the north, Victory Boulevard to the south, Fallbrook Avenue to the West, and De Soto Avenue to the east. It is represented by the Canoga Park Neighborhood Council. This subarea contains a diversity of housing, commercial and industrial activity.

- *Woodland Hills*. This subarea lies in the southern portion of the Community Plan Area. The boundaries run generally along Victory Avenue from Corbin Street to Topanga Canyon Boulevard, Topanga Canyon Boulevard to US 101, US 101 west to the City limits, and the Santa Monica Mountains on the south. This subarea is represented by the Woodland Hills-Warner Center neighborhood council. This subarea contains a variety of uses including single-family homes, multi-family developments, Pierce College, and Warner Center itself.

- *West Hills*. This area is largely dominated by single-family neighborhoods and is bounded by Roscoe Boulevard to the north, Topanga Canyon Boulevard on the east, the Ventura Freeway to the South, and the Simi Hills on the South and Southwest. This area is represented by the West Hills Neighborhood Council.

- *Winnetka*. This community is bound by Roscoe Boulevard on the north, Corbin Avenue on the east, Victory Boulevard on the South, and De Soto Avenue on the West. It is represented by the Winnetka Neighborhood Council. This area is also dominated by single-family homes but also includes a variety of other uses including multi-family residential and institutional uses.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Planning area includes four Specific Plan Areas, the Ventura/Cahuenga Boulevard Corridor, Warner Center, Mulholland Scenic Parkway and Girard Tract Specific Plans. These Specific Plans address the opportunities

[3] Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. Available: <http://cityplanning.lacity.org/complan/pdf/cpksumlu.pdf>. Accessed: June 28, 2009.

[4] Ibid.

associated with commercial and residential development within the Canoga Park-Winnetka-Woodland Hills-West Hills plan area. The Specific Plans are identified below:

- *Ventura/Cahuenga Boulevard Corridor Specific Plan (originally becoming effective February 16, 1991)*. The goals of the Ventura/ Cahuenga Boulevard Corridor Specific Plan include providing equilibrium between transportation infrastructure and land use development. The Specific Plan provides for an effective local circulation system; promotes attractive and harmonious site design for commercial development; provides compatible and harmonious relationships between commercial and residential areas when adjacent to each other and promotes and encourages development of pedestrian activity.

- *Mulholland Scenic Parkway Specific Plan (adopted May 13, 1992)*. The goals of the Mulholland Scenic Parkway Specific Plan are to assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources. The Specific Plan assures that design and placement of buildings and other improvements preserve, complement and/or enhance views; minimizes grading and assures that graded slopes have a natural appearance. The plan also aims to preserve the natural appearance compatible with the characteristics of the Santa Monica Mountains.

- *Girard Tract Specific Plan (originally becoming effective July 18, 1989)*. The Girard Tract was approved in the 1920s and was originally created to be used for small summer houses. It has increasingly been occupied by large homes. The purpose of this Specific Plan is to establish reasonable and uniform development standards for hillside lots in the Girard Tract.

- *Warner Center Specific Plan (originally adopted June 30, 1993)*. The goals of the existing Warner Center Specific Plan are to coordinate orderly commercial and residential development with transportation improvements. The Specific Plan protects residential neighborhoods from the intrusion of through traffic, establishes a hierarchy of land use intensity which decreases with distance from the Warner Center "Core", encourages mixed-use development within Warner Center in accordance with the City's goal to improve the jobs/housing relationship. (See below for further discussion of the Warner Center Specific Plan.)

The following objectives of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan are identified as being potentially applicable to the project:

Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.

Objective 1-2: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.

Objective 1-3: Preserve and enhance the character and integrity of existing single and multifamily neighborhoods.

Objective 1-4: Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.

Objective 2-2: Enhance the appearance of commercial districts.

Objective 2-3: Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.

Objective 2-4: Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

Objective 3-1: Provide sufficient land for expansion of low intensity industrial uses.

Objective 4-1: Conserve, maintain and better use existing recreation and park facilities.

Objective 5-1: Preserve existing open space resources and develop new open space resources.

Objective 8-1: Provide adequate police facilities and personnel to correspond with population and service demands.

Objective 9-1: Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Objective 10-1: 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.

Objective 11-1: Pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

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

Objective 13-1: Comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

Objective 15-1: Provide parking in appropriate locations in accord with Citywide standards and community needs.

The City is in the process of updating its community plans; the update process is anticipated to take a number of years depending on available funding. While the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan is anticipated to be updated towards the end of the overall update process, it will build upon the proposed project. Much of the new development that is anticipated within this Community Plan area is anticipated to be within Warner Center.

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan designates the project area for a variety of uses (generally Commercial in the northwest quadrant, Residential Multiple-Family in the southwest quadrant and Industrial on the eastern half).

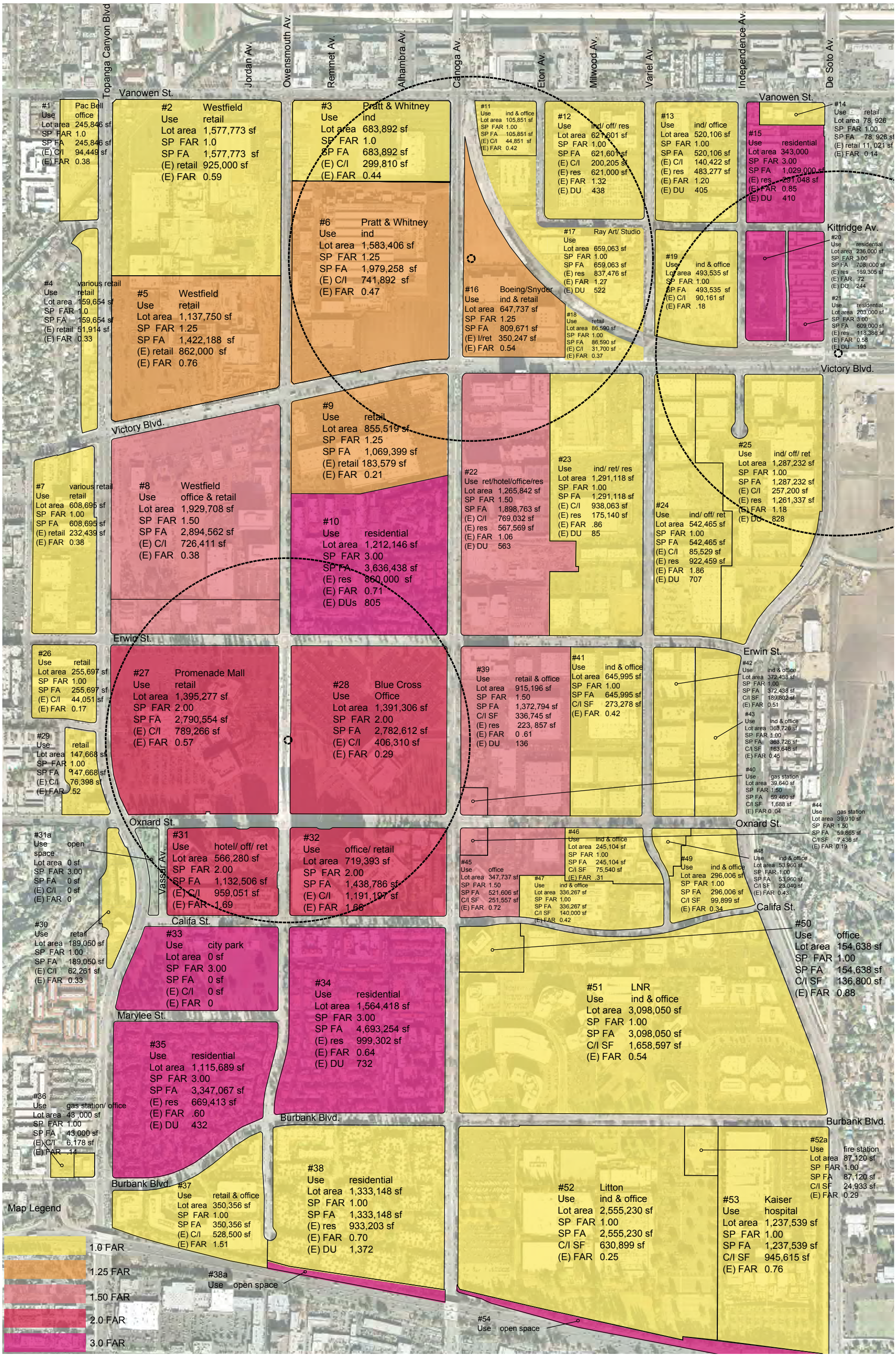
Existing (1993) Warner Center Specific Plan

The existing Warner Center Specific Plan was adopted in June 30 1993 and most recently amended in December 2005. The purpose of the Specific Plan is to make Warner Center a vibrant environment, providing daytime and nighttime activities; preserve existing high technology, industrial and research uses, encourage opportunities to stimulate human interaction and pedestrian activity. The Specific Plan establishes urban design, landscaping and sign control standards to ensure that the high quality of development in Warner Center is maintained; encourage artwork in public spaces; and provide child care facilities for the employees of Warner Center businesses.

In order to regulate the use of property, as provided for in the Specific Plan, the Warner Center Zone is divided into the following Land Use Categories:

- (WC)OS- Open Space Land Use Category;
- (WC)R3 -Multiple Residential Land Use Category;
- (WC)CR -Limited Commercial Land Use Category;
- (WC)C1 -Limited Commercial Land Use Category;
- (WC)C1.5- Limited Commercial Land Use Category;
- (WC)C2 -Commercial Land Use Category;
- (WC)C4 -Commercial Land Use Category;
- (WC)C/I -Commercial/Industrial Land Use Category;
- (WC)PF -Public Facilities Land Use Category.

The Specific Plan area also uses height/floor area ratio (Height/FAR) Designations. **Figure 4.8-4** shows the FAR designations in the current Specific Plan. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended, and any other relevant ordinances.



WCRCCSP

SOURCE: Patricia Smith, 2009

Figure 4.8-4

Existing Warner Center Specific Plan FAR Designations

Los Angeles River Revitalization Master Plan, Los Angeles River Improvement Overlay (LA-RIO) District

The Los Angeles River Revitalization Master Plan (LA River Master Plan) was approved in 2007. The Los Angeles River Improvement Overlay District (LA RIO) implementing ordinance is currently pending. The overall purpose of the LA River Master Plan is to improve the general environment of the Los Angeles River by improving natural habitat, water quality, and recreation. Other purposes include providing public access to the river, identifying incidental recreation space, delineating trails, and reinvesting in the urban infrastructure system to encourage economic growth. Through the LA River Master Plan the City seeks to address environmental, social, and economic problems along the Los Angeles River including compromised water quality, accumulation of trash, contribution to polluted coastal waters, lack of habitat, risks to public safety, inadequate parkland and playing fields, homelessness, lack of affordable housing, and loss of jobs. The LA River Master Plan is defined by the revitalization measures and alternatives, as well as a revitalization management framework. The LA River planning area consists of an approximately one mile-wide (extending south to Victory through Warner Center), 32 mile-long river corridor and five opportunity areas along that corridor.

The "Canoga Park Opportunity Area" is identified in the LA River Master Plan; it is located partially within the expanded project area; it is bounded on the north by Sherman Way, on the east by De Soto Avenue, on the south by Victory Boulevard, and on the west by Topanga Canyon Boulevard. Two alternative configurations are presented for the opportunity area, one with more extensive riverfront terracing and parks. Both include river channel terracing between Canoga and Variel Avenues (under the more extensive alternative Arroyo Calabasas would daylight to provide a water feature within the new Riverfront Park and through the center of the Westfield Topanga Shopping Center). Riverfront parks are contemplated on the south side of the river extending south to Vanowen Street and bounded on the east by Alabama Street (Arroyo Calabasas in the alternative) and on the west by Milwood Avenue (Variel Avenue in the alternative) as well as linear parks to the north.

Regional greenway connections are envisioned on north-south streets between Victory and Sherman Way (Topanga Canyon Boulevard, Owensmouth Avenue, Canoga Boulevard, Variel Avenue and De Soto Avenue) and on east-west streets between Topanga Canyon Boulevard and De Soto Avenue (Vanowen Street) as well as along the MTA right of way from the intersection of Canoga Boulevard and Vanowen Street to the south of the riverfront park into the existing Orange Line regional Bike way and Pierce College. Arterial green streets are also contemplated on all north-south and east-west streets not considered regional greenways. The following streets are identified as local green streets: Jordan Avenue, Remmet Avenue, Milwood Avenue, Independence Avenue, Vasser Avenue, Alabama Avenue, Variel Avenue and Eton Avenue. The LA River Master Plan also includes Paseos, Promenades, Pedestrian River crossings and gateways, as well as water quality enhancements to the confluence of Bell Creek and Arroyo Calabasas.

Land acquisition for public use is encouraged for parcels that have near-term potential to be developed as open space. Under the more extensive alternative a mixed-use village is

contemplated within the opportunity area with a major retail and entertainment center connected to the Orange Line and Westfield Topanga Shopping Center, while at the same time, single-family homes would be protected.

Zoning

The City of Los Angeles Planning and Zoning Code (Chapter I, Los Angeles Municipal Code) identifies specific uses allowed in the various designated zones and includes detailed standards such as height limits, set backs parking standards, etc., as appropriate for each zone. The project area is zoned WC-Warner Center and the existing Specific Plan includes a number of zoning controls specifically tailored to Warner Center; nonetheless other than specific zoning included in the Specific Plan the zoning controls contained in the Los Angeles Municipal Code regulate land use in Warner Center.

Surrounding areas include a variety of zoning designations that regulate the land uses (described above) located around Warner Center.

Housing Element of the General Plan

The City of Los Angeles Housing Element identifies and analyzes existing and projected housing needs of all economic segments of the community, includes a statement of goals, policies, financial resources, and scheduled programs for the preservation, improvement, and production of housing. The Element also includes an analysis and documentation of household and housing characteristics, any special housing needs, energy conservation in residential development, potential and actual non-governmental/governmental constraints upon the maintenance, improvement, or development of housing for all income levels, and an assessment of the regional housing needs.

The adopted goals of the Housing Element are:

- *An adequate supply of housing accessible to persons of all income levels*
- *Sufficient ownership and rental housing to meet the City's needs*
- *Housing production incentives for for-profit and non-profit developers of housing for low- and very-low income households*
- *A reduction in barriers leading to more housing*
- *Housing opportunities accessible to all City residents without discrimination, including groups with special needs*
- *A City of residential neighborhoods that maintains a sense of community by conserving and improving existing housing stock*
- *Housing, jobs, and services in mutual proximity*
- *Energy efficient housing*

Potentially applicable objectives of the Housing Element include the following:

Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.

Objective 2.1: Promote housing strategies which enhance neighborhood safety and sustainability, and provide for adequate population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area.

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.

Objective 2.4: Develop, preserve, and enhance quality single- and multiple-family housing utilizing approved design standards which maintain the prevailing scale and character of the City's stable residential neighborhoods, and do not constrain affordable housing development.

Objective 2.8: Assure that new development is generally consistent with the character and scale of adjacent development and an adopted community vision.

SCAG Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP)

SCAG is the federally-designated metropolitan planning organization for six southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality.

Regional Transportation Plan. *S*CAG's 2008 Regional Transportation Plan (RTP), adopted in May 2008, presents a long-term transportation vision through the year 2035 for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2008 RTP was produced through a balanced approach that considered system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic expansion. The 2008 RTP presents an investment framework for addressing the region's transportation and related challenges. Specific issues addressed within the 2008 RTP include mobility challenges, air quality challenges, climate change, energy, transportation finance challenges, security and safety, environmental justice and mitigation, revenues and expenditures, transportation conformity, implementation and monitoring, corridor preservation, and future connections and growth. The RTP provides a basic policy and program framework for long-term investment in the regional transportation system in a coordinated, cooperative and continuous manner. Transportation investments in the SCAG region that receive State or federal transportation funds must be consistent with the RTP and must be included in the Regional Transportation Improvement Program ("RTIP") when ready for funding.

Growth Vision. In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Compass Growth Vision for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG began the Compass program in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from

throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the 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. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report adopted in June 2004. The four principles are intended to promote and maximize regional mobility, livability, prosperity and sustainability. Decisions regarding growth, transportation, land use and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles. In addition, the Compass Blueprint 2% Strategy provides guidance for how and where SCAG can implement the Compass Growth Vision for Southern California's future. It calls for modest changes to current land use and transportation trends on only two percent of the land area of the region – referred to as 2% Strategy Opportunity Areas. These are areas of the region targeted for growth, where projects, plans and policies consistent with the Compass Blueprint principles would best serve the goals of the Growth Vision. These 2% Strategy Opportunity Areas are located around transportation facilities. In Warner center, the areas around the Metro Orange Line, and along the US 101 (Ventura) freeway are identified as within a 2% Strategy Opportunity Area. This area includes most of the proposed project area, except for the northwestern corner and southeastern middle (south of Oxnard Street to the Kaiser Permanente Hospital and east nearly as far as Canoga.

Regional Comprehensive Plan. SCAG has also prepared the 2008 Regional Comprehensive Plan (RCP) in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.[5] The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Blueprint Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG). SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, because of its advisory nature, the RCP is not used in SCAG's Intergovernmental Review (IGR) process. Rather, SCAG reviews new projects based on consistency with the 2008 RTP and Compass Growth Vision.

5 SCAG, *2008 Regional Comprehensive Plan,* http://www.scag.ca.gov/ rcp/pdf/finalrcp/f2008RCP_ExecSum.pdf, accessed August 12, 2010.

South Coast Air Quality Management District Air Quality Management Plan

The Warner Center Specific Plan Area is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, which includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The Warner Center Specific Plan Area is located in the South Coast Air Basin, a subregion of the SCAQMD. The SCAQMD Air Quality Management Plan (AQMP) sets forth an attainment program based on projected population growth and air quality management and control measures. The SCAQMD is responsible for compliance with federal and state Air Quality Plans in the Los Angeles County area. In conjunction with SCAG, the SCAQMD is responsible for establishing a comprehensive program to achieve federal and state air quality standards. The AQMP is incorporated into the State Implementation Program (SIP), which constitutes all AQMPs prepared by all air quality management districts in the state. The SIP is the State's plan for compliance with state and federal air quality standards. See Section 4.2 for a more discussion of the AQMP.

Metro Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The CMP (last revision adopted in 2004, new Draft circulated in August 2010), includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those designated roadway intersections, to which a project could add 50 or more trips during either A.M. or P.M. peak hour, be evaluated. The guidelines also require evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours. The CMP is discussed further in Section 4.12, Transportation, Circulation and Parking.

Enterprise Zone

On May 10, 2010 the Los Angeles State Enterprise Zone was expanded to include Warner Center. Other areas added include: the Canoga Park, Chatsworth and Northridge industrial areas; the area surrounding Van Nuys Airport; and Van Nuys Boulevard from Saticoy Street to Oxnard Street in Van Nuys. On May 18, 2010, the State approved additional expansion to include the areas surrounding LAX; portions of San Fernando Road and Foothill Boulevard in Sylmar; and Washington Boulevard and Glendale Boulevard in Echo Park. State income tax-based incentives include, but are not limited to:

- Hiring credits of up to $37,440 for each qualified employee hired over a five-year period;
- Sales tax credits on purchases of up to $20 million per year's worth of qualified machinery and parts;
- Up to 100 percent net-operating-loss deduction and 15-year carry forward:
- Up-front expensing of certain depreciable property;
- Net interest deductions for lenders to zone businesses; and
- The Department of Water and Power allows businesses to qualify for a one-time lump sum payment exemption if the Sewer Facility Charge is over $17,000. The fee can be paid in installments over five years but interest is payable on any unpaid balance. The City also has an ordinance that allows reduced parking requirements for Enterprise Zone businesses compared with other areas of the City.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant land use impact if:

- The project would result in the division, disruption or isolation of an existing established community or neighborhood;

- The proposed project would be substantially incompatible with the surrounding land uses;

- The proposed project would be inconsistent with applicable land use plans and policies, including the following:

    - City of Los Angeles Planning and Zoning Code

    - Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

    - General Plan elements or other regional or local plans governing the project site

The City of Los Angeles CEQA Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Whether the proposal is consistent with the adopted land use/density designation in the Community Plan, redevelopment plan (or specific plan for the site); and

- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Based on the factors presented above, the project would be considered to have a significant land use consistency impact if it was found to be in substantial conflict with either the adopted Community Plan, or with the whole of relevant environmental policies in other applicable plans.

With regard to impacts associated with land use compatibility, the *City of Los Angeles CEQA Thresholds Guide* states that the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;

- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and

- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

IMPACT ASSESSMENT

Proposed Land Uses

As previously mentioned, the proposed project anticipates a transit-oriented development (TOD) with a balanced mix and concentration of jobs and housing to support a sustainable center of development. The proposed project would allow the development of residential, retail, institutional, open space, office and manufacturing uses similar to uses that currently occupy the WCRCCSP area. These proposed uses would be located within walking distance of each other and would be connected by frequent transit service, thereby connecting them with the surrounding area.

As described in the Project Description, the proposed project area would be divided into the following eight districts under the proposed Plan:

- **Downtown** would remain the primary employment center of Warner Center, served by the Owensmouth Transit Hub. As infill development occurs, Owensmouth would be lined with commercial development and will become Downtown's "Main Street."

- **The Business Park** would be Warner Center's second job center, initially served by a new Orange Line station at Oxnard Street and Variel Avenue. Like Downtown, while its primary function would be as a job center, it would also include housing and retail development to maintain a walkable mix of uses.

- **Uptown** would develop as a high quality mixed-use district adjacent to the Canoga Orange Line Station. Uptown would include the existing high-end Topanga Plaza Shopping Center, new research and development and other creative sector industrial and commercial development mid-and high-rise housing, and neighborhood and community serving retail uses, all oriented around a central park.

- **The Eastside Village** district, served by both the De Soto Avenue and new Oxnard Street/Variel Avenue Orange Line station, would retain its industrial flavor, with a focus on live-work projects and smaller-scale development projects than in the Uptown, Business Park or Downtown districts.

- **The Southwest Residential** neighborhood is largely built-out with two- and three-story townhomes and flats, both for-sale and rental oriented along tree-lined streets.

- **The Northeast Residential** neighborhood, served by the Canoga Avenue and De Soto Avenue Orange Line Stations, would include urban residential uses.

- **Topanga West** – This area would support retail uses.

- **Canoga Park Rio District -- Proposed Expansion Area.** This area would include mixed-use development adjacent to the Los Angeles River and would be added into the existing Warner Center Specific Plan area under the proposed project.

These eight districts included under the proposed project would reinforce the identity and character of existing neighborhoods and districts in Warner Center. The WCRCCSP includes Hybrid Industrial provisions designed to maintain the industrial base in Warner Center and its jobs while also recognizing that the industrial landscape in Warner Center has transformed into a light industrial/research and development demand market. The majority of the industrial uses that currently exist in Warner Center are high-end, research and development uses. The WCRCCSP includes a section designed to not only preserve those industrial uses but encourage their expansion while at the same time allowing for live-work and compatible residential uses.

Additionally, the proposed project would include a Design Guide that would supplement the City of Los Angeles Municipal Code provisions. The Design Guide would apply to all projects in the project area and would focus on the relationship of buildings to the street and as well as its relationship to the public realm which could include surrounding uses.

Additionally, to enable and encourage TOD, development under the proposed project would be concentrated around the three existing and one proposed Orange Line Stations and an internal transit system. This would ensure that people could easily commute both regionally and locally by transit. Implementation of the proposed project would also result in improvements to other infrastructure in the surrounding area including water and sanitation. Implementation of the proposed project would not be inconsistent with surrounding land uses.

The WCRCCSP is designated as a Supplemental Sign District that would allow greater latitude for the Specific Plan to provide for flexibility of sign standards and provisions. The Plan's signage would: support land uses and urban design objectives of the Warner Center Specific Plan; reinforce the pedestrian-oriented character of all Warner Center's streets by allowing and encouraging pedestrian-oriented signs throughout Warner Center; contribute to a lively, colorful, 24/7 pedestrian atmosphere in the Uptown, Downtown, and Eastside Districts; and contribute to a lively, but more restrained pedestrian atmosphere in the remaining Districts.

Division, Disruption or Isolation of an Existing Community or Neighborhood.

As previously stated, the proposed project is being developed to address 1) previously identified concerns (increasing residential development beyond that assumed in the 1993 Plan), 2) the updated environmental analysis required by the 1993 Plan, and 3) new planning and regulatory requirements associated with sustainability and reducing regional greenhouse gas emissions.

The proposed project includes a balanced mix and concentration of jobs and housing to support a sustainable center. The proposed project includes more residential development than was assumed would develop in the 1993 Plan. This increased concentration of residential development would respond to new planning directives to concentrate growth in general around transit centers and that provide for a complementary mix of uses to reduce the number of auto trips.

The 1993 Specific Plan anticipated four phases of commercial development (tied to transportation improvements): Phase I would allow up to 21.5 million square feet (msf) of non-residential development, Phase II would allow 27.5 msf, Phase III would allow 31.5 msf and Phase IV would allow 35.7 msf. However, the 1993 Specific Plan did not specifically address residential development limits; the 1993 Specific Plan EIR assumed relatively little new residential development (2,997 added units for a total of 7,158 units in Warner Center).

Under the proposed project, the total residential area is anticipated to increase from 9.1 million sf (in 2008) to 32.6 million sf in 2035, while the total non-residential area is anticipated to increase from 16.1 million sf to 30.1 million sf in 2035. Total dwelling units would increase from 6,200 in 2008 to 26,048 in 2035. The average FAR over all buildable areas within the existing WCSP area (i.e. not including the area north of Vanowen Street, or open space lots within Warner Center) would be about 1.64:1.

Implementation of the proposed project would substantially increase the amount of residential development compared to what was anticipated in the 1993 Specific Plan and as compared to today. Such an increase would result in a concentration of mixed uses within walking distance of one another so people could easily walk rather than drive. With such a concentration of residential uses Warner Center streets and sidewalks are anticipated to become much more active, especially with the enhanced street designs and pedestrian features required by the proposed project. A minimum percentage of land area in each of the eight districts of the proposed project would be devoted to non-residential uses. It is anticipated that this threshold would allow development to occur based on market cycles and at the same time, would ensure that there would be land available for the development of an appropriate mix of uses.

The proposed project would transform Warner Center from a commercial center with some residential use, to a regional center with mixed-use transit-oriented development (TOD). It is envisioned as a sustainable center consistent with the latest planning strategies designed to address smart growth, reduced vehicle use and reductions in regional greenhouse gases. Reduced greenhouse gas emissions are anticipated from less total regional vehicle miles travelled as growth moves from outlying areas to mixed-use centers such as the one envisioned in the proposed project. It is anticipated that when the Canoga Park-Winnetka-Woodland Hills-West

Hills Community Plan is updated some time in the future that most, if not all, of the future development anticipated for this community planning area will be identified in Warner Center.

Implementation of the proposed project would not divide, disrupt, or isolate an existing community or neighborhood. Rather, it would densify and enhance (by activating streets and increasing the nighttime population of the area) an existing center. The proposed project would promote walkability, the use of transit and would provide amenities to nearby residential communities. These characteristics of the proposed project would serve to connect uses proposed under the proposed project with surrounding uses. The increased density anticipated by the proposed project would promote characteristics desirable in a center (activity areas appealing to both daytime workers and the residential population), creating a more-vibrant city environment.

Within Warner Center it is anticipated that existing uses would not be significantly impacted by the increased density. Rather, the proposed uses and densities would complement, and make more efficient, existing uses, allowing for a more active community with reduced energy consumption compared to more distributed land use patterns (in general denser development is more energy efficient than less dense development).

The residential neighborhoods within Warner Center (generally the multi-family area south and east of Warner Center Park) is anticipated to remain substantially untouched. Residential uses in this area would be within walking distance of transit as well as within walking distance of other goods and services. The existing neighborhoods within Warner Center would not be disrupted, divided or isolated. All areas within Warner Center would experience an increase in traffic -- see Section 4.12, Transportation, Circulation and Parking. (As indicated in section 4.12, only one intersection – Variel Avenue and Victory Boulevard, and one arterial street segment – Canoga Avenue between Ventura Boulevard and Oxnard Street, would remain impacted after imposition of all project mitigation measures.)

Therefore, no significant land use impacts are anticipated to occur within Warner Center as a result of the proposed project.

Consistency with Surrounding Land Uses

The anticipated increase in density within Warner Center would be perceived from outside of Warner Center primarily by the increase in the number and height of buildings visible from surrounding streets and from some buildings. In addition, increased traffic in the area would be perceptible by many residents and employees in surrounding areas. However, as noted above, traffic impacts (other than at a couple of locations within Warner Center) would be mitigated to less than significant levels.

The extension of Variel Avenue across the Metro Orange Line and across the Los Angeles River (where there is currently a pedestrian bridge but no auto access), would lead to increased traffic on Variel Avenue (within and outside of the proposed project area), including adjacent to the Hart Elementary School and single family uses to the north and multi-family uses to the south. This increase in traffic would impact these uses in an adverse manner, but the impact is

considered less than significant in that the increase in traffic would not be so great that it would divide the community.

The area east of the proposed project area contains single-family and multi-family residential uses, Pierce College, open space uses and Woodland Hills Academy Middle School. Similar to locations within Warner Center, these areas would be able to see the increase in the number and height of buildings within Warner Center and would experience an increase in traffic. None of these changes would be sufficient to divide an existing community or otherwise have a significant impact on land uses to the east.

Land uses located south of the proposed project area (south of the US 101 freeway) consist of commercial uses along the freeway and Ventura Boulevard with single-family residential neighborhoods further to the south. Multi-family residential and commercial uses are located along Topanga Canyon Boulevard in this area. The Woodland Hills Country Club and Serrania Park are both located south of the proposed project area within a one-mile radius. None of these uses are anticipated to experience a significant land use impact as a result of the proposed project.

Retail and multi-family residential uses border the proposed project area to the west along Topanga Canyon Boulevard. Further west, are single-family residential neighborhoods that contain parks and schools in addition to the residential uses. As with other areas surrounding the proposed project area, none of these uses are anticipated to experience a significant land use impact as a result of the proposed project.

None of the changes discussed above would be sufficient to interfere substantially with existing uses or divide any community; therefore, the proposed project would not result in significant adverse land use impacts to surrounding areas.

Consistency With Applicable Land Use Plans

Regional Land Use Plans

The proposed project would be consistent with regional planning as it would balance growth and concentrate it around transit, thus reducing regional vehicle trips and vehicle miles travelled and therefore also reducing greenhouse gas emissions consistent with State and regional goals.

Applicable land use plans include the General Plan Framework, the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, and the Housing Element. The proposed project effectively updates the 1993 WCSP, and would be generally consistent with these plans.

General Plan Framework

The City of Los Angeles General Plan Framework (Framework) (adopted in December 11, 1996; re-adopted August 8, 2001) is a special purpose element of the General Plan that establishes the vision for the future of the city by establishing development policy at a citywide level and within a citywide context. The Framework provides a generalized representation of the City's long-

range land use, defines citywide policies related to growth and sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services.

The Framework determines the most effective distribution of growth in relation to environmental and economic goals and serves as the subregional input to the Southern California Association of Governments Regional Comprehensive Plan and Guide (RCPG). The GPF provides a context for cooperative planning between the City of Los Angeles, adjacent cities and the County of Los Angeles and, along with the Air Quality and Transportation Elements, ensures conformity between the City's General Plan and the RCPG and the Regional Air Quality Management Plan (AQMP).

The Framework establishes the broad overall policy and direction for the entire General Plan. It is a discretionary element of the General Plan that looks to the future and provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other Elements -- including the Community Plans that collectively comprise the Land Use Element. The Framework also provides guidance for the preparation of related General Plan implementation measures including specific plans, ordinances, or programs, including the City's Capital Improvement Program.

The Framework sets forth a range of policies in the areas of land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. These policies are implemented by the community plans and other General Plan Elements and, since the community plan is the implementation vehicle for the GPF, consistency with the community plan would indicate consistency with the Framework.

The Framework provides a population projection of 191,892, an employment projection of 142,400 and a housing projection of 187,187 for 2010 in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area, in which the Warner Center Specific Plan Area is located.[6]

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan contains several objectives that could be considered applicable to the proposed project. **Table 4.8-2** assesses the extent to which the proposed project supports these objectives of the Community Plan.

[6] http://www.cityofla.org/PLN/complan/pdf/cpkcptxt.pdf. Accessed January 20, 2009

TABLE 4.8-2
RELEVANT OBJECTIVES OF THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN

Objective	Project/Community Plan Consistency
Objective 1-1 Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.	**Consistent.** The proposed project would exceed the objective by planning for the buildout year of 2035. The proposed project seeks to add approximately 20,000 new residential units by 2035. The proposed project would encourage a mix of housing types to meet the needs of persons of various income levels.
Objective 1-2 Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.	**Consistent.** The proposed project anticipates a balanced mix of homes within walking distance of retail, commercial, open space and institutional uses. This would promote walking, thereby reducing automobile trips. Additionally, the proposed project would promote walking, thereby reducing automobile trips. It would also encourage transit use by providing connections to the Orange Line.
Objective 1-3 Preserve and enhance the character and integrity of existing single and multifamily neighborhoods.	**Consistent.** The proposed project seeks to add at least 20,000 new residential units by 2035. The proposed project identifies a cap in development for the year 2035 that is the amount of development anticipated for that year based on current economic/market analysis.
Objective 1-4 Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.	**Consistent.** See discussion of Objective 1-2.
Objective 2-2 Enhance the appearance of commercial districts.	**Consistent.** As described in the Project Description, the proposed project identifies eight districts that would reinforce the identity and character of existing neighborhoods and districts in Warner Center. The appearance of each of these districts including commercial areas would be enhanced through the implementation of the proposed project's Design Guide, which would apply to all projects in the proposed project area. The Design Guide would apply to all levels of planning and design for each of the districts.
Objective 2-3 Use Pedestrian Oriented Districts and Mixed Use Boulevards to provide alternatives to automobile oriented commercial activity.	**Consistent.** The Design Guide anticipates an extensive pedestrian network.
Objective 2-4 Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.	**Consistent.** See Response to Objective 2-2.

TABLE 4.8-2
RELEVANT OBJECTIVES OF THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN

Objective	Project/Community Plan Consistency
Objective 3-1 Provide sufficient land for expansion of low intensity industrial uses.	**Consistent.** The project would allow for industrial uses.
Objective 4-1 To conserve, maintain and better use existing recreation and park facilities	**Consistent.** The proposed project would include the development of a "Great Park" which would include a sports field, Farmers Market, community gardens, skate park and nature trails.
Objective 5-1 To preserve existing open space resources and develop new open space resources.	**Consistent.** See Response to Objective 4.1. Additionally, under the proposed project each development project would be required to improve and maintain open space equal to 15% of the site area.
Objective 8-1 To provide adequate police facilities and personnel to correspond with population and service demands	**Consistent.** Implementation of the proposed project would result in improvements to infrastructure in the area including water, sanitation, police and fire facilities as deemed necessary.
Objective 9-1 Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.	**Consistent.** See response to Objective 8-1.
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.	**Consistent.** The proposed project would provide transit access throughout Warner Center and would concentrate development around the three existing and one immediately proposed Orange Line Stations.
Objective 11-1 To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	**Consistent.** The proposed project includes a sustainable development that would include a jobs/housing balance and promotes walkability and the use of transit. Implementation of the proposed project would include transportation demand management strategies that reduce vehicle trips and minimize average trip lengths. See Section 4.12 Transportation, Circulation and Parking for further discussion.
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.	**Consistent.** See response to Objective 11-1 and see Section 4.12 Transportation, Circulation and Parking for further discussion regarding trip delays.
Objective 13-1 To 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 all new development.	**Consistent.** See response to Objective 11-1 and see Section 4.12 Transportation for further discussion regarding performance standards for acceptable LOS.

TABLE 4.8-2
RELEVANT OBJECTIVES OF THE CANOGA PARK-WINNETKA-WOODLAND HILLS-WEST HILLS COMMUNITY PLAN

Objective	Project/Community Plan Consistency
Objective 15-1 To provide parking in appropriate locations in accord with Citywide standards and community needs.	**Consistent.** The proposed project would encourage new projects to share already existing parking facilities, many of which contain more spaces than are required. Centralized parking would also be encouraged and facilitated. A shared parking credit system for public parking structures would allow 1.5 credits per parking space. See Section 4.12 Transportation for further discussion.

Source: Sirius Environmental, 2009.

As shown in the table, the WCRCCSP would be generally consistent with the objectives of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. The proposed project seeks to provide a sustainable development that includes a mix of uses while promoting walkability and transit use.

The proposed project includes a General Plan Amendment for the proposed project area from a variety of designations (generally Commercial in the northwest quadrant, Residential Multiple-Family in the southwest quadrant and Industrial on the eastern half) to Regional Center. This would be consistent with the function of Warner Center and the Framework Element designation.

Los Angeles River Revitalization Master Plan

The expansion of the proposed project area to the Los Angeles River would be consistent with encouraging redevelopment of the area south of the LA River to Vanowen Street. The WCRCCSP would allow for a mixed-use village in the Warner Center RIO District as envisioned in one of the alternatives contemplated for the Canoga Park Opportunity Area. The LA River Master Plan provides for additional enhancements beyond those identified in the proposed project. The proposed project is a more general, conceptual level, planning document than the potential development scenarios envisioned for the Canoga Park Opportunity Area identified in the LA River Master Plan. The proposed project therefore allows for a wide variety of uses including those contemplated for the Canoga Park Opportunity Planning Area.

Housing Element of the City of Los Angeles General Plan

Housing Element objectives most relevant to the proposed were identified in the Setting. **Table 4.8-3** provides a comparison of the project to these objectives of the Housing Element.

TABLE 4.8-3
RELEVANT OBJECTIVES OF THE HOUSING ELEMENT

Objective	Project/Housing Element Consistency
Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.	**Consistent.** The proposed project seeks to approximately 20,000 new residential units by 2035. Anticipated development levels for the buildout year of 2035 would include a total residential area of 32.6 million sf compared to 9.1 million sf of existing residential area. The proposed project would encourage a mix of housing types to meet identified needs of persons of various income levels.
Objective 2.1: Promote housing strategies which enhance neighborhood safety and sustainability, and provide for adequate population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area.	**Consistent.** The proposed project would provide for sustainable development by promoting a balanced mix and concentration of jobs and housing. Implementation of the proposed project would also result in improvements to infrastructure in the area.
Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.	**Consistent.** As described above and discussed in the Project Description, the proposed project would provide for sustainable development where people could work, play, and live and where day to day needs could be met by walking, bicycling and local transit. The proposed project identifies several characteristics needed to attract development including having a balanced mix of uses; a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural, and recreational facilities; with all uses within walking distance and connected by transit service.
Objective 2.4: Develop, preserve, and enhance quality single- and multiple-family housing utilizing approved design standards which maintain the prevailing scale and character of the City's stable residential neighborhoods, and do not constrain affordable housing development.	**Consistent.** See discussion of Objective 1.1. The proposed project would include a Design Guide that would supplement the Municipal Code provisions. The focus of the Design Guide would be on the relationship of buildings to the street, including sidewalk treatment, character of the buildings as it adjoins the sidewalk and connections to transit on the public realm.
Objective 2.8: Assure that new development is generally consistent with the character and scale of adjacent development and an adopted community vision.	**Consistent.** See discussions above and consistency analysis regarding the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

Source: Sirius Environmental, 2009.

As indicated in the table, the proposed project would be consistent with the applicable objectives of the Housing Element. The proposed project would add approximately 20,000 new residential units by 2035. These residential units would include a mix of housing types to accommodate persons of various income levels. Implementation of the Design Guide would help ensure that

new development would maintain the scale and character of nearby residential neighborhoods.

CUMULATIVE IMPACTS

The proposed project would be part of a comprehensive land use development strategy of the City of Los Angeles with the goal of meeting the housing and employment needs of the City through the year 2035. The proposed project aims to focus development in proximity to transit and to include a mix of uses designed to make the area more sustainable (more energy efficient). It is anticipated that growth in the city and region will be consistent with the 2008 RTP with the exception that land uses within the City of Los Angeles will be redistributed to reflect smart growth policies.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are considered less than significant and no mitigation is necessary.

4.9 NOISE

This section of the Draft EIR analyzes the noise impacts anticipated to result from construction and operation of the proposed project. Calculation worksheets are contained in **Appendix F** of this Draft EIR. The information and analysis in this section is based on a number of sources including the City of Los Angeles Noise Element, Warner Center Specific Plan Environmental Impact Report (EIR) and Supplemental EIRs (1991, 199, 2000), Canoga Transportation Corridor Environmental Impact Report (2008), and other relevant resources that discuss noise impacts.

FUNDAMENTALS OF NOISE AND VIBRATION

Definition of Sound and Noise

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations are generally measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA).

Noise Exposure and Community Noise

An individual's noise exposure is a measure of the noise experienced by the individual over a period of time. A noise level is a measure of noise at a given instant in time. However, noise levels rarely persist consistently over a long period of time. In fact, community noise varies continuously with time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. Background noise levels change throughout a typical day, but do so gradually, corresponding with the addition and subtraction of distant noise sources and atmospheric conditions. The addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens) makes

community noise constantly variable throughout a day. These successive additions of sound to the community noise environment vary the community noise level from instant to instant requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

L_{eq}: The equivalent sound level is used to describe noise over a specified period of time, in terms of a single numerical value. The L_{eq} is the constant sound level which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

L_{max}: The instantaneous maximum noise level measured during the measurement period of interest.

L_{dn}: The energy average of the A-weighted sound levels occurring during a 24-hour period, and which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and seven a.m. is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: Similar to the L_{dn}, the Community Noise Equivalent Level (CNEL) adds a five dBA penalty for the evening hours between seven p.m. and 10:00 p.m. in addition to a 10 dBA penalty between the hours of 10:00 p.m. and 7:00 a.m.

Effects of Noise on People

The effects of noise on people is separated into three categories:

- subjective effects of annoyance, nuisance, dissatisfaction;
- interference with activities such as speech, sleep, learning; and
- physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers at industrial plants often experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction. A wide variation exists in the individual thresholds of annoyance, and different tolerances to noise tend to develop based on an individuals past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way the new noise compares to the existing noise levels that one has adapted, which is referred to as the "ambient noise" level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived;
- Outside of the laboratory, a three dBA change is considered a just-perceivable difference when the change in noise is perceived but does not cause a human response;
- A change in level of at least five dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. A ruler is a linear scale: it has marks on it corresponding to equal quantities of distance. One way of expressing this is to say that the ratio of successive intervals is equal to one. A logarithmic scale is different in that the ratio of successive intervals is not equal to one. Each interval on a logarithmic scale is some common factor larger than the previous interval. A typical ratio is 10, so that the marks on the scale read: 1, 10, 100, 1,000, 10,000, etc., resulting in a ten-fold increase in the variable plotted on the x-axis. The human ear perceives sound in a non-linear fashion; to describe this perception more accurately the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather they combine logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Noise Attenuation

Point sources of noise, including stationary mobile sources such as idling vehicles or onsite construction equipment, attenuate (lessen) at a rate of 6 dBA to 7.5 dBA per doubling of distance from the source, depending upon environmental conditions (e.g., atmospheric conditions, noise barriers, type of ground surface, etc.). Widely distributed noises such as a large industrial facility spread over many acres or a street with moving vehicles (a “line” source) would typically attenuate at a lower rate of approximately 3 to 4.5 dBA per doubling distance from the source (also dependent upon environmental conditions) (Caltrans, 1998).

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the affect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration (FTA, 2006). Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration.

EXISTING CONDITIONS

The primary source of noise in the proposed project area, as in most urban areas, is vehicular traffic. Noise also occurs from various stationary sources, such as mechanical equipment associated with building structures, the operation of various types of businesses (e.g. machinery), and sources produced at residential locations.

Sensitive Receptors

Human response to noise varies considerably from one individual to another. Effects of noise at various levels can include interference with sleep, concentration, and communication, and can cause physiological and psychological stress and hearing loss. Given these effects, some land uses are considered more sensitive to ambient noise levels than others. In general, residences, schools, hotels, hospitals, and nursing homes are considered to be the most sensitive to noise. Places such as churches, libraries, and cemeteries, where people tend to pray, study, and/or contemplate are also sensitive to noise. Commercial and industrial uses are considered the least noise-sensitive. The proposed project area contains various types of land uses, which include sensitive receptors.

The existing Warner Center Specific Plan includes a map showing "Noise Impact Areas." The map indicates two Los Angeles Unified (LAUSD) schools in the vicinity of the proposed project area as being sensitive receptors:

- Woodland Hills Academy Middle School – previously known as Francis Parkman Middle School (located outside the proposed project area east of De Soto Avenue, south of Burbank Boulevard and west of Irondale Avenue)

- Canoga Park High School (located just north and west of the proposed project boundary, north of Vanowen Street, east of Topanga Canyon Boulevard and west of the confluence of Calabasas and Bell Creeks, where the Los Angeles River begins).

These two schools were the subject of extensive noise analysis in previous environmental documents prepared to address the Warner Center Specific Plan (Warner Center Specific Plan, Final Supplemental EIR, May 1999), those analyses identified potential significant environmental impacts (prior to mitigation) that could result from nearby construction (within 500 feet of the school sites) and identified a number of mitigation measures (all of which are carried forward in this EIR).

The noise "potential impact area" within Warner Center associated with Woodland Hills Academy Middle School is identified as extending 500 feet west of De Soto from the Ventura Freeway on the south and extending to just north of Burbank Boulevard

The "noise impact area" within Warner Center associated with Canoga Park High School is identified as extending south of Vanowen 500 feet and extending east west from about 500 feet west of Topanga Canyon Boulevard to about 500 feet east of Owensmouth Avenue.

The existing Warner Center Specific Plan includes the following requirements for projects located within 500 feet of (as well as a number of mitigation measures required of all projects in Warner Center): these requirements are all carried forward as mitigation measures in this EIR:

- Preparation of a Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the closest of either Canoga Park High School or Francis Parkman Middle School. The CNMP shall be prepared by a licensed Acoustical Engineer and shall be prepared in conformance with Appendix F of this Specific Plan. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by the Project.

- Preparation of a Facility Noise Management Plan (FNP) to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall be prepared in conformance with Appendix G of this Specific Plan. Compliance with this noise limitation may include, but is not limited to, the installation of mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks.

In addition to these two schools, there are a number of other schools in the area, including the Hart Elementary School 0.3 miles north of the Los Angeles River at Variel Avenue. The Ivy Academia Charter School operates a Grade 4 through 8 campus on the west side of De Soto Avenue, north of Oxnard Street.

Arterial Roadways

As noted above, the dominant noise sources throughout the proposed project area are transportation related. Motor vehicle noise generated by automobiles, motorcycles, tacks, and buses commonly causes sustained noise levels and is often in close proximity of sensitive land uses. The major freeway in the area of Warner Center is the US 101 (Ventura Freeway), which is a primary source of traffic noise, as well as other major streets. There are a number of north-south and east-west streets in the project area that have high noise levels. Vehicular traffic is also a major source of ground-borne vibration in urban areas including Warner Center, which include refuse trucks, delivery trucks, and transit buses on local roadways and automobile circulation within parking facilities.

Stationary Sources

The dominant stationary sources throughout the project area are those typical of an urban setting, which include outdoor recreational facilities (Warner Center park, which host summer concerts), landscape maintenance activities such as gasoline-powered lawnmowers, leaf blowers, trash collection, outdoor sports facilities that attract large numbers of spectators (e.g. high school football fields), and industrial air conditioning units.

TABLE 4.9-1:
PRESUMED AMBIENT NOISE LEVELS BY USE (DBA)

Zone	Day	Night
Residential	50	40
Commercial	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65
Source: LAMC, Section 111.03.		

Existing Noise Levels

The existing noise environment in Warner Center varies considerably, due in part to the large size of blocks in Warner Center that allows people some to get some distance from area roadways on the interior of these blocks. The City's presumed noise levels for specific land uses are presented in the Los Angeles Municipal Code Sections 111.02 and 112.04 and shown in **Table 4.9-1**. Modeled noise levels from area traffic on local roadways anticipated to be most impacted by the project are shown in **Table 4.9-6** in the impact analysis.

REGULATORY FRAMEWORK

Federal

The Federal Aviation Administration (FAA) sets noise limits for commercial aircraft (14 CFR Part 36) and establishes procedures for airport noise studies and land use compatibility evaluations (14 CFR Part 150) in the Federal Aviation Regulations. The federal Department of Housing and Urban Development (HUD) has site acceptability standards for HUD financed or assisted projects. These standards consider a site with an Ldn of 65 dBA or less "acceptable," while those with an Ldn greater than 75 dBA are "unacceptable." With respect to residential and other sensitive uses, the exterior standard of 65 dBA CNEL is generally consistent with the interior standard of 45 dBA CNEL. This is because normal wood frame residential construction usually provides from 12 to 18 dBA of reduction from exterior to interior areas, and a 20 dBA reduction is commonly achieved in new structures.

There are no federal standards for ground-borne vibration; however, the Federal Transportation Authority (FTA) has established a PPV threshold of 0.2 inch per second for vibration in proximity to fragile buildings.

State Standards

Department of Health Services. The State of California, Department of Health Services, Environmental Health Division, has published the Guidelines for Noise and Land Use Compatibility (the State Guidelines) which recommend guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. The State Guidelines, summarized in **Table 4.9-2**, indicate that residential land uses and other noise sensitive

TABLE 4.9-2:
NOISE AND LAND USE COMPATIBILITY CRITERIA

Land Use Category	Normally acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density	50-60	55-70	70-75	75-85
Residential-Multiple Family	50-65	60-70	70-75	75-85
Transient Lodging-Motel, Hotels	50-65	60-70	70-75	75-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	70-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NS	67.5-75	72.5-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	NS	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NS
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NS

Notes:
Normally Acceptable - Specified land use is satisfactory, based on the assumption that any buildings involved are of normal construction without special noise insulation requirements.
Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and noise insulation features have been included in the design.
Normally Unacceptable - New construction or development should generally be discouraged. Prior to new construction or development, a detailed analysis of the noise reduction requirements must be made.
Clearly Unacceptable - New construction or development should generally not be undertaken.
NS=Not specified.

Source: Modified from the State of California Governor's Office of Planning and Research General Plan Guidelines, Appendix A.

receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA (CNEL or L_{dn}).

Application of this compatibility matrix to development projects is not mandated by the Department of Health Services; however, each jurisdiction is required to consider the State Guidelines when developing its General Plan Noise Element and when determining acceptable noise levels within its community. According to the State Guidelines, an exterior noise level of 60 dBA CNEL is considered to be a "normally acceptable" noise level for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dBA CNEL are typically considered "normally acceptable" for multi-family units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA CNEL, exterior noise levels are typically considered "conditionally acceptable," and residential construction should only occur after a detailed analysis of the noise reduction

requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks to place structures outside the conditionally acceptable noise contour and orientation.

Department of Housing and Community Development. The State Department of Housing and Community Development has required that new residential units should not be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or L_{dn}), and, if necessary, sufficient noise insulation must be provided to reduce interior ambient levels to 45 dBA. Within a 65 dBA exterior noise environment, interior noise levels are typically reduced to acceptable levels (to at least 45 dBA CNEL) through conventional construction, but with closed windows and fresh air supply systems or air conditioning.

There are no adopted State policies or standards for ground-borne vibration. The traditional view has been that common vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. However, Caltrans recommends that extreme care be taken when sustained pile driving occurs within 7.5 meters (25 feet) of any building and 15-30 meters (50-100 feet) of a historic building or a building in poor condition.

Local Standards

City of Los Angeles General Plan Noise Element. The City of Los Angeles General Plan Noise Element identifies potential significant noise sources, addresses vibration issues and identifies historic and current noise management approaches. The Noise Element includes the following implementation programs that may apply to the proposed Plan:

P6 When processing building permits, continue to require appropriate design and/or insulation measures, in accordance with the California Noise Insulation Standards (Building Code Title 24, Section 3501 et seq.), or any amendments thereto or subsequent related regulations, so as to assure that interior noise levels will not exceed the minimum ambient noise levels, as set forth in the city's noise ordinance (LAMC Section 111 et seq., and any other insulation related code or standards or requirements) for a particular zone or noise sensitive use, as defined by the California Noise Insulation Standards.

P11 For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and City procedures.

P12 When issuing discretionary permits for a proposed noise-sensitive use or subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level CNEL of 45 dB, or less, in any habitable room as required by Los Angeles Municipal Code Section 91.

P13 Continue to plan, design and construct or oversee construction of public projects, and projects on City owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels.

P15 Continue to take into consideration, during updating/revision of the city's general plan community plans, noise impacts from freeways, highways, outdoor theaters and other significant noise sources and to incorporate appropriate policies and programs into the plans that will enhance land use compatibility.

P16 Use, as appropriate, the "Guidelines for Noise Compatible Land Use", or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and variance determinations and environmental assessment considerations, especially relative to sensitive uses within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes.

City of Los Angeles Municipal Code. The City of Los Angeles sets forth noise restrictions in Chapter XI (Noise Regulation) of the Los Angeles Municipal Code. This chapter includes regulations for mobile and stationary sources including but not limited to air conditioning, refrigeration, heating and pumping equipment and powered equipment or powered hand tools. Construction noise is addressed in Chapter IV, Article 1 Section 41.40 of the Los Angeles Municipal Code. This section states that no person shall perform construction or repair work of any kind between the hours of nine p.m. and seven a.m., where such work would entail the use of any power driven drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises that could disturb persons occupying sleeping quarters in nearby residences or hotels. Additionally, operation, repair or servicing of construction equipment and delivering of construction materials shall be prohibited during the previously stated time period. Construction activities are also limited to between the hours of eight a.m. and six p.m. on Saturdays and national holidays and are prohibited at all times on Sundays.

LAUSD Noise Guidelines. The Los Angeles Unified School District has guidelines for acceptable interior and exterior noise: Exterior Leq 67 dBA (L10 70 dBA); Interior Leq 52 dBA (L10 55 dBA). [These noise levels are the same as those used by the Federal Highway Administration (FHWA) as Noise Abatement Criteria (NAC) for schools.] The LAUSD Guidelines further state that where the existing ambient noise level equals or exceeds these standards, a 2 dB increase over ambient will be the maximum permitted.

THRESHOLDS OF SIGNIFICANCE.

Impacts from the WCRCCSP would be considered significant if it would:

- Expose people to or generate noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies;
- Expose people to or generate excessive ground-borne vibration or ground-borne noise levels;
- Cause a substantial permanent increase in ambient noise levels in the project vicinity above

levels existing without the project;

- Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

- For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, expose people residing or working in the area to excessive noise levels; or

- For a project located in the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The *L.A. CEQA Thresholds Guide* was published in 2006 by the City of Los Angeles to help in the environmental review of projects subject to CEQA. For noise analyses, the guidance provides recommendations for analyzing noise associated with both construction and operation.

Construction Noise. According to the *L.A. CEQA Thresholds Guide* a project would have a significant noise impact from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a sensitive noise use.

- Construction activities lasting more than 10 days in a three month period would exceed existing ambient noise levels by five dBA or more at a noise sensitive use.

- Construction activities would exceed the ambient noise level by five dBA at a noise sensitive use between the hours of nine p.m. and seven a.m. Monday through Friday, before eight a.m. or after six p.m. on Saturday, or anytime on Sunday.

Operational Noise. According to the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on noise levels if project operations cause the ambient noise level measured at the property line of affected uses to increase by three dBA in CNEL, or any five dBA or greater increase. The City of Los Angeles has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the State Department of Health Services (**Table 4.7-2** above) for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the City of Los Angeles CEQA Thresholds Guide in terms of the CNEL.

As shown in **Table 4.9-3**, in the City of Los Angeles, CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable;" (2) "conditionally acceptable;" (3) "normally unacceptable;" and (4) "clearly unacceptable." A CNEL value of 65 dBA is the upper limit of what is considered a "normally acceptable" noise environment for multi-family residential uses, although a CNEL as high as 70 dBA is considered "conditionally acceptable." For less

sensitive office and industrial uses, the upper limit of what is considered "normally acceptable" is set at 70 and 75 dBA CNEL, respectively.[1]

IMPACT ASSESSMENT

The proposed project is located in an area containing sensitive receptors, and new development resulting in construction and certain operational characteristics could result in a significant impact. The closest airport to Warner Center is the Van Nuys Airport located about 5.5 miles to the east. The project area is well outside the 65 dBA CNEL contour for the airport. Potential impacts resulting from the proposed project are discussed below:

TABLE 4.9-3:
LAND USE COMPATIBILITY - COMMUNITY NOISE EXPOSURE (CNEL)

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 75
Multi-Family Homes	50-65	60-70	70-75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	above 80
Transient Lodging – Motels, Hotels	50-65	60-70	70-80	above 80
Auditoriums, Concert Halls, Amphitheaters	-	50-70	-	above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	above 80
Office Building, Business and Professional Commercial	50-70	67-77	above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	above 75	-
Source: City of Los Angeles, 2006.				

Construction Noise

Construction activities associated with implementation of the proposed project would generate high noise levels intermittently throughout the proposed project area. Noise levels would fluctuate depending on the construction phase, amount of equipment used, and distance between activities and sensitive receptors. **Table 4.9-4** shows typical outdoor construction noise levels associated with various phases of construction activities.

1 *L.A. CEQA Thresholds Guide, Section I.2, 2006.*

TABLE 4.9-4:
TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA L_{eq})	
	50 feet	50 feet with Mufflers
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
Source: City of Los Angeles, 2006.		

As shown above, unmitigated noise levels at 50 feet range from 78 dBA to 89 dBA. If mufflers are used, noise levels would be between 77 and 86 dBA. As discussed previously, construction activities lasting more than one day that would exceed existing ambient exterior noise levels by 10 dBA or more at a sensitive use would be considered to have a significant impact. Construction activities lasting more than 10 days in a three month period that would exceed ambient exterior noise levels by five dBA or more at a sensitive use would be considered to have a significant impact.

Presumed ambient noise levels at residences are 50 dBA during the daytime and 40 dBA during the night. Therefore, if construction activities would occur within 50 feet of a residential receptor, impacts from construction noise could be considered significant if not mitigated.

Construction activities that would occur under implementation of the proposed project are not specified at this time. Therefore, it is not possible to predict all construction noise impacts in this EIR. Construction impacts would need to be evaluated further for individual projects within Warner Center. Potential noise levels at a typical construction site are shown in **Table 4.9-5**.

TABLE 4.9-5:
CONSTRUCTION NOISE AND ESTIMATED CONSTRUCTION NOISE IN THE VICINITY OF AN ACTIVE CONSTRUCTION SITE

Noise Sources:			
Construction Condition: Site leveling			
Source 1: Bulldozer - Sound level (dBA) at 50 feet =			85
Source 2: Truck - Sound level (dBA) at 50 feet =			88
Source 3: Scraper - Sound level (dBA) at 50 feet =			89
Average Height of Sources - Hs (ft) =			10
Average Height of Receiver - Hr (ft) =			5
Ground Type (soft or hard) =			Hard
Calculated Noise:			
All Sources Combined - Sound level (dBA) at 50 feet =			92
Effective Height (Hs+Hr)/2 =			7.5
Ground factor (G) =			0.00
Distance Between Source and Receiver (ft)	**Geometric Attenuation (dB)**	**Ground Effect Attenuation (dB) Calculated Sound Level (dBA)**	
50	0	0	92
100	-6	0	86
200	-12	0	80
300	-16	0	77
400	-18	0	74
500	-20	0	72
600	-22	0	71
700	-23	0	69
800	-24	0	68
900	-25	0	67
1,000	-26	0	66
1,200	-28	0	65
1,400	-29	0	63
1,600	-30	0	62
1,800	-31	0	61
2,000	-32	0	60
Calculations based on FTA 1995; does not include the effects, if any, of local shielding that may reduce sound levels. Source: Sirius Environmental, 2010			

Cosntruction Vibration

Construction activities associated with implementation of the proposed project could cause ground-borne vibration from operation of heavy construction equipment such as pile drivers, drill rigs, bulldozers, and loaded haul trucks. **Table 4.9-6** shows typical vibration levels associated with construction equipment at different distances from the source.

TABLE 4.9-6:
VIBRATION SOURCE LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment		Peak Particle Velocity (inches/second)		
		25 feet	50 feet	100 feet
Pile Driver (Impact)	Upper range	1.518	0.537	0.190
	Typical	0.644	0.228	0.081
Pile Driver (Sonic)	Upper range	0.734	0.260	0.092
	Typical	0.170	0.060	0.021
Vibratory Roller		0.210	0.074	0.026
Large bulldozer		0.089	0.031	0.011
Caisson drilling		0.089	0.031	0.011
Loaded trucks		0.076	0.027	0.010
Jackhammer		0.035	0.012	0.004
Source: FTA, 2006.				

A PPV of 0.5 inches per second can result in damage to newer more sturdy buildings while fragile buildings may be damaged by a PPV of 0.12 inches per second (FTA, 2006). Therefore, based on information presented in **Table 4.9-6**, construction activities that may occur under implementation of the proposed project would have the potential to expose buildings to ground-borne vibration levels that may result in structural damage. Since the exact location and intensity of construction activities is currently unknown, it is not possible to accurately predict vibration impacts at this time. However, there are few older buildings in Warner Center; any such buildings should be protected from potential vibration impacts as part of the entitlement process of projects within 100 feet of such buildings.

Implementation of mitigation would help reduce impacts from ground-borne vibration. However, if construction techniques such as impact pile driving would be used within close proximity to existing fragile structures, damage could occur. In the absence of detailed information on construction activities, impacts from vibration are considered potentially significant and unavoidable. Construction vibration impacts should be evaluated further for individual projects proposed in the proposed project area to ensure that fragile older buildings are protected.

New Stationary Noise Sources

As identified in the Section 2 Project Description, the proposed project is anticipated to accommodate a total population of about 58,608 residents (26,000 units) and 89,118 employees (30.1 million square feet of non-residential space) in 2035, which would represent an increase of 44,658 residents (20,000 units) and 48,860 employees (14 million square feet of non-residential space) over 2008 population and employment estimates. (It is anticipated that at present some of the residents both live and work in Warner Center; with increasing amenities it is anticipated that a greater fraction of residents will choose to both live and work in Warner Center.)

New noise sources associated with development planned under the proposed project would lead to increased ambient noise levels in parts of the proposed project area. New noise sources could include industrial/research and development, but are more likely to include commercial and recreational sources that could be spread throughout the proposed project area.

The proposed project would encourage new development designs to be compatible with the anticipated high-density mixed-use environment.

The proposed project would encourage new housing in mixed-use areas, in close proximity to regional and community commercial centers, subway stations, and bus route stops. Such development would have the potential to expose residential receptors to increased noise levels. However, the City's General Plan Noise Element Implementation Program P6 would help reduce potential impacts by requiring appropriate design and insulation measures when processing building permits. Furthermore, Implementation Program P12 requires that when issuing discretionary permits for noise-sensitive uses that mitigation measures be implemented to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room. This may be achieved through design measures such as building orientation and buffering, installing insulation as recommended by an acoustical expert, or by applying other measures deemed appropriate by the City. These requirements would reduce potential impacts to a less than significant level.

Traffic Noise

A spreadsheet that was developed using algorithms from the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to analyze roadway segments that would experience the greatest percentage change in peak P.M. hour roadway volumes under implementation of the proposed project. To assess the significance of the increase in traffic noise due to implementation of the proposed project, peak-hour noise levels were estimated for existing (2008) conditions, future (2035) conditions without the project and future (2035) conditions with the project. Results of the modeling are presented in **Table 4.9-7**. The segments shown in the table represent all segments that would experience an increase of three dBA or greater from existing conditions under implementation of the proposed project.

TABLE 4.9-7:
NOISE INCREASES ALONG LOCAL ROADWAYS

Street Segment	From – To	Modeled Noise Level at 15 m, about 50 ft from Roadway Centerline				
		Existing (2008)	Future w/o Project (2035)	Future with Project (2035)	Change from Existing	Receptors in Vicinity
East West Streets						
Saticoy St.	Canoga Ave to Mason Ave	67.0	66.9	67.0	0	
Sherman Way	Topanga Canyon Blvd to DeSoto Ave	65.9	65.7	65.7	0.2	
Sherman Way	DeSoto Ave to Winnetka Ave	69.2	69.2	69.3	0.1	
Sherman Way	Winnetka Ave to Tampa Ave	67.7	67.6	67.8	0.1	

TABLE 4.9-7:
NOISE INCREASES ALONG LOCAL ROADWAYS

Street Segment	From – To	Modeled Noise Level at 15 m, about 50 ft from Roadway Centerline				
		Existing (2008)	Future w/o Project (2035)	Future with Project (2035)	Change from Existing	Receptors in Vicinity
Sherman Way	Tampa Ave to Reseda Blvd	67.3	66.8	66.6	-0.7	
Sherman Way	Reseda Ave to White Oak Ave	65.5	64.8	64.6	-0.9	
Sherman Way	White Oak Ave to Balboa Blvd	68.1	67.9	67.9	-0.2	
Sherman Way	Balboa Blvd to Woodley Ave	68.0	67.6	67.6	-0.4	
Sherman Way	Woodley Ave to I-405	71.2	70.9	70.9	-0.3	
Vanowen St	Topanga Canyon Blvd to DeSoto Ave	65.0	64.6	64.5	-0.6	
Vanowen St	DeSoto Ave to Winnetka Ave	65.7	65.5	65.2	-0.5	
Vanowen St	Winnetka Ave to Tampa Ave	67.0	66.8	66.5	-0.5	
Vanowen St	Tampa Ave to Reseda Blvd	66.4	66.2	66.0	-0.4	
Vanowen St	Reseda Ave to White Oak Ave	67.1	66.7	66.7	-0.4	
Vanowen St	White Oak Ave to Balboa Blvd	66.6	66.5	66.5	-0.1	
Vanowen St	Balboa Blvd to Woodley Ave	64.7	64.4	64.4	-0.3	
Vanowen St	Woodley Ave to I-405	66.2	66.2	66.1	-0.1	
Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	64.7	64.8	64.4	-0.3	
Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	66.7	68.3	68.0	1.3	
Victory Blvd	DeSoto Ave to Winnetka Ave	68.4	69.1	68.5	0.1	
Victory Blvd	Winnetka Ave to Tampa Ave	69.3	69.2	69.0	-0.3	
Oxnard St	Fallbrook Street to Topanga Canyon Blvd	57.7	58.1	57.9	0.2	
Oxnard St	Topanga Canyon Blvd to DeSoto Ave	64.0	64.5	64.0	0	
Oxnard St	DeSoto Ave to Winnetka Ave	58.5	59.4	58.6	0.1	
Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	58.5	58.6	58.6	0.1	
Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	63.1	63.6	63.6	0.5	
Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	68.0	68.3	67.8	-0.2	
Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	65.8	65.7	65.3	-0.5	
Ventura Blvd	DeSoto Ave to Winnetka Ave	65.7	65.8	65.7	0	
Ventura Blvd	Winnetka Ave to Tampa Ave	64.5	64.1	64.1	-0.4	
North South Segments						
Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	71.4	71.5	70.5	-0.9	
Topanga Canyon Blvd	Oxnard St. to Vanowen St.	69.9	69.9	69.0	-0.9	
Topanga Canyon Blvd	Vanowen St. to Saticoy St.	70.4	70.6	69.8	-0.6	
Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	71.7	71.9	71.3	-0.4	

TABLE 4.9-7:
NOISE INCREASES ALONG LOCAL ROADWAYS

Street Segment	From – To	Modeled Noise Level at 15 m, about 50 ft from Roadway Centerline				
		Existing (2008)	Future w/o Project (2035)	Future with Project (2035)	Change from Existing	Receptors in Vicinity
Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	71.4	71.5	71.1	-0.3	
Topanga Canyon Blvd	Nordhoff St to Lassen St..	69.6	70.1	70.1	0.5	
Topanga Canyon Blvd	Lassen St. to Chatsworth St.	72.9	73.4	73.3	0.4	
Topanga Canyon Blvd	Chatsworth St. to SR-118	72.5	72.9	72.8	0.3	
Canoga Ave	Ventura Blvd to Oxnard St.	71.1	72.0	71.5	0.4	
Canoga Ave	Oxnard St. to Vanowen St.	69.7	69.6	69.1	-0.6	
Canoga Ave	Vanowen St. to Saticoy St.	67.3	67.3	66.7	-0.6	
Canoga Ave	Saticoy St. to Roscoe Blvd.	67.4	67.8	67.2	-0.2	
DeSoto Ave	Ventura Blvd to Oxnard St.	70.5	70.4	69.7	-0.8	
DeSoto Ave	Oxnard St. to Vanowen St.	67.4	66.7	65.4	-2	
DeSoto Ave	Vanowen St. to Saticoy St.	68.3	68.0	67.4	-0.9	
DeSoto Ave	Saticoy St. to Roscoe Blvd.	69.6	69.4	69.3	-0.3	
DeSoto Ave	Roscoe Blvd to Nordhoff St	69.5	69.3	69.1	-0.4	
DeSoto Ave	Nordhoff St to Lassen St..	70.8	71.6	71.4	0.6	
DeSoto Ave	Lassen St. to Chatsworth St.	71.9	72.9	72.8	0.9	
DeSoto Ave	Chatsworth St. to SR-118	70.7	72.2	72.0	1.3	
Mason	Victory Blvd to Sherman Way	67.1	67.3	67.0	-0.1	
Mason	Sherman Way to Roscoe Blvd.	69.1	69.2	69.0	-0.1	
Variel	LA River to Gault	57.7	58.3	60.8	3.1	Elementary School + single family houses
Variel	Victory to Vanowen	53.1	59.1	60.5	**7.4**	Mostly multi-family housing; utilities, office, industrial and swap meet
Source: Sirius Environmental, 2010						

As discussed above, a project would be considered to have a significant impact on noise levels if it would increase ambient noise levels measured at the property line of affected uses by three dBA, to or within the "normally unacceptable" or "clearly unacceptable" category (see **Table 4.9-3**), or by five dBA under any circumstances. For residential (and school) receptors, the normally unacceptable and clearly unacceptable range starts at 70 dBA.

Therefore, as a result of opening Variel to cross the Metro line and to cross the LA River increased traffic on Variel between Victory and Vanowen would increase by 7.4 dBA which would be a significant adverse impact. However, the resultant noise level would still fall well within the normally acceptable range for multi-family housing.

North of the Los Angeles River adjacent to Hart Elementary School and single family residences, noise levels would increase by 3.1 dBA, which would be noticeable but would not be considered significant according to City criteria (normally acceptable noise levels for single-family uses range up to 60 dBA CNEL, at 60.8 dBA during peak hours, the CNEL would be expected to be below 60 dBA and thus within the normally acceptable range). Gault Street (one block north of Hart Elementary School) has its P.M. peak hour between 3 P.M. and 4 P.M. (coinciding with school departures). Throughout the study area the p.m. peak hour generally start at 5 P.M., so there is some offset between school departures and peak traffic. In other words, the projected pm peak volumes crossing the bridge and passing the school in the afternoon would occur after 5 P.M., which would generally be expected to be after the majority of school-related pedestrian traffic has occurred. AM peak hour traffic is less than pm peak hour and thus noise increases would be less than the anticipated increase in the P.M peak hour.

It should be noted that modeled noise levels are representative of the peak hour noise levels, and therefore CNEL is anticipated to be lower than values presented in the table above. Impacts would need to be evaluated further with site specific noise analyses for individual projects proposed in the project area. Because of the increase in noise levels along Variel Avenue, impacts would be considered significant and unavoidable.

CUMULATIVE IMPACTS

Temporary noise levels would be generated by construction and as discussed above, the proposed project could expose some receptors to increased noise levels (or increased frequency of activities that result in noise levels) in excess of acceptable City standards. Construction noise impacts would decrease substantially with distance form the construction activity. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction would need to be in close proximity to a noise receptor. Multiple sites in, and possible some outside the proposed project area could involve simultaneous construction activity. Thus, the possibility exists that a substantial cumulative increase in construction noise levels could result from construction associated with multiple projects. The cumulative impact concerning the proposed project and the related projects, concurrently emitting high levels of construction noise is anticipated to be potentially significant and unavoidable.

MITIGATION MEASURES

NOI-1: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the potentially affected school. The CNMP shall be prepared by a licensed Acoustical Engineer and shall include measurement of existing noise conditions and noise modeling of anticipated construction activities at the site. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by a project.

NOI-2: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Facility Noise Management Plan (FNP) to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts on

nearby schools. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall include noise measurements of existing conditions and noise modeling of anticipated on-site noise sources including any loading docks, public address system, any anticipated crowd/spectator noise and other sources of both stationary and mobile noise. Compliance with this noise limitation may include, but is not limited to, the installation of noise walls/barriers, mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks.

NOI-3: The City shall require that all construction activities within the WCRCCSP area shall be restricted to hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take be allowed on Sundays or national holidays.

NOI-4: The City shall require that noise-generating construction equipment be equipped with the most effective state-of-the-art noise control devices, i.e., mufflers, lagging, or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

NOI-5: The City shall require effective temporary noise barriers to be used and relocated, as needed, to block line-of-sight (sound) between the construction equipment and any noise-sensitive receptors within 500 feet of a construction site.

NOI-6: The City shall require that truck deliveries and haul routes, to the extent feasible, shall be directed away from the three LAUSD schools in the vicinity of Warner Center and not access construction sites from De Soto Avenue, along the lot line of Woodland Hills Academy Middle School or from Topanga Canyon Boulevard and Vanowen Street along the lot line of Canoga Park High School, or use Variel north of Warner Center to access project sites in Warner Center.

NO-7: The City shall require applicants for projects within Warner Center to notify schools in advance of construction activities. The construction manager's (or representative's) telephone number shall be provided with the notification so that each school may communicate any concerns.

NOI-8: For projects within 500 feet of an LAUSD school, the City shall ensure that if the results of the Construction and/or Facility Noise Management Plans submitted to the Department of City Planning as part of the Project Permit Compliance Review application show that additional noise mitigation measures are necessary, these additional measures shall be imposed by the Planning Department.

NOI-9: As part of the entitlement process of new projects established by the WCRCCSP implementing ordinances, the City shall ensure that any construction within 100 feet of an adjacent off-site building of more than 70 years old such buildings should be protected from potential vibration impacts as appropriate.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

The proposed project could result in construction that causes potentially significant increases in noise levels during construction activities that could affect nearby sensitive receptors.

The proposed project could result in construction that exposes people and/or structures to potentially significant ground-borne vibration levels.

Increased traffic in the proposed project area would significantly increase noise levels at sensitive receptors along Variel Avenue between Victory Boulevard and Vanowen Street.

4.10 POPULATION, HOUSING AND EMPLOYMENT

This section addresses the potential impacts to population, housing, and employment from implementation of the proposed WCRCCSP. The section addresses the amount of growth expected and the potential for displacement (of commercial and residential uses) to result from the proposed project. These impacts are evaluated in terms of projections provided by the Southern California Association of Governments (SCAG). Additional information is extrapolated from year 2000 Census data.

EXISTING CONDITIONS

The United States Census Bureau provides population and housing data from the 2000 National Decennial Census (the "Census"). The Census occurs every 10 years for the purpose of counting the population and housing units for the entire United States. While the primary purpose of the census is to provide the population counts that determine how seats in the U.S. House of Representatives are apportioned, the census data is also the basis for most demographic projections. The census data, which were compiled using answers to surveys sent to all households within the United States, are provided for the nation, all states, and all counties as well as each individual city. Census data provides us with historic growth trends that are then used as the basis for future projections, consistent with limitations that may be imposed by local zoning.

SCAG is the federally designated Metropolitan Planning Organization (MPO) for six counties in Southern California (Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial). SCAG's mission is to develop long-range regional plans and strategies that provide for efficient movement of people, goods, and information; enhance economic growth and international trade; and improve the quality of life for the Southern California region. SCAG is divided into 14 subregions.

In May 2010, final approval was granted by the City of Los Angeles for the creation of a new San Fernando Valley Council of Governments that includes portions of the City of Los Angeles, as well as the cities of Glendale, Burbank, and Santa Clarita. Forecast specific to this subregion do not currently exist because the subregion is so new. **Table 4.10-1** summarizes the existing housing, population, and employment data.

TABLE 4.10-1
EXISTING POPULATION, HOUSING AND EMPLOYMENT

	Warner Center	Canoga Park – Winnetka-Woodland Hills Community Plan Area	City of Los Angeles	County of Los Angeles
Population	13,950	185,400	4,057,484	10,615,730
Housing Units	6,200	64,900	1,366,985	3,357,798
Employees	40,258	--	1,820,092	4,552,398

Source: Strategic Economics, 2009, SCAG 2008 Regional Transportation Plan and City of Los Angeles Demographic unit data

Population

As shown in **Table 4.10-1**, the existing (2008) population in the project area is estimated at approximately 13,950 persons. In comparison, the Community Plan Area has a population of 185,400, the City of Los Angeles has an existing population of approximately 4.0 million persons and the County of Los Angeles has approximately 10.6 million. The population of the proposed project area is approximately 0.3% of the total City of Los Angeles.

The population density of the existing site is approximately 9,300 persons per square mile. By comparison, the City of Los Angles has a population density of approximately 8,383 persons per square mile while the population density for the County of Los Angeles is approximately 2,654 persons per square mile. The population density for the project area is slightly higher than the City and also slightly higher than nearby cities, such as Glendale (6,373 persons per square mile[1]) and Burbank (5,798 persons per square mile[2]).

Housing

According to SCAG estimates and as shown in **Table 4.10-1** above, there are approximately 6,200 housing units in the project area, 64,900 in the Community Planning Area, 1.3 million housing units in the City of Los Angeles and slightly more than 3.3 million housing units in the County of Los Angeles.

California, and especially areas like Los Angeles, face a deepening housing crisis, according to State officials.[3] The housing shortfall has left California with one of the tightest and most expensive housing markets in the nation, despite the overall decline in median prices resulting from the current national recession. There are many reasons for the housing production shortfall, including the increasing cost of land, particularly in the coastal areas where housing demand is strongest. General economic and residential financing circumstances also come into play.

Almost all future California household growth is anticipated to occur in metropolitan areas. According to SCAG's 2008 regional growth forecast, Los Angeles County alone is projected to add about 2.1 million people and about 730,000 households between 2008 and 2035. As the largest city in the County, the City of Los Angeles will receive most of the County's future growth. Another perspective on the scale of the housing supply problem in the Los Angeles area is provided by SCAG. Among its many regional planning responsibilities, SCAG is charged with calculating a target number of new housing units that each city and county in southern California should plan to accommodate over a 7.5 year planning period in order to meet its regional "fair share" of future housing construction need. The 2007 Regional Housing Needs Assessment (RHNA) assigned 112,876 new units to the City of Los Angeles for the January 1, 2006 to June

1 City of Glendale Census Information http://www.ci.glendale.ca.us/planning/census.asp accessed online September 25, 2010

2 U.S. Census Bureau Population Finder for Burbank, http://www.census.gov/ accessed online September 25, 2010

3 California Department of Housing and Community Development; The State of Housing in California 2009: Supply and Affordability Problems Remain; online at: http://www.hcd.ca.gov/HousingNeeds090809.pdf; accessed September 25, 2010.

30, 2014 planning period, or an average of about 15,050 units per year. During 2008, building permits were issued for only 13,704 dwelling units in all of Los Angeles County; at mid-year 2009 the annualized pace of permits suggests that permits for only about 5,610 units will be issued in the County.[4] As evidenced by these numbers, the demand for housing is expected to exceed the available supply.

Prior to the housing boom, there were approximately 4,300 housing units in the southern and northeastern portions of Warner Center, with most built in the 1970s and late-1980s. Between 2001 and 2007, 3,711 new housing units were approved for construction in Warner Center, representing an 89 % increase over the 4,161 units of existing housing. More than 2,000 of these units have been completed. Construction has slowed due primarily to the downturn in the market. Other factors which may have slowed the pace of residential development include the uncertainty surrounding the current specific plan, the rapid increase in housing supply due to new construction, and, to a limited extent, the introduction of a 25 % inclusionary housing requirement.

Employment

The six-county southern California region is one of the nation's largest and most dynamic regional economies, and accounts for about half the jobs and population in the state. The four cornerstones that support the region's economy, which is now much more diversified than in the past, are (1) international trade primarily through the Los Angeles International Airport and the Ports of Los Angeles, Long Beach and Port Hueneme; (2) the nation's largest entertainment and tourism sector; (3) the nation's largest diversified manufacturing sector; and (4) growing professional services, biotechnology and design markets.

By 2007, the southern California economy had recovered nearly all of the jobs lost during the early 1990s, when a combination of defense industry restructuring and recession, coupled with natural disasters (e.g., the 1994 Northridge earthquake) and manmade problems (the 1992 civil disturbance in Los Angeles) resulted in a loss of over 500,000 jobs. The national recession that officially began in December 2007 has, however, cost the State 1.4 million jobs as of December 2009, including 750,000 jobs in southern California, or over half (54%) of the Statewide total job loss.

Like the southern California region as a whole, employment growth within Los Angeles County has been accompanied by substantial changes in the structure of the County economy. For example, since 1990 the Los Angeles County manufacturing sector lost approximately 382,000 jobs, whereas service-related jobs increased by over 250,000 jobs, primarily in the educational and health services, trade, transportation and utilities, leisure and hospitality, professional and business services, and information sectors, while the government sector added approximately 64,000 jobs.

[4] Real Estate Research Council of Southern California, Real Estate and Construction Report, 2nd Quarter 2009, p. 24 (citing data from the Construction Industry Research Board).

Over the past few years various problems have combined to slow employment and economic growth in the region. For example, the annual average unemployment rate in Los Angeles County for 2007 was 5.0 percent, and 5.4 percent for the state as a whole. Nearly two years later, as the national recession appears to be reaching an end in a technical sense, the unemployment rate in June 2010 in Los Angeles County is 12.2 %. Economic forecasters expect unemployment in the State to remain at elevated levels throughout the next several years, and growth in personal income to persist at rates below historical trends.

Despite unusually difficult economic conditions in 2009, future prospects for the southern California regional economy in general, and the economy of Los Angeles County in particular, are very positive, because of the strengths of its economic base, scale of population and markets, and proximity to South America and Asian markets. Following the end of the current recession, it is likely that annual employment growth in the region will once again slightly exceed the national average growth rate.

Within the project area, a variety of industries and job types can be found. Major employment trends in Warner Center demonstrate the impacts of regional and national employment and growth trends. The original growth of the Warner Center office market during the late- 1970s and 1980s was fueled by large corporations requiring more cost-effective space for large back-office and consolidated functions, especially as the commercial real estate market boomed across the region. At the same time, Warner Center's appeal grew due to regional employment growth, local population growth, and local implementation of national trends in planning policies that concentrated regional employment growth in nodes like Warner Center and Century City. The economic downturn of the early- 1990s, coupled with a dwindling supply of appropriately-zoned spaces, brought office construction to a halt for several years.

The decline of aerospace and heavy industry during the 1990s led to reduced demand for manufacturing and warehouse space in Warner Center and across the Los Angeles region. This decline in industrial uses was driven by global trends in relocation of manufacturing to lower-cost geographies, and the post-cold war reductions in defense spending that led aerospace companies to scale back local operations. As a result, the recovery of the office market in the late 1990s led to pressure to convert these industrial buildings to flex office and research and development facilities, providing a low-cost and highly-customizable option for commercial tenants.

Over time, the San Fernando Valley has shifted away from its role as a suburban bedroom community as its employment growth outpaces other locations in Los Angeles. This growth includes an increasing number of professional and technical jobs and major corporate professional sites. Warner Center has benefitted from this trend thanks to its proximity and access to a wide range of workforce skill levels, especially highly-educated and skilled workers. Additionally, the diversity of Warner Center's office building supply has provided spaces for all types of office users at a range of rents. As a result, Warner Center increasingly attracts high-value professional business operations such as software development, corporate headquarters, skilled consulting, and local-serving professional services. **Table 4.10-2** shows employment trends in the project area.

TABLE 4.10-2
NUMBER OF EMPLOYEES IN WARNER CENTER, 1998 -2006

Industry	1998		2006		% Change '98-'06	
	Total Firms	Total Jobs (Est.)	Total Firms	Total Jobs (Est.)	Total Firms	Total Jobs (Est.)
Finance & Insurance	236	9,639	251	9,376	6%	-3%
Professional, scientific & technical services	370	2,809	482	5,154	30%	83%
Health care and social assistance	146	3,179	142	3,321	-3%	4%
Accommodation & food services	66	2,244	76	3,256	15%	45%
Manufacturing	36	2,898	26	3,218	-28%	11%
Admin, support, waste mgmt, remediation	98	3,021	90	3,018	-8%	0%
Retail trade	128	2,617	124	2,602	-3%	-1%
Wholesale trade	115	1,747	108	1,959	-6%	12%
Information	96	2,314	104	1,874	8%	-19%
Real estate & rental & leasing	108	1,715	120	1,095	11%	-36%
Management of companies & enterprises	22	1,933	18	1,034	-18%	-47%
Construction	88	593	114	886	30%	49%
Arts, entertainment & recreation	74	354	118	638	59%	77%
Other services (except public administration)	74	465	78	535	5%	15%
Education services	18	531	21	530	17%	0%
Transportation & warehousing	6	104	7	31	17%	-70%
Unclassified establishment	11	32	12	30	9%	-6%
Mining	2	10	1	3	-50%	-74%
Utilities	0	0	1	3	100%	250%
Forestry, fishing, hunting, and agriculture	2	5	0	0	-100%	-100%
Total	**1,696**	**36,206**	**1,893**	**38,547**	**12%**	**6%**

Source: Strategic Economics WC Specific Plan Revision Market Study, 2009

As shown in the table above, the areas with the greatest increases in number of firms were (excluding Utilities) Arts and Entertainment and Professional Services. The areas with the greatest declines were (excluding forestry) Manufacturing and Management.

REGULATORY FRAMEWORK

Regional

SCAG prepares several plans to address regional growth, including the Regional Comprehensive Plan and Guide (RCPG), Regional Comprehensive Plan (RCP), the Southern California Compass Growth Vision, the Regional Housing Needs Assessment (RHNA), the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and State of the Region reports to measure progress toward achieving regional planning goals and objectives. Those SCAG plans that address population, housing, and employment issues are discussed below under separate subheadings.

Regional Comprehensive Plan (RCP)

The 2008 RCP defines a vision for the SCAG region that includes balancing resource conservation, economic vitality, and quality of life. It also provides a long-term planning framework that describes comprehensive responses to growth and infrastructure challenges and recommends an Action Plan targeted for the year 2035. The 2008 RCP does not mandate integrated resources planning; however, SCAG does request that local governments consider the recommendations set forth in the RCP in their General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions.

In September 2008, SCAG accepted the RCP as a reference document, but did not adopt its policies. SCAG continues to promote the use of the RCP as an advisory document to local agencies in the southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. As such, these policies are not to be used as the basis for making determinations about conformity between individual development projects and SCAG plans and policies.

SCAG Compass Growth Vision Report

The Compass Growth Vision Report, published by SCAG in June 2004, presents a comprehensive growth vision for the six-county SCAG region, as well as the achievements of the process for developing the growth vision. The Compass Growth Vision details the evolution of the draft vision from the study of emerging growth trends and systematic modeling of the effects of alternative growth pattern scenarios on transportation systems, land consumption, and other factors. The fundamental goal of the 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. Its "Regional Growth Principles" provide a framework for local and regional decision making that improves the quality of life for all residents in the region. Each principle is followed by a specific set of strategies intended to achieve this goal. Of the Compass Growth Visioning principles and related policies identified by SCAG, the following are those that relate to the project:

- Locate new housing near existing jobs and new jobs near existing housing (SCAG Principle No. GV P1.2).

- Provide developments which provide a mix of uses (SCAG Principle GV P2.2).

SCAG Growth Forecast

As part of its responsibilities, SCAG prepares socioeconomic forecasts in five-year increments through the year 2035. The forecast is relied upon for preparation of the RTP, the Air Quality Management Plan (AQMP), RTIP, and the RHNA and also by other agencies such as the Los Angeles department of Water and Power in their water planning efforts (Urban Water

Management Plan). Consistency with the growth forecast, at the Subregional level, is one criterion that SCAG uses in exercising its federal mandate to review "regionally significant" development projects for conformity with regional plans. The applicable forecast for use in this analysis is the one prepared for the 2008 RTP (SCAG 2008 RTP Regional Growth Forecast).

Local

City of Los Angeles

The City's General Plan includes the General Plan Framework Element, nine other Citywide Elements (Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety and Transportation), and 35 Community Plans. The project site is within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.

The General Plan Framework. The General Plan Framework Element (General Plan Framework or Framework Element), adopted in December 1996 (re-adopted August 2001), is a strategy for long-term growth which sets a citywide context to guide the update of the City's 35 Community Plans and citywide elements. The General Plan Framework Element focuses on providing strategies that encourage growth in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards as well as industrial districts particularly in proximity to transportation corridors and transit stations. The Framework Element is intended to be flexible and recommends the creation of new land use categories for targeted growth areas in various areas of the City that will contain international centers, regional centers, community centers, neighborhood districts, and mixed-use boulevards based on the planning principles, goals, objectives and policies it discusses. However, the Framework Element provides that precise determinations regarding future growth and development will be made through the Community Planning process. As a result, the Framework Element encourages future growth and development within target areas, but does not require that future development and growth be limited to the identified target areas.

The Framework Element's fundamental economic development goals are twofold: (1) to provide the physical locations and competitive financial environment necessary to attract various types of economic development to the City of Los Angeles; and (2) to encourage the geographic distribution of job growth in a manner supportive of the City's overall planning objectives. In order to encourage economic development in Los Angeles and effectively compete for limited opportunities in an increasingly competitive national economy, the Framework Element calls on the City to offer meaningful development incentives. Among the Framework Element's policies that are relevant to the project are:

Policy 7.2.2 - Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3 - Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.5 - Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.

Policy 7.3.2 - Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.6.1 - Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.

Policy 7.6.3 - Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.

Policy 7.8.1 - Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.

Policy 7.8.3 - Encourage mixed-use development projects, which include revenue generating retail, to offset the fiscal costs associated with residential development.

THRESHOLDS OF SIGNIFICANCE.

The focus of environmental analysis prepared under CEQA is a project's potential to cause effects on the physical environment. Accordingly, the State CEQA Guidelines state that while economic or social information may be included in an EIR, or may be presented in whatever form(s) the lead agency desires, social and economic effects shall not be treated as significant effects on the environment. A physical change resulting from the project, directly or indirectly, must occur for an impact to be considered significant.

The proposed project would have a significant adverse impact on housing, population, and employment if it would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- Create inconsistencies with the growth management polices mentioned in the various applicable plans that govern the project area;
- Displace substantial numbers of existing housing and/or people, necessitating the construction of replacement housing elsewhere; or
- Displace employment opportunities.

Furthermore, as set forth in the City of Los Angeles Draft Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/anticipated development level for the planning horizon year (2035), and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

IMPACT ASSESSMENT

Population

The discussion below addresses both direct growth in population resulting from new housing or business growth and indirect population growth impacts from the extension of roads or infrastructure or provision of employment opportunities.

The proposed project provides for infill development that would make maximum use of existing infrastructure. As the majority of development that would occur under the proposed project would be infill or redevelopment, the development permitted under the proposed project would not require significant regional public infrastructure upgrades for any utility, transportation facility, or public service. New development would be required to include provisions to make the necessary local improvements (such as connections to main sewer and water lines and upgraded substations and pumping facilities). In addition, individual project developers would be required to fund their fair share of necessary local infrastructure associated with the proposed development under the proposed project. Additional discussion of potential infrastructure impacts are included in Sections 4.11 Public Services, 4.12 Traffic and Parking, and 4.13 Utilities and Service Systems. Due to the fact that the project area is already urbanized and growth is anticipated to be restricted in surrounding areas in order to further encourage development in designated centers such as Warner Center, potential indirect population growth resulting from infrastructure improvements associated with the proposed project are considered less-than-significant.

Implementation of the proposed project would directly affect population growth by introducing new housing that would induce population growth within the proposed project area, as well as new employment opportunities that would directly induce population growth in and around the Warner Center area. **Table 4.10-3** provides a summary of the proposed project's growth potential. This table includes the total residential units and development that could be expected in 2035 the anticipated planning horizon of the proposed project. As shown in the table, the project could result in an additional approximately 45,000 residents.

TABLE 4.10-3
FUTURE ESTIMATED POPULATION, HOUSING AND EMPLOYMENT

	Warner Center 2035 Proposed Specific Plan	Warner Center 2035 SCAG (No Project)	2035 City of Los Angeles	2035 County of Los Angeles
Population	58,608	15,144	4,443,007	12,337,576
Housing Units	26,048	6,731	1,623,124	4,087,000
Employees	89,118	54,037	2,010,348	5,091,000

Source: Strategic Economics, 2009 and SCAG 2008 Regional Transportation Plan

As shown in the table above, the projected increase in population exceeds the SCAG projections for the year 2035, which estimates an increase of just 1,194 persons between 2008 and 2035. However, the proposed project would provide beneficial impacts by increasing the City's housing stock in order to meet housing needs as required by the RHNA. The proposed project would also concentrate population growth in an infill development that has existing infrastructure to handle population growth, which is consistent with the goals of the General Plan. Therefore, the proposed project would result in less-than-significant impacts related to population growth.

Housing

As detailed in Section 4.8 Land Use and Planning, the majority of existing land uses in the project site are commercial. However, collections of residential neighborhoods exist, primarily in the southwest and northeast portions of the project site (including 6,200 units as of 2008). Although anticipated redevelopment within the project site is largely conceptual at this time, the removal of existing housing is not expected. Potential redevelopment projects would require additional project-level environmental review and clearance once detailed development plans are completed and development applications are submitted.

An important feature of the development strategy for the proposed project is the creation of additional housing units. **Table 4.10-3** above provides a summary of the levels of development types and associated growth that could occur under the proposed project. The project could result in an additional approximately 20,000 dwelling units within the project site. As such, a net increase in residential housing units over existing conditions would result from the proposed project. Construction of replacement housing to offset any loss of existing residential housing on redeveloped parcels would all be contained within the project site. No additional housing would be required outside of the boundaries of the project site to replace any potentially displaced housing. Due to the fact that the displacement of existing housing would be mitigated by a net increase in available housing within the project site, impacts would be less-than-significant.

Employment

The proposed project proposes a balanced mix and concentration of jobs and housing to support a complete sustainable center. The proposed project identifies several characteristics needed to attract development including having a balanced mix of uses: a variety of jobs; a range of housing types; a mix of neighborhood, community and regional shopping; and entertainment, cultural and recreational facilities; with all uses within walking distance and connected by frequent transit service.

Table 4.10-4 shows the estimated employment growth anticipated with the proposed project according to category. In addition to the new development that would occur, some industrial development would be removed (about 800,000 square feet) resulting in a loss of some jobs. In general, these industrial uses would be converted to other increasingly viable uses (see Table 4.10-2). Although some jobs would be lost over time, as shown in **Table 4.10-4**, the project would result in a net increase of approximately 49,000 jobs.

TABLE 4.10-4:
ESTIMATED EMPLOYMENT BY LAND USE CATEGORY

	2008	2035 WCRCCSP	2035 SCAG (No Project)
Agricultural	403,234	244,211	644,193
Construction	1,736,343	1,132,038	1,453,352
Manufacturing	381,116	466,161	486,294
Wholesale Trade	193,214	89,055	363,823
Transportation, Warehousing, Utilities	1,917,566	4,394,112	2,314,041
Retail Trade	1,168,566	990,595	1,761,206
Leisure and Hospitality	1,009,690	3,457,459	1,555,986
Information	3,605,833	3,164,927	3,551,016
Financial Activity	2,546,933	9,183,021	3,473,663
Professional and Business Services	2,497,665	6,423,811	3,977,083
Educational and Health Services	260,313	249,802	403,945
Public Administration	322,540	305,745	484,995
Other Services	15,912	16,188	8,357
Summary Non-Residential Area	3,193,298	5,486,621	4,4,236,912
Office	10,027,947	22,580,935	13,123,356
Industrial	2,837,333	2,049,569	3,117,684
Reatil	3,193,298	5,486,621	4,4,236,912
Total Non-Residential Area		30,117,125	20,477,952
Total Employees	40,258	89,118	54,037

Source: City of Los Angeles, Patricia Smith, Strategic Economics, 2009.

While the project's addition of new employment would be consistent with various regional and local policies, the project would not, in and of itself, foster new growth in the area by removing impediments to growth. As described in the land use section of this Draft EIR, the property surrounding the proposed project site is already developed with single-family and multi-family homes, and commercial and industrial uses; land use policies of the State, region and the City are

now focusing on encouraging development in centers such as Warner Center and restricting growth elsewhere.

All roadway improvements planned for the project are tailored to enhance pedestrian safety or improve circulation flows throughout the area consistent with the project goals and objectives. Utility and other infrastructure upgrades anticipated for the project area are intended primarily to meet project-related demand. The project employees' and households' demand for commercial goods and services would be met by new retail, service and other resources included as part of the project, or already located within proximity of the project site. No new development specifically to meet the project's scale of household or commercial demand would be needed. On the contrary, the project's new non-residential and residential uses would help support the viability of existing businesses in the project vicinity and would promote a balanced mix of uses. Therefore, less-than-significant impacts associated with loss of employment are anticipated.

CUMULATIVE IMPACTS

The City of Los Angeles is anticipated to grow consistent with SCAG population forecasts through the year 2035. Displacement impacts are likely to occur on a project-by-project basis. Overall, the WCRCCSP would not contribute to cumulative displacement or increased housing demand.

MITIGATION MEASURES

No mitigation measures are necessary.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Impacts related to population growth, housing and displacement of employment would be less than significant. Rather these impacts are desirable from a city-wide planning perspective as the City seeks to concentrate growth around transit (in response to SB 375) to reduce vehicle trips and balance jobs and housing to further reduce vehicle trips and promote pedestrian, bicycle and transit trips.

4.11 PUBLIC SERVICES

This section addresses the potential impacts to public services from implementation of the proposed project. Specifically, this section assesses the impacts of the proposed project on fire protection, police services, schools, parks, and libraries. This section is based on comparisons of projected service needs to the existing or anticipated levels of service. For each of the public services included in this section, facilities serving the project site and levels of service are described, as well as any improvements required to accommodate the project demand for additional public services.

FIRE PROTECTION

EXISTING CONDITIONS

In accordance with the Los Angeles City Charter, Section 520, the Los Angeles Fire Department (LAFD) provides fire prevention and suppression services, and emergency medical services to the City of Los Angeles. The LAFD is a full-spectrum life safety agency with approximately 3,586 uniformed personnel providing fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service to a population of approximately four million throughout the City and its environs.[1] There are 106 neighborhood fire stations strategically located across the LAFD's 471 square mile jurisdiction.[2] At any given time, a total of 1,104 firefighters, including 242 paramedics, are on 24-hour duty.[3] In addition, the LAFD is supported by 353 technical and administrative personnel.[4]

The LAFD is a highly regimented agency that is characterized by a structure that is similar to a professional military force and command principles. Groups of neighbourhood fire stations are clustered into Battalions, which are further organized into geographic groups known as Divisions. The project area is located entirely within Division 3 of the LAFD, which is comprised of 37 neighbourhood fire stations within five battalions. More specifically, the project site falls within the service area of Battalion 17, which serves the Southwest San Fernando Valley. Three battalion chiefs are assigned to Battalion 17, which includes seven neighbourhood fire stations protecting a 47-square mile district.[5] Fire Stations 72, 84, and 105, are located closest to the project site and would provide emergency and fire services.[6] **Table 4.11-1** shows the fire stations located closest to the site and the resources associated with each station.

1 About the LAFD, website at: http://lafd.org/about.htm; accessed April 1, 2010.
2 Ibid.
3 Ibid.
4 Ibid.
5 Los Angeles Fire Department, Division 3 - Regional Command of the San Fernando Valley, http://lafd.org/div3.htm, accessed April 9, 2010.
6 Captain Mejia, Fire Station 72. Telephone communication; February 19, 2009.

TABLE 4.11-1:
FIRE STATIONS SERVING WARNER CENTER

Fire Station	Location	Staffing	Equipment	2008 Fire Responses/ Average Response Time	2008 EMS Responses/ Average Response Time
No. 72	6811 De Soto Avenue	12	- Truck and Engine (Light Force) - Fire Engine - Paramedic Rescue Ambulance	1,187 (16%) 5.1 mins	6,233 (84%) 5.5 mins
No. 84	21050 Burbank Boulevard	9	- Fire Engine - Paramedic Rescue Ambulance - Battalion Command - EMS Battalion	1,644 (26%) 5.6 mins	4,680 (74%) 6 mins
No. 105	6345 Fallbrook Avenue	12	- Truck and Engine (Light Force) - Fire Engine - Paramedic Rescue Ambulance	963 (16%) 5.7 mins	5,053 (84%) 6.6 mins
Total				3,794 (19%)	15,966 (81%)

Fire engines and fire trucks perform significantly different functions. Fire engines carry primarily water, hose, and a pump. Fire trucks primarily carry ladders, a large assortment of tools used for ventilation, rescue, forcible entry, thermal imaging, and salvage. Fire trucks do not carry any hose or water.

Source: Sirius Environmental 2010

As shown in **Table 4.11-1**, Fire Station 72 is located at 6811 De Soto Avenue within the northeast corner of the proposed project area (within the add area, north of Vanowen south of the Los Angeles River). Fire Station 72 is staffed with a 10-member task force and a 2-member paramedic rescue force.[7] The station mostly serves the Warner Center, Woodland Hills, and Canoga Park communities – generally in the area bounded by Strathern Street on the north, Winnetka Avenue on the east, Erwin Street on the south, and Topanga Canyon Boulevard on the west.

Fire Station No. 84 is located at 21050 Burbank Boulevard, within the proposed project area, west of the Kaiser Permanente Hospital.[8] Fire Station No. 84 also serves the Warner Center area.

LAFD "first in" districts, or fire service areas, are based on response distances and times between the City's neighborhood fire stations. "First in" district boundaries are generally located at half-way points between two stations. "First in" districts are also based on the land use contained within the district, since the demand for services and response times can vary depending on population density, traffic, building types, and uses. For example, an area crossed by high-traffic arteries or containing commercial districts or high- density residential uses may create greater demand on fire services within a prescribed geographic area than would single-family residential uses.

"Second call" stations support the first in stations during emergency situations. In Warner Center, Fire Station No. 105 supports Fire Stations Nos. 72 and 84. Fire Station No. 105 is located at 6345 Fallbrook Avenue in Woodland Hills, approximately 1 mile west of the proposed project area. In an

7 *Ibid.*
8 Fire Station 84 has recently relocated to this address from its former address of 5340 Canoga Avenue, Woodland Hills.

emergency, third and fourth response fire protection and emergency services would be provided, as needed, by other fire stations in the LAFD system in the surrounding area.

The LAFD classifies responses either as emergency medical service (EMS) or fire-related. EMS responses are further classified into either Basic Life Support (BLS) or Advanced Life Support (ALS). BLS medical responses require the deployment of a fire truck, an ambulance, and the services of an emergency medical technician (EMT). ALS medical responses require the deployment of a fire truck, an ambulance, and a paramedic. Fire-related responses include building fires, smoke, traffic accidents not requiring EMS, trash and vehicle fires, responses to fire alarms, elevator rescues, and similar emergencies.

Table 4.11-1 lists the 2008 annual number of responses and average response times for the three LAFD stations that serve the proposed project area. For all three fire stations, there were approximately 19,760 responses total. EMS responses comprised approximately 81 percent of the total responses for the three fire stations, which is slightly less than the Citywide average of 83 percent. Fire-related responses comprised approximately 19 percent of the total responses. The average response times for each of the station's respective service areas are also listed in **Table 4.11-1**. For purposes of comparison, the Citywide average response times are 5.4 minutes for fire incidents and 5.8 minutes for EMS incidents.

As shown in Section 4.12 Transportation and Circulation project intersections currently experience congestion with 12 of the 152 intersections analyzed operating at LOS F in one or more of the peak hours.

Due to unique fuel, terrain and climatic conditions, brush fires are often a major threat to life and property throughout the Southern California region. The risk of wildfire hazard is especially increased when the dry Santa Ana winds arrive, usually in the fall and winter seasons. The desert blown Santa Ana winds turn vegetation to tinder and spread localized fires quickly. Areas in the City that are susceptible to wildfires include areas that lie within the urban/wildland interface. The project site is located in a highly urbanized area in the City. No wildlands are located nearby. Accordingly, based on the City's Safety Element of the General Plan, the Project site is not located within a Wildfire Hazard Area as designated by the City.[9]

REGULATORY FRAMEWORK

State

California Building Code. The California Building Code (CBC) [California Code of Regulations (CCR), Title 24] is a compilation of building standards, including fire safety standards for new buildings. CBC standards are based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. The CBC includes the California Fire Code (CFC) [CCR, Title 24, Part 9]. Typical fire safety requirements of the CFC

9 City of Los Angeles, Safety Element of the General Plan, Exhibit D, 1996.

include the installation of fire sprinklers in all high-rise buildings, the establishment of fire resistance standards for fire doors, building materials, and particular types of construction, and the clearance of debris and vegetation within a prescribed distance from occupied structures within wildfire hazard areas. The CBC applies to all occupancies in California, except where stricter standards have been adopted by local agencies. The State adopted the 2007 CBC in July 2007, which became effective on January 1, 2008. Specific CBC building and fire safety regulations have been incorporated by reference in the Los Angeles Municipal Code (LAMC) with local amendments.

City

City of Los Angeles General Plan Framework. The City of Los Angeles General Plan Framework Element (Framework), adopted in December 1996 and readopted in August 2001, provides a comprehensive, long-range strategy for accommodating long-term growth in the City and defines Citywide policies regarding issues including infrastructure and public services. The Infrastructure and Public Services Chapter of the Framework sets forth goals, objectives, and policies for fire protection and EMS in the City. Objectives and policies of Goal 9J of the Infrastructure and Public Services Chapter ensure that every neighborhood has the necessary level of fire protection service, EMS, and infrastructure. Specifically, Objective 9.16 states "monitor and forecast demand for existing and projected fire facilities and service". Objective 9.17 "assures that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand. Objective 9.18 is "phase the development of new fire facilities with growth" while Objective 9.19 strives to "maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations." Under the Framework, the City standard for response distance from the fire station to the destination location is 1.5 miles.[10]

In general, the required fire flow for a project is closely related to land use because the quantity of water necessary for fire protection varies with the type of development, life hazard, type and level of occupancy, and degree of fire hazard (based on such factors and building age or type of construction). Fire flow requirements, which are established in Section 57.09.06 of the Fire Code, vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing.

City of Los Angeles General Plan Safety Element. The General Plan Safety Element (Safety Element), which was adopted November 26, 1996, contains policies related to the City's response to hazards and natural disasters such as fires. The goals, policies, and programs of the Safety Element are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), of which the LAFD is a member. Policy 2.1.6 of the Safety Element calls for the City to continue to maintain, enforce, and upgrade requirements, procedures, and standards to facilitate effective fire suppression. Fire suppression standards include peak load water flow and Building and Fire Code regulations, including minimum road widths, access, and clearances around structures. The policy further states that the LAFD shall revise regulations or procedures to include the establishment of minimum standards for the location and expansion of fire facilities based on fire flow, intensity and type of land use, life hazard, occupancy, and degree of hazard so as to

10 City of Los Angeles General Plan Framework, page 9-5.

provide adequate fire and EMS response. Additionally, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies disaster routes and the location of selected emergency facilities. Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical emergency facilities (i.e., hospitals, communication centers). Exhibit H designates Topanga Canyon Boulevard, located on the western boundary of the project site, as a disaster route.

City of Los Angeles Municipal Code. All new construction must comply with the applicable provisions as set forth in the Los Angeles Municipal Code (LAMC). In the Fire Protection and Prevention Chapter of the LAMC, Article 7 (Fire Code), the LAFD's Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations set by the State Fire Marshal. The LAMC also contains, by reference, the 2007 CBC which includes the CFC with local amendments. The local Fire Code contained within the LAMC also reflects the policies of the General Plan Safety Element. The Fire Code sets forth regulatory requirements pertaining to the prevention of fires, the investigation of fires or life safety hazards, the elimination of fire and life safety hazards in any building or structure including buildings under construction, the maintenance of fire protection equipment and systems, and the regulation of the storage, use, and handling of hazardous materials.[11]

Response distance relates to the linear travel distance (i.e., miles between a station and a project site). The Los Angeles Fire Code specifies the maximum response distances allowed between specific sites and engine and truck companies based on land use and fire flow requirements. Pursuant to Section 57.09.07 of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an Engine or Truck Company is 1.5 miles. When response distances exceed these recommendations, all new structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.).

Chapter 5, Article 7, Division 9 (Section 57.09.07) of the Fire Code limits the maximum response distance from a high density residential or a high-density commercial neighborhood to a fire station with an engine or truck company to 1.5 miles. The maximum response distance from a commercial development to a fire station with an engine company is one mile and to a fire station with a truck company is 1.5 miles. For a central business district, the maximum response distance to a fire station with an engine company is 0.75 miles and to a fire station with a truck company is one mile. Projects located beyond Fire Code response distances are required to install automatic fire sprinkler systems for every structure onsite.

Division 9 of the Fire Code also addresses fire safety, access, and fire flow requirements. Under Division 9 (Section 57.09.03), if any portion of an exterior wall is more than 150 feet from the edge of a roadway, an approved, posted fire lane shall be provided. Fire hydrant spacing and hydrant type is also determined according to land use. For commercial use, one hydrant per 80,000 square feet of land is required with a 300-foot distance between hydrants. A 2 ½-inch by 4-inch double fire hydrant or 4-inch by 4-inch double fire hydrant is required. Furthermore, all first story portions of any commercial or industrial building must be within 300 feet of an approved hydrant.

11 City of Los Angeles Municipal Code, Article 7, Chapter V, Section 57.01.02., amended in Entirety, Ordinance Number 162,123, effective May 12, 1987.

Division 9 (Section 57.09.06) also establishes fire flow standards. Fire flow is defined as the quantity of water available or needed for fire protection in a given area and is normally measured in gallons per minute (gpm), as well as duration of flow. The determination of fire flow adequacy varies, depending on the type of land use (with greater intensity land uses requiring higher flows from a greater number of hydrants), life hazard, occupancy, and the degree of fire hazard. The specific public fire flow requirements for a project are determined by LAFD. Typically, per Division 9, the fire flow for commercial and industrial buildings is between 6,000 and 9,000 gpm from four to six hydrants flowing simultaneously. The fire flow required for high-density commercial or industrial buildings is 12,000 gpm available to any block. A minimum residual water pressure of 20 pounds per square inches (psi) is required to remain in the water system in addition to the required gpm flowing. Furthermore, the LAFD sets forth further fire flow requirements for private or on-site water infrastructure. Please refer to Section 4.13 Utilities, Water, for further discussion of impacts related to existing water infrastructure. Additionally, Division 9 (Section 57.09.08) also requires that all smoke-control systems be tested prior to the Certificate of Occupancy and provides for supplemental fire protection in which equipment and systems not otherwise required in the LAMC may be required by the LAFD. The Chief of the LAFD may also require the provision of additional fire protection.

Division 118 of the Fire Code classifies buildings where the highest floor level is more than 75 feet above the lowest point of fire access as high-rises. Buildings classified as high-rise are subject to specific requirements for fire safety, including the provision of a rooftop helipad. Buildings in Warner Center would fall within three types of massing: low-rise massing would generally be less than 8-stories; mid-rise massing would be 8 to12 stories; and towers would be 13 stories or greater. Thus, these buildings would be subject to the fire safety requirements relating to high-rises. Specifically, Division 118 requires the installation of automatic sprinkler systems in all new high-rise buildings as well as a rooftop emergency helicopter landing facility for each building in a location approved by the Fire Department Chief. Division 118 also requires that each high-rise building include a Fire Control Station that contains a public address system and telephones for LAFD use, a fire detection and fire alarm system, an elevator recall switch and a status panel for all elevator cars, sprinkler control system, standby power and emergency electrical power controls, controls for unlocking stair shaft doors, smoke evacuation and fan controls, stairway pressurization control switches, and status indicators for fire pumps and water supply. Furthermore, under Division 118, in high rise buildings, a sound-powered telephone communication system shall be located at every floor in each enclosed exit stairway, at every exterior location where an enclosed stairway exits to a public way, on the roof, and in every elevator car. In addition, a high-rise building must have at least one emergency and fire control elevator in each bank of elevators (Section 57.118.05), a dependable method of sounding a fire alarm throughout the building (Section 57.118.06), an emergency smoke control system (Section 57.118.07), a standby and emergency power system (Section 57.118.08), stairshaft doors for fire department use (Section 57.118.09), pressurized stairshafts (Section 57.118.10), and other devices operable from the Control Station, as previously listed.

Fire Code Division 119 requires an annual inspection of high-rise buildings. Inspection includes the evaluation of physical access, property condition, and all fire-safety facilities and equipment required under the LAMC Fire and Building Codes. Annual fire safety inspections are required for fire warning systems, central station signaling systems, smoke management systems, elevators,

emergency generator and lighting systems, fire doors, fire pumps, pressure reducing valves, and fire escapes. Under LAMC Chapter 9, Section 91.905.15, all smoke control systems shall be tested prior to the issuance of a Certificate of Occupancy. Upon occupancy all operating parts of the smoke-control systems and automatic fire extinguishing systems shall be retested every six months in accordance with the retest requirements established by the Department of Building and Safety and the LAFD.

The LAFD Fire Prevention Bureau also administers guidelines for the Sequence of Operations for Life Safety Systems in High-Rise Buildings. These guidelines address the management of life-safety systems and facilities, including a sequence of procedures involving monitoring and management of audible and visual alarm signals; elevator lobby smoke detectors; duct smoke detectors; elevator shaft smoke/heat detectors; sprinkler valve flow switches; and smoke/fire dampers on each floor. The Fire Code also requires stairway numbering on each floor, roof access, and fire safety signage on all floors in prescribed locations.

City of Los Angeles Propositions F and Q. The City of Los Angeles Fire Facilities Bond (Proposition F), approved by voters in November 2000, allocates $378.6 million of funds to build 19 new or replacement fire/paramedic facilities. The completion and opening of Fire Station No. 84 near the project site was one of the 19 fire facility projects funded by Proposition F.[12]

Proposition Q, the Citywide Public Safety Bond Measure, approved by voters in March 2002, allocates $600 million to renovate, improve, expand and construct police, fire, 911, and paramedic facilities.[13] Proposition Q involves 13 overall projects consisting of the construction and/or replacement of five new police stations, one new police station and jail, two bomb squad facilities, one Metro Detention Center, one new Emergency Operations/Dispatch Center, one Valley Traffic Division and Bureau Headquarters, renovation of existing fire facilities, and renovation of police facilities. Proposition Q provides funding for minor construction improvements (e.g., installation of HVAC systems, driveway resurfacing) for Fire Stations No. 72 and No. 105.[14]

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact on fire protection if the plan results in substantial adverse physical impacts associated with fire protection facilities, or a need for new or physically altered fire protection facilities, in order to maintain acceptable service ratios or response times, or other performance objectives.

12 City of Los Angeles, Bureau of Engineering, 2000 Proposition F Fire Facilities Bond, Progress Report – December – January 2010; http://eng.lacity.org/projects/fire_bond/documents/current_monthly_report.pdf; accessed April 1, 2010.
13 City of Los Angeles, Bureau of Engineering, 2002 Proposition Q Citywide Public Safety Bond Program, 2002 Proposition Q Monthly Progress Report - December 2009, http://www.lapropq.org/modules/fileUpload/files/Prop_Q_Monthly_ReportDec_09.pdf; accessed April 1, 2010.
14 Ibid.

IMPACT ASSESSMENT

In general, project impacts regarding fire services are evaluated by the LAFD on a project-by project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements as well as project design features which would reduce or increase the demand for fire protection services are taken into consideration. Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response time, and response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. Further evaluation of impacts considers whether or not the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand. Consultation with the LAFD is also conducted to determine the project's effect on fire protection and emergency medical services.

Construction

Construction activities would have the potential to temporarily increase the existing demand on fire protection and emergency medical services. Construction activities could potentially expose combustible materials (e.g. wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings and lighted cigarettes. However, in compliance with Occupational Safety and Health Administration (OSHA) requirements, construction managers and personnel would be trained in emergency response and fire safety operations. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained onsite. Project construction would also comply with requirements and policies relating to fire safety practices. Therefore, construction impacts on fire protection and emergency medical services would be less than significant.

Short-term construction activities such as lane closures, sidewalk closures, and utility line construction, could affect adjacent street right-of ways and thus, could have implications in relation to response times. Construction activities would also generate traffic associated with the movement of construction equipment, hauling of demolition and graded materials, and employee traffic. As such, construction activities could increase response times. However, projects associated with the proposed project would be required to develop a construction staging and traffic management plan, wherein traffic management personnel (flag persons) would be employed as necessary to ensure emergency access is maintained, consistent with LAFD requirements.

Operation

Development under the proposed project would result in the direct addition of approximately 45,000 new residents and approximately 49,000 employees. Impacts associated with these additional residents and workers include an increase in fire protection responses, an increase in the number of building plan-check reviews, building inspections, public education activities, participation in community events, and ongoing relations with homeowners associations. This addition to the current estimated population of 13,950 could reduce the firefighter to population service ratio. However, this change would take place over an extended period of time (27 years), and with increased development and population the City (and increased general fund revenue), the

City would seek to maintain service levels through the addition of staff and facilities. As such, it is anticipated that LAFD would add additional fire protection services to maintain response times, as necessary. Therefore, impacts with regard to the capacity of fire protection services and emergency medical services would be less than significant.

All buildings constructed under the proposed project would be installed with fire sprinkler systems. Fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing. As a result, all buildings within the plan area would be required to connect to a water supply system capable of meeting fire flow requirements. Therefore, the impact of the proposed project on fire flow would be less than significant.

The proposed project encourages higher density, mixed-use buildings in a mid- to high-rise configuration. In this type of environment, fire fighters are anticipated to spend more time on a particular call since additional time is typically spent inside such buildings responding to particular incidents. Upon conclusion of the call, additional time is typically required to exit the building and return to the vehicle before the fire fighter becomes available to perform other duties. With the additional time the LAFD could spend on calls due to the nature (configuration) of the project development, and if a reduction in the fire-fighter to resident ratio were to occur, the LAFD could see a reduction in its ability to maintain the same workload/service levels if they were not supplemented with additional fire fighter/equipment.

Given that the project is located in close proximity to three fire stations that maintain adequate response times, impacts relative to LAFD's capability to provide adequate fire protection services are anticipated to be less than significant with mitigation. Further, with the measures provided below, individual projects would be subject to plan review and approval either prior to recordation of the final map or the approval of a building permit to ensure that LAFD has review of site plans for access before any new projects are built. Therefore, impacts related to the capability of fire protection services and emergency medical services would be less than significant.

After mitigation, traffic generated by the proposed project is not anticipated to significantly impact the intersections that are within the response routes of the LAFD fire stations that serve the proposed project. Thus, response times are not anticipated to be substantially increased due to project traffic-related impacts. Therefore, the proposed project is anticipated to have a less-than-significant-impact upon LAFD response times.

CUMULATIVE IMPACTS

Development levels throughout the City are anticipated to increase placing additional demands on LAFD. However, individual projects would be required to comply with mitigation requirements including recommendations from LAFD. In addition fire protection facilities and personnel are anticipated to increase to meet the demand created by increased development and population growth in the City.

MITIGATION MEASURES

PS-1: The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities.

PS-2: The City shall require that applicants of the individual projects developed as part of the WCRCCSP shall submit for review and approval all future project plans to the LAFD to ensure that all new structures would comply with current fire codes and LAFD requirements.

PS-3: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit.

PS-4: The City shall require that all applicants within the WCRCCSP area consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project.

PS-5: The City shall require that plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of any project.

PS-6: The City shall require fire hydrants to be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade.

PS-7: The City shall require plot plans indicating access driveways and roads and turning areas be reviewed and approved by the Fire Department, prior to the issuance of a building permit.

PS-8: The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed.

PS-9: The City shall require that each project comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.

PS-10: The City shall require that all access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

PS-11: The City shall require a Fire Flow analysis to be prepared for all projects within the WCRCCSP. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the area. Should fire flow be found to be inadequate each applicant shall be required to comply with the requirements of LADWP (including construction of additional water supply lines within the proposed project area, payment of a fee to cover fair share costs and/or other measures as deemed necessary by LADWP and/or LAFD) to ensure adequate fire flow.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of Mitigation Measure PS-1 through PS-11 are anticipated to reduce impacts associated with fire protection services to a less than significant level.

POLICE PROTECTION

EXISTING CONDITIONS

The Los Angeles Police Department (LAPD) provides police services for the City of Los Angeles. The proposed project area is located within LAPD's Valley Bureau service area. The Valley Bureau encompasses 221.8 square miles and is comprised of seven service areas that serve approximately 1.27 million people. More specifically, the proposed project area falls within the service areas of the Topanga Community Police Station. The Topanga Community Station, located at 21501 Schoenborn Street in Canoga Park, opened in January 2009 and includes 290 patrol officers, detectives and support staff.[15] The Station is located approximately 2.5 miles north of the project area. In addition to the proposed project project area, the Station serves the communities of Woodland Hills, West Hills, Canoga Park and Winnetka. According to the Topanga Community Station, average response times for emergency calls are 7 minutes.[16] Responses to priority calls are approximately 15.9 minutes.

Crime statistics for the entire Valley Bureau service area and the Topanga Community service area are presented in **Table 4.11-2**. In 2009, the Valley Bureau received 1,326 reports of violent crime and 8,023 reports of property crime. Approximately 11.5% of the Valley's violent crime originated from the Topanga area. In addition, the Valley received 8,023 reports of property crimes in 2009. Property crime reports originating from the Topanga area comprised 17 % (1,362 reports) of the Valley Bureau's total property crimes.

15 http://www.lapdonline.org/topanga_community_police_station/news_view/40370 accessed February 19, 2009 and Sergeant II Thomas A. Mason, Officer in Charge, Topanga Area Community Relations office, E-mail communication December 2, 2010.

16 Sergeant Raigoza, Topanga Community Station, Los Angeles Police Department. Telephone communication. February 2009.

TABLE 4.11-2:
CRIME REPORTING STATISTICS (2009)

Type of Crime	Valley Bureau	Topanga Area
Violent Crime		
Homicide	15	0
Rape	59	7
Robbery	668	72
Aggravated Assault	584	74
Total Violent Crime	1,326	153
Property Crimes		
Burglary	1,788	308
Grand Theft Auto	1,260	155
Burglary Theft From Auto	2,675	407
Personal/Other Theft	2,300	492
Total Property Crimes	8,023	1,362

Source: Los Angeles Police Department, Compstat Unit, April 2010

REGULATORY FRAMEWORK

City

Los Angeles General Plan Framework. The City of Los Angeles General Plan Framework adopted in December 1996 and again in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines Citywide policies regarding land use, including infrastructure and public services. Goal 9I of the Infrastructure and Public Services Chapter of the Citywide General Plan Framework is that every neighborhood has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.[17] Objective 9.13 and Policy 9.13.1 requires the monitoring and reporting of police statistics and population projections for the purpose of evaluating existing and future needs. Objective 9.14 requires that adequate police services, facilities, equipment, and personnel are available to meet existing and future public needs. Additionally, Objective 9.15 requires police services to provide adequate public safety in emergency situations by maintaining mutual assistance relationships with local law enforcement agencies, State law enforcement agencies, and the National Guard. Presently, the LAPD Computer Statistics Unit (COMPSTAT) implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multilayer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model. As such, COMPSTAT has effectively and significantly reduced the occurrence of crime in Los Angeles communities through accurate and timely intelligence regarding emerging crime trends or patterns.[18]

City of Los Angeles Charter, Administrative, and Municipal Codes. The law enforcement regulations and the powers and duties of the LAPD are outlined in the City of Los Angeles Charter Article V, Section 570; the City of Los Angeles Administrative Code Chapter 11, Section 22.240; and the Los Angeles Municipal Code (LAMC) Chapter 5 (Public Safety and Protection), Article 2

17 City of Los Angeles General Plan Framework, page 9-5.
18 LAPD. "COMPSTAT." http://www.lapdonline.org/search_results/content_basic_view/6363 (accessed September 15, 2010).

(Police and Special Officers). Pursuant to the City Charter, the Board of Police Commissioners is the head of the Police Department. The Board sets overall policy while the Chief of Police manages the daily operations of the Department and implements the Board's policies or policy direction and goals.

City of Los Angeles Charter Article V, Section 570 gives power and duty to the LAPD to enforce the penal provisions of the Charter, City ordinances and State and Federal law. The Charter also gives responsibility to the LAPD to act as peace officers and to protect lives and property in case of disaster or public calamity. Section 22.240 of the Los Angeles Administrative Code requires the LAPD to adhere to the State of California standards described in Section 13522 of the California Penal Code, which charges the LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances, such as excessive noise, and providing support to the Department of Building and Safety Code Enforcement inspectors and the Fire Department in the enforcement of the City's Fire, Building, and Health Codes. The LAPD is given the power and the duty to protect residents and property, and to review and enforce specific security related mitigation measures in regards to new development. Furthermore, as stated under the Los Angeles Administrative Code, the LAPD is also given the duty and power to protect the lives and properties of the community in the case of a disaster or public calamity.

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact on police protection if it results in substantial adverse physical impacts associated with police protection facilities or a need for new or physically altered police protection facilities in order to maintain acceptable service ratios or response times, or other performance objectives.

IMPACT ASSESSMENT

Construction

As individual project associated with the proposed project are developed, construction-related traffic on adjacent streets could potentially affect emergency access to the project site. Construction activities may involve temporary lane closures for utility construction (generally only one lane so through access on all roadways serving the project site would be maintained). Other implications of construction-related traffic include increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting construction sites. However, as indicated in Section 4.12, Traffic and Circulation, prior to construction of individual projects, each project will be required to develop and, as necessary, implement a construction traffic management plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and appropriate mitigation measures. As part of this plan, traffic management personnel (flag persons) would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Further, appropriate detour signage would be employed as necessary to ensure emergency access is maintained and that traffic flow is maintained on street right-of-ways. Thus, construction-related emergency access impacts would be less than significant.

During construction, equipment and building materials could be temporarily stored onsite, which could result in theft. This could potentially necessitate police involvement unless adequate safety and security measures are implemented to secure the site. Mitigation measures below would reduce this potentially significant impact during construction to a less than significant level. With implementation of these mitigation measures, construction-related impacts on police protection services would be less than significant.

Operation

The proposed project area is currently served by the Topanga Community Police Station, which opened in January 2009. As discussed above, development under the proposed project would result in the direct addition of approximately 45,000 new residents and approximately 49,000 new employees. This addition to the current estimated population of 13,950 permanent residents and 40,260 employees would increase demand for police protection services and would likely increase the number of crimes in the area. Based on existing service ratios, without the addition of staff and facilities, the project would significantly reduce the present officer to population service ratio of 22 sworn officers per 1,000 residents.

The change in population would be incremental and over an extended period of time (27 years). LAPD would be expected to maintain acceptable response times through the addition of new officers as projects associated with the proposed project are built. The increase in population associated with the proposed project could result in significant impacts related to police protection services without mitigation.

Any future entertainment uses would require a separate entertainment permit to be approved by the LAPD. Security concerns related to those uses would be addressed through the permit process, at which time the LAPD would have the opportunity to review and provide input on necessary security measures. Therefore, events and entertainment uses would result in a less than significant impact.

CUMULATIVE IMPACTS

Development levels throughout the City are anticipated to increase placing additional demands on LAPD. However, individual projects would be required to comply with mitigation requirements including recommendations from LAPD. In addition police protection facilities and personnel are anticipated to increase as development and population increase in the City.

MITIGATION MEASURES

Construction

PS-12: The City shall require that during construction of individual projects, each project applicant shall implement security measures including security fencing, lighting, locked entry, and security patrol on the site.

PS-13: The City shall require that during the construction phase of each project, each applicant

shall provide adequate through access and emergency access to adjacent uses as necessary.

PS-14: The City shall require that each applicant consult with the Police Department and comply with recommended security features for each construction site, including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol.

Operation

PS-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities. If necessary (i.e. general fund revenue were insufficient to fund necessary protection levels), new development shall be subject to a fee (based on a study establishing a nexus between new development, demand and the need for additional personnel and facilities), to provide for such personnel and facilities.

PS-16: The City shall require that applicants consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security sand semi-public and private spaces which may include but not be limited to access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well –illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if need. These measures shall be approved by the LAPD prior to the issuance of building permits.

PS-17: The City shall require that upon completion of each project, each applicant shall provide the local Commanding Officer with access routes and other information that might facilitate police response, as requested by the LAPD.

PS-18: The City shall require that each applicant provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.

PS-19: The City shall require that each project incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of mitigation measures PS-12 through PS-14 are anticipated to reduce construction-related impacts on police services to less than significant levels. During operation, impacts on police protection services are anticipated to be less than significant with implementation of mitigation measures PS-15 through PS-19.

SCHOOLS

EXISTING CONDITIONS

The LAUSD serves an area of approximately 710 square miles that includes the City of Los Angeles, all or portions of 32 additional cities, and several unincorporated areas of Los Angeles County.[19] During the 2009-2010 school year, the LAUSD provided kindergarten through high school (Grades K–12) education to approximately 617,798 students enrolled throughout 891 schools and centers, including 518 elementary schools, 126 middle schools, 127 senior high schools, 19 SPAN schools, 40 continuation senior high schools, 19 special education schools, 11 community day schools, and 31 opportunity high schools and alternative schools.[20] The LAUSD has implemented a class size reduction program. As part of an effort to create the needed additional space, the LAUSD has implemented multi-track, year-round school calendars at many schools. Currently, more than 141 schools are on multi-track year-round schedules to accommodate heavy enrollment. Other options utilized by the LAUSD to address increased enrollment and reduced class size include open enrollment and the provision of portable classrooms and new permanent facilities. Transportation of students from overcrowded schools to less crowded schools is also a method of addressing overcrowding, though it is not a favored solution by the LAUSD. However, as discussed further below, while overcrowding is a general concern for the LAUSD, the schools serving the project site are all currently operating at actual enrollment levels that are below capacity.

As further discussed below, California Senate Bill (SB) 50 provides funding for the construction of new school facilities. Other major statewide funding sources for school facilities include Proposition 47, a $13.2 billion bond approved in November 2002, containing $11.4 billion for K-12 public school facilities, and Proposition 55, a $12.3 billion bond approved in March 2004, containing $10 billion to address overcrowding and accommodate future growth in K-12 public schools. Local measures provide additional funding for existing and new school construction projects. Utilizing these funding sources, the LAUSD has implemented the New School Construction Program, a multi-year capital improvement program valued at over $19.3 billion. The New School Construction Program is the major component of the LAUSD's plan to relieve overcrowding in its schools and involves returning students to a single-track calendar, reducing class sizes to agreed upon limits at all grade levels, providing special education facilities, providing pre-kindergarten facilities, and reducing reliance on portable classrooms. The primary goal of the New School Construction Program is to provide every student with the opportunity to attend a two-

19 LAUSD. Facts Sheet, accessed online at: http://notebook.lausd.net/pls/ptl/docs/PAGE/CA_LAUSD/LAUSDNET/OFFICES/COMMUNICATIONS/COMMUNICATIONS_FACTS/09-10ENGFINGERTIP%20FACTSREV-2.PDF, accessed September 15, 2010

20 Ibid.

semester neighborhood school. Over the next few years, through the New School Construction Program, the LAUSD will have completed the construction of 131 new schools.[21]

Currently, the LAUSD is divided into eight local districts, each with its own superintendent, in order to provide for more local control and accountability for academic performance. Warner Center is included in District 1. During the 2008 – 2009 academic year, District 1 was staffed with 5,213 certified teachers who instructed 105,968 students in 73 elementary schools, 15 middle schools, 12 senior high schools, magnet schools, special education schools, community day schools, and continuation schools.[22] **Table 4.11-3** below shows the LAUSD that currently serve Warner Center and their current enrollment.

As shown in **Table 4.3-11**, the schools that would serve students generated by the project are Hamlin Elementary School, Woodland Hills Academy previously known as Francis Parkman Middle School) and Canoga Park Senior High School. All three schools currently operate under a single-track calendar in which instruction generally begins in early September and continues through late June (District 1 implemented an "Early Start Calendar," in 2010 with students returning to school in August rather than September). Per the LAUSD, available capacity (seating overage/shortage) is based on the resident enrollment compared to the respective school's capacity. The LAUSD considers a school to be overcrowded if any one of the following occurs: (1) it currently operates on a multi-track calendar; (2) there is currently a capacity shortage; or (3) there is currently a capacity overage of less than or equal to a 'safety margin' of 30 seats. **Table 4.3-11** presents the 2008 – 2009 academic year capacity, enrollment, and seating shortages/overages for each school. All data presented in the table already take into account the use of portable classrooms on site, additions being built onto existing schools, student permits and transfers, and any other operational activities or educational programming that affect the capacities and enrollments of the schools.

Hamlin Elementary School is located at 22627 Hamlin Street, located approximately 0.75 miles west of the project area, and offers instruction for Grades K – 5. During the 2008 – 2009 academic year, Hamlin Elementary School had a total current capacity for 448 students, a resident enrollment of 403 students, and an actual enrollment of 361 students.[23] Therefore, based on Hamlin Elementary School's capacity of 448 students and its resident enrollment of 403 students, it had an excess capacity or overage of 45 seats during the 2008 – 2009 school year. When the actual enrollment number is used to calculate seating capacity, Hamlin Elementary School had an excess capacity or overage of 87 seats during the 2008 – 2009 school year. Thus, Hamlin Elementary School is not considered overcrowded.

21 LAUSD Facilities Division, http://mo/laschools.org/fis/nc/, accessed April 5, 2010.
22 LAUSD Local District 1 Profile, http://search.lausd.k12.ca.us/cgi-bin/fccgi.exe, accessed April 5, 2010.
23 Residential enrollment is the total number of students living in the school's attendance area who are eligible to attend the school and includes secondary-grades magnet students. Actual enrollment is the number of students actually attending the school currently, including secondary-grades magnet students and transfer students.

TABLE 4.11-3
LAUSD SCHOOLS SERVING WARNER CENTER (2008 – 2009)

School	Capacity [a]	Resident Enrollment [b]	Actual Enrollment [c]	LAUSD Seating Overage (Shortage) [d]	Actual Seating Overage (Shortage)[e]	Overcrowded Now	
						LAUSD Std.	Act. Enroll.
Hamlin Elementary School	448	403	361	45	87	No	No
Hart Elementary School	na	na	na	na	na	na	na
Serrania Elementary School	na	na	na	na	na	na	na
Woodlake Elementary School	na	na	na	na	na	na	na
Calvert Elementary School	na	na	na	na	na	na	na
Woodland Hills Academy	1,321	676	1,116	645	205	No	No
Columbus Middle School	na	na	na	na	na	na	na
Canoga Park Senior High School	2,262	2,389	1,922	(127)	340	Yes	No
Taft High School							

a School's operating capacity, or the maximum number of students the school can serve while operating on its calendar.
b Total students living in the attendance area eligible to attend the school. Includes secondary-grades magnet students.
c Number of students actually attending school currently, including secondary-grades magnet students and transfer students.
d Seating overage or shortage based on capacity – resident enrollment.
e Seating overage or shortage based on capacity – actual enrollment.
f The school is considered to be overcrowded or without available capacity if the school operates on a multi-track calendar, there is a seating shortage, or there is a seating overage of less than or equal to a 'safety margin' of 30 seats.
na – awaiting data from LAUSD
Source: Rena Perez, Director, LAUSD Facilities Services Division, 2010.

Woodland Hills Academy, a college-prep middle school, is located at 20800 Burbank Boulevard, across De Soto Avenue from the proposed project area (across from the Kaiser Permanente Hospital), and offers instruction for Grades 6 – 8. Woodland Hills Academy operates as a Los Angeles Educational Alliance for Restructuring Now (LEARN) school. Under the LEARN program, budget authority and decision making ability is transferred to individual schools to develop their own missions, goals, and operating styles. In return, those schools are held accountable for improving the measurable progress of every student. During the 2008 – 2009 academic year, Woodland Hills Academy had a total capacity for 1,321 students, a resident enrollment of 676 students, and an actual enrollment of 1,116 students. Based on the LAUSD school capacity standards, Woodland Hills Academy had an excess capacity or overage of 645 seats during the 2008 – 2009 school year. When the actual enrollment number is used to calculate seating capacity, Woodland Hills Academy had an excess capacity or overage of 205 seats during the 2008 – 2009 school year. Thus, Woodland Hills Academy is not considered overcrowded.

Canoga Park Senior High School is located at 6850 Topanga Canyon Boulevard, immediately north of the Los Angeles River, the northern boundary of the proposed expanded area of the project, and offers instruction for Grades 9 - 12. Canoga Park Senior High School also operates as a LEARN school. During the 2008 – 2009 academic year, Canoga Park Senior High School had a total

capacity of 2,262 students, a resident enrollment of 2,389 students, and an actual enrollment of 1,922 students. Thus, Canoga Park Senior High School had a capacity shortage of 127 seats and was, therefore, considered overcrowded during the 2008 – 2009 school year. However, when the actual enrollment number is used to calculate seating capacity, Canoga Park Senior High School had an excess capacity or overage of 340 seats during the 2008 – 2009 school year.

In addition, LAUSD's Hart Elementary School is located immediately north of the Los Angeles River at Variel Avenue, and a number of private schools are also located within and in proximity to the project area. Ivy Academia Charter School has campuses in the project area, including a campus for Grades 4 through 8 within Warner Center on De Soto Avenue north of Oxnard Street.

In addition to K-12 schools in the area, Pierce Community College (Los Angeles Community College District) is located immediately east of the project area across De Soto Avenue and the West Valley Occupational Center (LAUSD, located on Winnetka Avenue immediately east of Pierce College) provide continuing education in the area.

REGULATORY FRAMEWORK

State

California Government Code Section 65995. California Government Code Section 65995 is found in Title 7, Chapter 4.9 of the California Government Code. California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 (SB 50) amended Government Code Section 65995 in 1998. Under the provisions of SB 50 schools can collect fees to offset costs associated with increasing school capacity as a result of development. The development associated with the proposed project would be subject to applicable fees determined by the LAUSD per California Government Code Section 65995. The LAUSD determines the fees in accordance with California Government Code Section 65995, annually, and publishes them in their school fee justification study.

California Education Code. The LAUSD facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education (SBE). The SBE is the 11-member governing and policy-making body of the California Department of Education (CDE) that sets K-12 education policy in the areas of standards, instructional materials, assessment, and accountability. The CDE and the State Superintendent of Public Instruction are responsible for enforcing education law and regulations; and for continuing to reform and improve public elementary school, secondary school, and child care programs, as well as adult education and some preschool programs. The CDE's mission is to provide leadership, assistance, oversight, and resources so that every Californian has access to an education that meets world-class standards.[24] The core purpose of the CDE is to lead and support the continuous improvement of student achievement, with a specific focus on closing achievement gaps.[25]

24 California Department of Education, Role and Responsibilities, accessed online at: http://www.cde.ca.gov/ eo/mn/rr/, accessed April 5, 2010.

25 California Department of Education, Belief and Purpose, accessed online at: http://www.cde.ca.gov/ eo/mn/mv/, accessed April 5, 2010.

Leroy F. Green School Facilities Act of 1998 (Senate Bill (SB) 50). Senate Bill (SB) 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. It placed a $9.2 billion State bond measure (Proposition 1A), which included grants for modernization of existing schools and construction of new schools, on the ballot at the November 3, 1998 election. Proposition 1A was approved by voters, thereby enabling SB 50 to become fully operative. Under SB 50, a program for funding school facilities largely based on matching funds was created. Its construction grant provides funding on a 50/50 State and local match basis, while its modernization grant provides funding on a 60/40 basis. Districts that are unable to provide some, or all, of the local match requirement and are able to meet the financial hardship provisions may be eligible for additional State funding.[26]

In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. Pursuant to SB 50, the LAUSD collects development fees for new construction within its district boundaries. Payment of these fees is required prior to issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less than significant levels.

City

City of Los Angeles General Plan. The City of Los Angeles General Plan provides growth and development policies by providing a comprehensive long-range view of the City as a whole. The General Plan provides a comprehensive strategy for accommodating long-term growth. Goals and policies that apply to all development within the City of Los Angeles include a balanced distribution of land uses, adequate housing for all income levels, and economic stability. These planning documents together with regional projections provided by the Southern California Association of Governments (SCAG) provide data so that LAUSD can match school planning with land use planning in the City.

While the City has a Public Facilities and Services Element identifying public service facilities, including schools, it is now somewhat dated.

Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan. Community Plans aim to encourage sustainable growth patterns as well as balance the unique character of each neighborhood through the provision of goals and objectives. The project site is located in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area. The Community Plan contains school related goals and objectives. Specifically, Goal 6 of the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan is to establish public schools that provide a quality education for all of the City's children, including those with special needs, and adequate school facilities to serve every neighborhood in the City. Objective 6-1 of the Community Plan is to work constructively with the LAUSD to promote the siting and construction of adequate school facilities phased with growth, while Objective 6-2 of the Community Plan is to maximize the use of local schools for community use and local open space and parks for school use.

26 State of California, Office of Public School Construction, School Facility Program Handbook, February 2006.

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact on schools if it would result in substantial adverse physical impacts associated with public schools or the need for new or physically altered public schools in order to maintain acceptable service ratios, or other performance objectives.

The *City of Los Angeles CEQA Thresholds Guide (2006)* indicates that the determination of significance with regard to impacts on schools shall be made on a case-by-case basis, considering the following factors:

- The population increase resulting from the proposed project, based on the increase in residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment and personnel) and the project's proportional contribution to the demand;
- Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and
- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to the LAUSD).

In accordance with SB 50, payment of school impact fees pursuant to Section 65995 of the California Government Code is considered full and complete mitigation of a project's impacts on schools.

The *City of Los Angeles CEQA Thresholds Guide* (*2006)* does not specify a threshold of significance for a project's construction impact on schools. However, it does state that a determination of significance for in-street construction impacts shall be made on a case-by-case basis, considering the temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking. Based on these considerations, for the purposes of this analysis, project construction would have a significant impact on schools if construction activities would create safety hazards or interfere with school bus routes or pedestrian routes.

IMPACT ASSESSMENT

Construction

During construction haul trucks would travel via designated haul routes that most likely require trucks heading north on Topanga Canyon Boulevard and De Soto Avenue from the Ventura Freeway (US-101). While Canoga Park High School is located (immediately) north of the project area, some truck traffic could occur in proximity to Canoga Park High School. Truck traffic on De Soto Avenue would pass Woodland Hills Academy.

Truck traffic has the potential to interfere with the designated pedestrian routes for all the LAUSD schools that and are in proximity to Warner Center.

Construction staging and construction-related parking would primarily be confined to project sites and would not be expected to significantly interfere with school traffic. Individual projects would be required to assess construction impacts (including to schools) prior to project approval. Each project would be required to develop and, if necessary, implement a construction traffic management plan, subject to LADOT approval. Each construction traffic management plan would identify potential interim construction impacts and mitigation measures as needed to reduce impacts to a less than significant level. Through the incorporation of these mitigation measures, construction activities would be expected to result in a less than significant impact on school bus routes and pedestrian routes.

Operation

Development under the proposed project would include 20,000 new residential units and approximately 14 million square feet of non-residential development. Children from these households as well as children of some employees would likely attend LAUSD schools. Therefore, the project could have a direct impact on schools within the LAUSD boundary. The LAUSD has established student generation rates for the purpose of estimating and planning for enrollment increases as a result of new residential development or redevelopment. LAUSD has also established generation rates for commercial/industrial development. As shown in **Table 4.11-4**, the development associated with the project would generate approximately 5,668 new students in grades K-5; an additional 3,088 students in grades 6-8, and 4,279 students in grades 9-12 for a total of 13,035 students.

As discussed above, the proposed project area is located within LAUSD District 1. Students generated by the project would attend Hamlin Elementary School, Woodland Hills Academy, and Canoga Park Senior High School. Project completion/buildout is not anticipated until 2035. LAUSD enrollment forecasts are limited to five-year increments, and do not extend out to 2035, and thus a comparison to LAUSD forecasts for the buildout year is not possible. Given, the large potential number of students that could be generated within the project area, there exists the potential for the project to generate students substantially in excess of the current capacities of local schools.

TABLE 4.11-4:
ESTIMATED LAUSD STUDENT GENERATION FOR WARNER CENTER

Grade Level	Land Use	Generation Rate [a]	Development of WCRCCSP	WCRCCSP Generated Students
K-5	Retail	0.0234/1,000 sf	2,293,323	54
	Residential	0.26 per unit	19,848 units	5,160
	Office	0.0366/1,000 sf	12,552,988	459
	Industrial/Other	0.0062/1,000 sf	-787,764	-5
Grade K-5 Subtotal				5,668
6-8	Retail	0.0234/1,000 sf	2,293,323	54
	Residential	0.13 per unit	19,848 units	2,580
	Office	0.0366/1,000 sf	12,552,988	459
	Industrial/Other	0.0062/1,000 sf	-787,764	-5
Grade 6-8 Subtotal				3,088
9-12	Retail	0.0234/1,000 sf	2,293,323	54
	Residential	0.19 per unit	19,848 units	3,771
	Office	0.0366/1,000 sf	12,552,988	459
	Industrial/Other	0.0062/1,000 sf	-787,764	-5
Grade 9-12 Subtotal				4,279
Project Total				13,035

[a] LAUSD Student Generation Rate Calculation, September 2008 and LAUSD Commercial/Industrial Development School Fee Justification Study, February 2008.

In addition to the direct enrollment, LAUSD offers several options that allow students to enroll in other LAUSD schools located away from their home attendance area. These options include:

- Open enrollment that enables students anywhere within the LAUSD to apply to any regular, grade-appropriate LAUSD school with designed "open enrollment" seats;
- Magnet schools and magnet centers, which are open to qualified students in the LAUSD;
- Charter Schools are independent or District affiliated schools open to all children;
- The Permits with Transportation Program (PWT) that allows students to continue to go to the schools within the same feeder pattern of the school they were enrolled in from elementary thought high school. The LAUSD provides transportation to all students enrolled in the PWT program regardless of where they live;
- Intra-district parent employment-related transfer permits that allow students to enroll in a school that severs the attendance area where the student's parent is regularly employed;

- Sibling permits that enable students to enroll in a school where a sibling is already enrolled;
- Childcare permits that allow students to enroll in a school that serves the attendance area where a younger sibling is cared for every day after school hours by a known childcare agency, private organization, or a verifiable childcare provider; and
- Students may opt to enroll in private schools

As a result of these policies some project generated students may attend schools outside the project area; however, it is also possible that additional students may want to transfer in to the project area under these same policies.

Schools in the vicinity of the project site are currently operating at or near capacity. Those schools that are not at capacity, have remaining capacity of at most a few hundred seats and would not be expected to accommodate the volume of students generated by the project.

Another factor affecting potential impacts on schools is that the residential development anticipated under the proposed project would be efficient units aimed at young urban professionals without children. Consequently, it is expected that the number of students generated overall could be lower than shown in **Table 4.11-4**. Furthermore, there is the potential for additional school facility construction to be undertaken by LAUSD between now and 2035, as well as the potential for private school construction in the project area.

Per current State law, developer impact fees are the exclusive method for mitigating impacts on school facilities. These fees collected on residential and commercial development may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. As noted above, this could allow LAUSD to impose a maximum one-time fee applicable at the time that development occurs (currently $4.18 per square foot of assessable space of residential construction, $0.42 per square foot of commercial construction, and $0.09 per square foot of parking structure construction within the boundaries of the LAUSD[27]) Such development would assist in funding efforts necessary to alleviate school overcrowding, and would ensure that new development under the proposed project would bear its fair share of the cost of housing additional students generated. With payment of appropriate fees, impacts would be less than significant.

Potential impacts to school facilities as a result of increased noise and air quality in the area are discussed in sections 4.2 Air Quality and 4.9 Noise.

CUMULATIVE IMPACTS

The project would contribute to increased student populations within LAUSD. The shifting populations and demographics within the LAUSD service area represent a considerable challenge to LAUSD planners in anticipating and serving projected demand.

27 LAUSD, Developer Fee Program Office, 2007

MITIGATION MEASURE

PS-20: For projects developed under the WCRCCSP the City shall ensure that prior to issuance of a building permit, the project developer shall pay to the LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service area, and would allow for the LAUSD to allocate these funds as they deem necessary.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Impacts related to schools would be mitigated to less than significant levels (see also mitigation measures designed to address air quality and noise impacts on schools in the area).

PARKS

EXISTING CONDITIONS

The City of Los Angeles Department of Recreation and Parks (DRP) is responsible for the establishment, operation, and maintenance of parks and recreational facilities in the City of Los Angeles. Currently, the DRP maintains and operates more than 426 park properties for recreational use including: 1114 recreation centers/gyms, 59 swimming pools, 16 municipal golf courses, 13 lakes, 7 camps (both in and out of the City limits), more than a dozen museums and historic sites, and hundreds of programs for youths, seniors, the physically disabled, and volunteers. The DRP also administers more than 15,837 acres of parkland.[28]

According to the City of Los Angeles Public Recreation Plan, parks can be classified into three groups: neighborhood, community, and regional. A neighborhood park should be a minimum of five acres in size (ideally 10 acres) with a service radius of one-half mile. Vest Pocket Parks, which are less than five acres, are also considered neighborhood parks. A community park should be a minimum of 15 acres in size (ideally 20 acres), with a service radius of two miles. Regional parks are generally over 50 acres in size and serve the entire city region. The City of Los Angeles, in comparison with other large metropolitan areas in the United States, has less parkland per number of residents.

One park is located within Warner Center Park (also known as Warner Ranch Park located at 5800 Topanga Canyon Boulevard). In addition there are private landscaped areas (notably around the Blue Cross of California building on Oxnard Street) that provide open space.

Several parks and recreation centers are located in the vicinity of the proposed project area. These include the Winnetka Recreation Center, Lanark Park and Runnymeade Recreation Center located to the north and Shadow ranch Park and the Woodland Hills Recreation Center to the west. The

28 David Attaway, Environmental Supervisor, Department of Recreation and Parks, e-mail communication, December 9, 2010.

Woodland Hills Country Club, Serrania Avenue Park and Alizondo Drive Park are all located south of the proposed project area. West Valley Park and Reseda Park and Recreation Center are located to the east in the surrounding area.

Table 4.11-5 indicates the locations and distances of these parks and recreation centers from Warner Center. Of the sixteen parks that are located near the project site, one is located within the proposed project boundaries (Warner Ranch Park) and two are located less than one-half mile, considered to be walking distance.

TABLE 4.11-5:
PARKS AND RECREATION FACILITIES IN PROJECT VICINITY

Park	Location	Size	Distance (Miles) From WCRCCSP
Warner Center Park	5800 Topanga Canyon Blvd.	20 acres	Within
Quimby (John) Park	7008 DeSoto Ave	4.27 acres	0.1
Shadow Ranch Park	6835 Sale Ave.	12.48 acres	0.75
Woodland Hills Recreation Center	5858 Shoup Avenue	19.62 acre	0.2
Winnetka Recreation Center	8401 Winnetka Ave.	17 acres	3.0
Lanark Recreation Center	21816 Lanark St.	19.25	2.5
Runnymeade Recreation Center	Valero St.	5 acres	1.8
Summit Valley Edmund D. Edelman Park	Topanga Canyon Blvd	652 acres	3.0
Four Oaks Park	Cohasset Street	2 acres	2.7
Woodland Hills Country Club	2110 Dumetz Rd.	Private	1.4
Serrania Ave. Park	20865 Wells Dr.	9.3 acres	1.9
Alizondo Drive Park	22100 Alizondo Dr.	3.5 acres	1.1
Randal D. Simmons West Valley Park	6731 Wilbur St.	4.3 acres	2.4
Reseda Park and Recreation Center	18411 Victory Blvd	29.2 acres	3.3
Parthenia Park	21444 Parthenia St.	1.4 acres	2.8
Taxco Trails Park	23367 Ingomar St.	2.5 acres	3.0

Source: Sirius Environmental 2009

In addition to the parks described above, two community parks are located approximately three miles east of the project site, Reseda Park and Recreation Center located east of the project site and Winnetka Recreation Center. Each of these community parks has athletic fields, community rooms, picnic tables, children's play areas and other amenities. In addition, several large regional parks are located near the project area. These include: Summit Valley Edmund D Edelman Park located three miles south, Sepulveda Dam Recreation area located five miles to the east, the Upper Las Virgenes Canyon Open Space Preserve (formerly Ahmanson Ranch) located seven miles to the west, Corriganville Regional Park and Santa Susana State Historic Park located eight miles to the northwest.

The project is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan (Community Plan) area, where the provision of parkland is estimated to be

1.17 acres per 1,000 residents.[29] The DRP does not have park provision data specific to the project area.[30]

The existing population within the proposed project area is approximately 13,900 and is served by a combination of pocket/neighborhood parks and community parks. In total, the existing parkland located within two miles of the project site is approximately 101 acres, with several additional community parks (more than 20 acres) and regional parks located between three and eight miles from the project site.

REGULATORY FRAMEWORK

State

Quimby Act. Section 66477 of the California Government Code, also known as the Quimby Act, was enacted in an effort to promote the availability of park and open space areas in response to California's rapid urbanization and decrease in the number of parks and recreational facilities. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as a condition to the approval of a tentative map or parcel map. Thus, Los Angeles Municipal Code (LAMC) Section 17.12 was authorized pursuant to the Quimby Act.

Under the Quimby Act, requirements for parkland dedications are not to exceed three acres of parkland per 1,000 persons residing within a subdivision, and in-lieu fee payments shall not exceed the proportionate amount necessary to provide three acres of parkland, unless the amount of existing neighborhood and community parkland exceeds that limit. As indicated above, the current ratio of Citywide parkland which includes regional park space is 9.23 acres per 1,000 persons.

City

City of Los Angeles Community Needs Assessment. The DRP has completed a number of planning documents that address the need for parks and recreational facilities within the City of Los Angeles. The most recent document completed by DRP is a Citywide Community Needs Assessment. The Assessment examined current and future recreational needs in the City as a first step in developing a Citywide park master plan and a five year capital improvement plan. The overall objectives of the Assessment were to address needs for additional recreation facilities and park land, identify improvements to facilities to meet current and future demands, prevent future maintenance issues, and offer positive alternatives to an increasingly dense and urbanized population.[31] The Assessment provides a number of key recommendations to be implemented through a detailed master planning process. These recommendations include, but are not limited to, working with the City's Planning Department to modify Section 17.12 of the LAMC and update the PRP, developing an updated pricing and revenue plan to offset capital and operational costs, and

29 Ibid.
30 Ibid.
31 LA DRP, Citywide Community Needs Assessment, accessed online at: http://losangeles.prosconsulting.com/index.html, accessed March 10, 2010.

implementing a land acquisition strategy involving developer impact agreements based on the standards for open space desired.[32]

Based on the Assessment, the expectation as to how far people are willing to travel to parks and recreational facilities has changed drastically since the time that the PRP was adopted in 1980. Specifically, 63% of survey respondents for the Assessment stated that they would travel at least one mile to visit a neighborhood park and 38% of respondents would travel at least two miles. Additionally, seventy-one-percent 71% of respondents would travel at least two miles to visit a community park and thirty-seven-percent 37% of respondents would travel more than three miles to visit a community park. Given the accessibility of public transit, it is now easy and convenient for people to access parks further than a half mile from their place of residence. The Assessment also made the following findings:

- The City lacks the appropriate levels of neighborhood and community parks that are close to home and parks are not equitably distributed.
- The amount of parkland available in the City is low for the level of density in the City and people would like more land for mini−parks, neighborhood parks, community parks and downtown parks. More parks are needed in redevelopment areas.
- There is a concern that some parks are unsafe and controlled by gangs and lack significant security, keeping people from using the park in a productive manner.
- Parks are in need of infrastructure improvements to restrooms, parking areas, playgrounds, picnic facilities, sports courts, security lighting, irrigation systems, and sports fields. Poor general site conditions encourage vandalism and keep the community from using the parks in a positive manner.
- Sports fields are a needed amenity.
- Sustainable landscapes in parks are an important design element that the DRP should incorporate into design standards.
- Some existing parks are outdated in design. The DRP needs to develop new design standards for parks in the future and customize the parks to the people living in the area that will be using the park.
- Walkability of the City and the ability to walk in City parks are important.
- The DRP must create a balance of park types and manage by park and amenity standards that promote equal access.
- Many citizens indicate that parks were overused on weekends.

Los Angeles River improvements were brought forward as opportunity sites that could be developed and improved for parks and recreation purposes (see discussion of the Los Angeles River Revitalization Master Plan in Section 4.8, Land Use).

In addition, the City of Los Angeles General Plan indicates that the adequacy of the public park and recreation system is based on three general standards: (1) sufficient land area reserved for parks and recreation; (2) appropriate distribution of park and recreation facilities throughout the City; and (3) a full complement of park and recreation facility types (i.e., active and passive recreation for all age

32 LA DRP, Final Report of the Citywide Community Needs Assessment, accessed online at: http://www.laparks.org/assessment_blog.htm, accessed March 10, 2010.

groups) to accommodate a wide variety of users. The General Plan further states that parks and recreational facilities should be provided at the neighborhood, community, and regional levels. The Public Recreation Plan (PRP), a component of the City's General Plan, establishes policies and standards related to parks, recreation facilities, and open space areas in the City. The PRP provides citywide goals, objectives, and recommendations concerning parks and recreation facilities. In addition to the City standards established in the PRP, park and open space requirements pursuant to the Quimby Act are also set forth in Sections 12.33 and 17.12 of the LAMC.

Los Angeles Municipal Code. Section 12.21G of the LAMC requires that all residential developments containing six or more dwelling units on a lot provide, at a minimum, the following usable open space area per dwelling unit: 100 square feet for each unit having less than three habitable rooms, 125 square feet for each unit having three habitable rooms, and 175 square feet for each unit having more than three habitable rooms. Section 12.21 of the LAMC also identifies what areas of a project would qualify as usable open space for the purposes of meeting the project's open space requirements. Usable open space is defined as areas designated for active or passive recreation and may consist of private and/or common areas. Common open space areas must be readily accessible to all residents of the site and constitute at least 50% of the total required usable open space. Common open space areas can incorporate recreational amenities such as swimming pools, spas, children's play areas, and sitting areas. A minimum of 25% of the common open space area must be planted with ground cover, shrubs, or trees. In addition, indoor recreation amenities cannot constitute more than 25% of the total required usable open space. Private open space is defined as area which is contiguous to and immediately accessible from an individual dwelling unit and which contains a minimum of 50 square feet, of which no more than 50 square feet per dwelling unit is counted towards the total required usable open space. Private open space may not have a dimension of less than six feet in any direction.

In addition, Section 17.12 of the LAMC, authorized under the Quimby Act requires developers of residential subdivisions to set aside and dedicate land for park and recreational uses and/or pay in-lieu fees for park improvements. The area of parkland within a subdivision that is required to be dedicated is determined by the maximum density permitted by the zone within which the development is located. If the developer does not meet the full parkland dedication requirement, fees for park improvements may be paid to the DRP in lieu of the dedication of all or a portion of all the land. The in-lieu fees are calculated per dwelling unit to be constructed based on the zoning of the project site and must be paid prior to the issuance of building permits. These fees are adjusted annually. Section 17.12 of the LAMC allows recreation areas developed on the project site for use by the particular project's residents to be credited against the project's land dedication requirement. Recreational areas that qualify under this provision of Section 17.12 include, in part, swimming pools and spas (when the spas are an integral part of a pool complex) and children's play areas with playground equipment comparable in type and quality to those found in City parks.

Furthermore, the recreational areas proposed as part of a project must meet the following standards in order to be credited against the requirement for land dedication: (1) each facility is available for use by all residents of a project; and (2) the area and the facilities satisfy the park and recreation needs of a project so as to reduce that project's need for public park and recreation facilities. In addition, Section 17.12 provides that outdoor landscaped area may be credited against the project's land dedication requirement if approved by the Advisory Agency.

Consistent with Section 17.12, Section 12.33 of the LAMC prohibits the rezoning of a property to permit a multiple residential use in any multiple residential or commercial zone unless a dedication of parkland has been made or assured or a payment in lieu thereof has been made or guaranteed. The parkland dedicated and/or the in-lieu payment are subject to the restrictions, conditions, exemptions and credits of Section 17.12. The parkland dedication or payment must be made in accordance with the provisions of Section 17.12, and is based upon the maximum number of dwelling units permitted by the requested zone or upon the number of dwelling units which may be constructed.

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact on parks if it results in substantial adverse physical impacts associated with parks and/or recreation centers or the need for new parks and/or recreation centers in order to maintain acceptable service ratios, or other performance objectives.

IMPACT ASSESSMENT

The project would develop a mix of residential, shopping, office and other uses. As described in the project description, the proposed project aims to provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity. Each development project would be required to improve and maintain open space equal to 15% of site area. In general, open space would be located within Warner Center at street level, open to the public during daylight hours, and least three-quarters of an acre in size. If additional open space is required, payment of fees would provide adequate mitigation. Given the amount of open space amenities to be provided within the proposed project area, the project would not cause or accelerate substantial physical deterioration of any off-site local or regional park or recreational facilities. Similarly, the project would not substantially increase the use of offsite neighborhood and regional parks and recreational facilities, nor would it substantially increase demand for recreation programs. Impacts would be less than significant.

CUMULATIVE IMPACTS

Increased population within the City of Los Angeles would contribute to increased demand for parks. Individual projects are anticipated to be required to provide mitigation, but in general given the cost of new park space, it is anticipated that demand for parks will increase and that provision of new park space and recreational facilities will not keep pace.

MITIGATION MEASURE

PS-21: The City shall require that project applicants comply with one or more of the following: 1) dedicate two acres of neighborhood parkland and two acres of community parkland per 1,000 residents; 2) pay in-lieu fees for any land dedication requirement shortfall; or 3) provide on-site improvements for which credit may be granted against the required in-lieu fees.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

As indicated above, project impacts on parks and recreation are anticipated to be less than significant with implementation of the mitigation measure.

LIBRARIES

EXISTING CONDITIONS

Three Los Angeles Public Library (LAPL) branch libraries are located in the project area. The Woodland Hills Branch Library is located at 22200 Ventura Boulevard; the Canoga Park Branch Library is located at 20939 Sherman Way, and the Platt Branch Library is located at 23600 Victory Boulevard, is approximately two miles west of the project site. As with all City libraries, all three facilities are now operating on a five-day service schedule in response to recent budget cuts.

Based on information provided by the LAPL and City Planning Department projections, the Woodland Hills Branch Library had a service population of approximately 49,014 residents in 2005 and approximately 50,281 residents in 2010.[33] As of 2008, the library had 11 staff positions and 55,000 volumes. As discussed further below, the 2007 LAPL Facilities Plan set forth a size standard of 14,500 square feet for libraries with a service population above 45,000 residents. The Woodland Hills Branch Library is currently sized at 12,500 square feet. While this library does not meet the LAPL size criteria set forth in its 2007 Facilities Plan, the LAPL has indicated that this library does meet the current demand for library services.[34]

The Canoga Park Branch Library had a service population of approximately 75,848 residents in 2005 and approximately 79,763 residents in 2010. In 2008, the library had 12 staff positions and 61,006 volumes. The Canoga Park Branch Library is currently comprised of 12,500 square feet and does not meet the 2007 LAPL Facilities Plan size criteria. However, it currently does meet the demand for library services in the area and no new facilities are planned.[35]

The Platt Branch Library has a service population of approximately 42,434 residents in 2005 and approximately 43,871 residents in 2010. As of 2008, the library had 14 staff positions and 65,071 volumes. Unlike the Woodland Hills Branch Library and the Canoga Park Branch Library, the Platt Branch Library is comprised of 14,053 square feet, which meets the 2007 LAPL Facilities Plan size criteria. The existing demand for library services is currently met by the Platt Branch Library, and no new facilities are planned.[36]

33 Rona Berns, Library Facilities Division, Library Department, correspondence letter dated November 15, 2007.
34 Ibid.
35 Personal Communication with Rona Berns, Los Angeles Public Library, June 25, 2008.
36 Ibid.

REGULATORY FRAMEWORK

City

Los Angeles Public Library Branch Facilities Plan. To guide the construction, maintenance, and operation of libraries within the City, the LAPL Board of Commissioners adopted the Branch Facilities Plan in 1988. The Branch Facilities Plan is comprised of two components. One component sets the size and features of a local branch based upon the population and location it would serve, and the other component is a status list of existing branches and identification of communities that do not have library services. To facilitate and finance the implementation of the Branch Facilities Plan, bond measures were approved in 1989 and 1998. With the anticipated completion of the projects listed in the Branch Facilities Plan of 1988, the LAPL Board of Commissioners approved a revision of plan in 2007. The revised Branch Facilities Plan sets the following site selection criteria for library branch facilities:

- Branches serving a population above 45,000 people must have a facility of at least 14,500 square feet on a 40,000 square foot property. Branches serving a population below 45,000 people must have a facility of at least 12,500 square feet upon a property of at least 32,500 square feet. Branch expansions or special situations have special sizes. The size of regional branches facilities must not exceed 20,000 square feet upon a 52,000-square-foot property; When a community reaches a population of 90,000, an additional branch should be considered for the area
- One-story library buildings with interior layouts must be designed to accommodate the disabled, and to have electronic technology, substantial shelving and seating capacities, and have a community meeting room;
- Good visibility and street access;
- Easily accessible by car, by bus and on foot;
- Take into consideration the relative locations of all schools served by the branch; and
- Take into consideration the relative locations of all neighboring branch libraries.

Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. Community Plans within the City of Los Angeles guide the physical development of neighborhoods by designating allowable land-uses (e.g., housing, business, industry, open space, etc.) within the various areas of each community. Community Plans aim to encourage sustainable growth patterns as well as balance the unique character of each neighborhood through the provision of goals and policies. The project site is located in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan.

The Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan provides goals and policies that address libraries. Specifically, Goal 7 of the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan is to ensure that adequate library facilities and services are provided to the area's residents. To achieve this goal, the Community Plan includes library-related objectives and policies. Objective 7-1 of the Community Plan is to encourage the City's Library Department to provide adequate library service which responds to the needs of the community. Policy 7-1.1 of the Community Plan is to encourage flexibility in siting libraries in mixed use projects, shopping malls, pedestrian-oriented areas, transit stations, office buildings, and similarly accessible facilities.

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact on libraries if it results in substantial adverse physical impacts associated with libraries or the need for new or physically altered libraries in order to maintain acceptable service ratios, or other performance objectives.

IMPACT ASSESSMENT

Implementation of the proposed project would introduce approximately 45,000 new residents and approximately 49,000 new jobs into the community with a net increase of approximately 14 million square feet of non-residential development.

The Branch Facilities Plan developed for Los Angeles Public Libraries establishes guidelines related to service. Branches serving a population above 45,000 people must have at least 14,500 square feet on a 40,000 square foot property. Branches serving a population below 45,000 people must have a facility of at least 12,500 square feet upon a property of at least 32,500 square feet. Branch expansions or special situations have special sizes. The size of regional branch facilities must not exceed 20,000 square feet upon a 52,000 square foot property. When a community reaches a population of 90,000 an additional branch should be considered for the area.

The addition of approximately 37,700 new residents would result in a total of 49,000 residents at the anticipated 2035 development level and would exceed the population recommended for a 14,500 square foot library property. The three existing libraries that serve the proposed project area are 12,500 square feet and do not meet the LAPL standard. New population generated by the proposed project is anticipated to increase demand at each of the three libraries located near the project site. These facilities are currently operating below LAPL size standard (although maintaining adequate service); the additional residents that would be added to the area through the proposed project would not meet the threshold (90,000 people) for a new branch. However, as the current facilities do not meet the standard, it is possible that facilities could deteriorate. Payment of appropriate fees would provide adequate mitigation for this impact.

CUMULATIVE IMPACTS

With the shift in technology from books to computers the demand for library facilities is changing. There is increased demand for computer resources. The increased population in the City of Los Angeles is anticipated to have an increased demand for upgraded library facilities.

MITIGATION MEASURE

PS-22: The City shall require that individual projects developed within the WCRCCSP area be required to pay any appropriate impact fees to offset the burden on the existing libraries.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Payment of appropriate fees is anticipated to provide adequate mitigation to reduce impacts to a less than significant level.

4.12 TRANSPORTATION, CIRCULATION AND PARKING

This section addresses the potential impacts to traffic that could result from the implementation and anticipated 2035 buildout (to the levels anticipated in the market Study, see **Appendix A.2**) of the proposed project. It presents data and discussion on existing and future travel conditions within the area anticipated to be impacted by project traffic (Study Area); including transit, arterial highways, and intersections. The analysis provides information relative to the affects of the proposed WCRCCSP on the transportation systems within the study area.

EXISTING CONDITIONS

Study Area

A total of 152 intersections and 52 arterial segments within the western San Fernando Valley were selected for detailed level of service (LOS) analysis in this study. All signalized and stop controlled intersections within the WCRCCSP boundaries are analyzed. Intersections and arterial segments outside of the WCRCCSP area that are most likely to be impacted by the project are also analyzed. These intersections and arterial segments were identified by City staff and the consultant team based on proximity to the WCRCCSP area, access routes, existing travel patterns and forecasted travel patterns. The study intersections are illustrated in **Figure 4.12-1** and listed in **Table 4.12-1**. The study roadway segments are illustrated in **Figure 4.12-2.**

The highway system in the study area is comprised of a grid pattern of arterials and collectors generally following a north-to-south/east-to-west orientation. Improvements for studied intersections and arterial segments are being analyzed in part, for the following reasons:

- High levels of existing and projected future travel demand;
- Existing traffic congestion;
- Projected worsening of congestion in the future; and
- Constrained transportation facilities.

The following analysis evaluates future (2035) traffic impacts on intersections during the *a.m. and p.m. peak hour* and *average daily traffic* (ADT) on arterial segments.

TABLE 4.12-1:
STUDY INTERSECTIONS

Int. #	North/South Street Name	East/West Street Name
1	Topanga Canyon Blvd	Vanowen St
2	Canoga Ave	Vanowen St
3	De Soto Ave	Vanowen St
4	Topanga Canyon Blvd	Victory Blvd
5	Canoga Ave	Victory Blvd
6	De Soto Ave	Victory Blvd
7	Topanga Canyon Blvd	Erwin St
8	Owensmouth Ave	Erwin St
9	Canoga Ave	Erwin St
10	Variel Ave	Erwin St
11	De Soto Ave	Erwin St

TABLE 4.12-1:
STUDY INTERSECTIONS

Int. #	North/South Street Name	East/West Street Name
12	Topanga Canyon Blvd	Oxnard St
13	Canoga Ave	Oxnard St
14	De Soto Ave	Oxnard St
15	Topanga Canyon Blvd	Califa St
16	Owensmouth Ave	Califa St
17	Canoga Ave	Califa St
18	De Soto Ave	Califa St
19	101 Ventura Fwy WB	Burbank Blvd
20	Topanga Canyon Blvd	Burbank Blvd
21	Owensmouth Ave	Burbank Blvd
22	Canoga Ave	Burbank Blvd
23	De Soto Ave	Burbank Blvd (North)
24	Canoga Ave	101 Ventura Fwy WB
25	De Soto Ave	101 Ventura Fwy WB
26	Canoga Ave	101 Ventura Fwy EB
27	De Soto Ave	101 Ventura Fwy EB
28	Topanga Canyon Blvd	Nordhoff St
29	Topanga Canyon Blvd	Roscoe Blvd
30	Topanga Canyon Blvd	Saticoy St
31	Shoup Ave	Sherman Way
32	Topanga Canyon Blvd	Sherman Way
33	Owensmouth Ave	Sherman Way
34	Canoga Ave	Sherman Way
35	De Soto Ave	Sherman Way
36	Fallbrook Ave	Vanowen St
37	Shoup Ave	Vanowen St
38	Owensmouth Ave	Vanowen St
39	Variel Ave	Vanowen St
40	Topanga Canyon Blvd	Kittridge St
41	Woodlake Ave	Victory Blvd
42	Fallbrook Ave	Victory Blvd
43	Shoup Ave	Victory Blvd
44	Westfield Way (Pvt)	Victory Blvd
45	Owensmouth Ave	Victory Blvd
46	Variel Ave	Victory Blvd
47	Mason Ave	Victory Blvd
48	Owensmouth Ave	Canyon Creek Dr
49	Shoup Ave	Erwin St
50	Shoup Ave	Oxnard St
51	Owensmouth Ave	Oxnard St
52	Shoup Ave	Burbank Blvd
53	Shoup Ave	Ventura Blvd
54	101 Ventura Fwy EB	Ventura Blvd
55	Topanga Canyon Blvd	101 Ventura Fwy WB to NB Topanga Canyon Blvd.
56	Topanga Canyon Blvd	Ventura Blvd
57	Canoga Ave	Ventura Blvd
58	De Soto Ave/Serrania Ave	Ventura Blvd
59	Topanga Canyon Blvd	Martinez St
60	Canoga Ave and	Rocketdyne Dwy (Pvt)
61	De Soto Ave and	Kittridge St
62	Topanga Canyon Blvd	Village Dwy
63	Canoga Ave	Trillium Dwy (Pvt)
64	De Soto Ave	Warner Center Lane (Pvt)
65	Canoga Ave	Warner Ranch Rd (Pvt)
66	De Soto Ave	Kaiser Dwy (Pvt)
67	Owensmouth Ave	Promenade Dwy (Pvt)

TABLE 4.12-1:
STUDY INTERSECTIONS

Int. #	North/South Street Name	East/West Street Name
68	Owensmouth Ave	West Valley Way (Pvt)
69	Canoga Ave	Busway
70	AMC Dwy	Oxnard St
71	Eton Ave	Vanowen St
72	Independence Ave	Vanowen St
73	Variel Ave	Kittridge St
74	Variel Ave	Oxnard St
75	Variel Ave	Califa St
76	Warner Center Lane	Burbank Blvd
77	De Soto Ave	Clark St
78	Warner Ranch Rd (Pvt)	Burbank Blvd
79	Owensmouth Ave	Marylee St
80	Topanga Canyon Blvd	Marylee St
81	Topanga Canyon Blvd	Calvert St
82	Topanga Canyon Blvd	Bassett St
83	Randi Ave	Victory Blvd
84	Glade Ave	Erwin St
85	Randi Ave/Nevada Ave	Erwin St
86	Topanga Canyon Blvd	Clarendon St
87	Jordan Ave	Sherman Way
88	Remmet Ave	Sherman Way
89	Variel Ave	Sherman Way
90	Owensmouth Ave	Gault St
91	Owensmouth Ave	Hart St
92	De Soto Ave	Hart St
93	Masson Ave	Vanowen St
94	Don Pio Dr	Ventura Blvd
95	Owensmouth Ave	Saticoy St
96	Canoga Ave	Saticoy St
97	Variel Ave	Saticoy St
98	De Soto Ave	Saticoy St
99	Shoup Ave	Valerio St
100	Topanga Canyon Blvd	Valerio St
101	Canoga Ave	Valerio St
102	Lurline Ave	Sherman Way
103	Mason Ave	Sherman Way
104	Owensmouth Ave	Wyandotte St
105	Sale Ave	Vanowen St
106	Winnetka Ave	Vanowen St
107	Sale Ave	Victory Blvd
108	Winnetka Ave	Victory Blvd
109	Winnetka Ave	Busway
110	Fallbrook Ave	Oxnard St
111	Winnetka Ave	Calvert St
112	Winnetka Ave	Oxnard St
113	Fallbrook Ave	Burbank Blvd
114	Winnetka Ave	Hatteras St
115	Winnetka Ave	Clark St
116	Winnetka Ave	101 Ventura Fwy WB
117	Winnetka Ave	101 Ventura Fwy EB
118	Winnetka Ave	Ventura Blvd
119	Sale Ave	Ventura Blvd
120	Topanga Canyon Blvd	Mullholland Dr
121	Fallbrook Ave	Ventura Blvd
122	Woodlake Ave/101 Ventura Fwy WB	Ventura Blvd
123	Tampa Ave	Ventura Blvd

TABLE 4.12-1:
STUDY INTERSECTIONS

Int. #	North/South Street Name	East/West Street Name
124	Tampa Ave	101 Ventura Fwy EB
125	Tampa Ave	101 Ventura Fwy WB
126	Vanalden Ave/101 Ventura Fwy EB	Ventura Blvd
127	Topham St/Busway	Victory Blvd
128	Corbin Ave	Victory Blvd
129	Tampa Ave	Victory Blvd
130	Burbank Blvd	Ventura Blvd
131	Reseda Blvd	Burbank Blvd
132	Reseda Blvd	101 Ventura Fwy EB
133	Reseda Blvd	101 Ventura Fwy WB
134	101 Ventura Fwy EB	Burbank Blvd
135	Canoga Ave	Nordhoff St
136	De Soto Ave	Nordhoff St
137	Topanga Canyon Blvd	Parthenia St
138	Canoga Ave	Parthenia St
139	De Soto Ave	Parthenia St
140	Fallbrook Ave	Roscoe Blvd
141	Shoup Ave	Roscoe Blvd
142	Canoga Ave	Roscoe Blvd
143	De Soto Ave	Roscoe Blvd
144	Mason Ave	Roscoe Blvd
145	Winnetka Ave	Roscoe Blvd
146	Fallbrook Ave	Saticoy St
147	Shoup Ave	Saticoy St
148	Mason Ave	Saticoy St
149	Winnetka Ave	Saticoy St
150	Fallbrook Av	Sherman Way
151	Winnetka Ave	Sherman Way
152	Woodlake Ave	Burbank Blvd

TABLE 4.12-2:
STUDY ARTERIALS

Seg. #	Street Name	Segment Location
1	Saticoy St	Canoga Ave to Mason Ave
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave
3	Sherman Way	DeSoto Ave to Winnetka Ave
4	Sherman Way	Winnetka Ave to Tampa Ave
5	Sherman Way	Tampa Ave to Reseda Blvd
6	Sherman Way	Reseda Ave to White Oak Ave
7	Sherman Way	White Oak Ave to Balboa Blvd
8	Sherman Way	Balboa Blvd to Woodley Ave
9	Sherman Way	Woodley Ave to I-405
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave
11	Vanowen St	DeSoto Ave to Winnetka Ave
12	Vanowen St	Winnetka Ave to Tampa Ave
13	Vanowen St	Tampa Ave to Reseda Blvd
14	Vanowen St	Reseda Ave to White Oak Ave
15	Vanowen St	White Oak Ave to Balboa Blvd
16	Vanowen St	Balboa Blvd to Woodley Ave
17	Vanowen St	Woodley Ave to I-405
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave
20	Victory Blvd	DeSoto Ave to Winnetka Ave
21	Victory Blvd	Winnetka Ave to Tampa Ave
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave

TABLE 4.12-2:
STUDY ARTERIALS

Seg. #	Street Name	Segment Location
24	Oxnard St	DeSoto Ave to Winnetka Ave
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave
29	Ventura Blvd	DeSoto Ave to Winnetka Ave
30	Ventura Blvd	Winnetka Ave to Tampa Ave
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St
36	Topanga Canyon Blvd	Nordhoff St to Lassen St.
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.
38	Topanga Canyon Blvd	Chatsworth St. to SR-118
39	Canoga Ave	Ventura Blvd to Oxnard St.
40	Canoga Ave	Oxnard St. to Vanowen St.
41	Canoga Ave	Vanowen St. to Saticoy St.
42	Canoga Ave	Saticoy St. to Roscoe Blvd.
43	DeSoto Ave	Ventura Blvd to Oxnard St.
44	DeSoto Ave	Oxnard St. to Vanowen St.
45	DeSoto Ave	Vanowen St. to Saticoy St.
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.
47	DeSoto Ave	Roscoe Blvd to Nordhoff St
48	DeSoto Ave	Nordhoff St to Lassen St.
49	DeSoto Ave	Lassen St. to Chatsworth St.
50	DeSoto Ave	Chatsworth St. to SR-118
51	Mason	Victory Blvd to Sherman Way
52	Mason	Sherman Way to Roscoe Blvd.

Freeway Network

The following is a description of the freeway network within the study area.

- *Ventura Freeway (US-101)* - a major east/west freeway directly adjacent to the southern border of the WCRCCSP area. The freeway provides critical connections to/from Ventura County, the San Fernando Valley, Hollywood and downtown Los Angeles. The freeway varies between four and five general-purpose lanes in each direction within the study area, with auxiliary lanes in some sections. Access points to/from the Ventura Freeway included in the intersection analysis are:

    - Woodlake Avenue and US-101 WB
    - US -101 EB and Ventura Boulevard
    - US -101 EB and Burbank Boulevard
    - Topanga Canyon Boulevard and US -101 WB
    - Canoga Avenue and US -101 WB
    - Canoga Avenue and US -101 EB
    - Desoto Avenue and US -101 WB
    - Desoto Avenue and US -101 EB
    - Winnetka Avenue and US -101 WB

Legend

Study Intersections

ROSCOE BLVD
FALLBROOK AVE
SHOUP AVE
TOPANGA CANYON BLVD
OWENSMOUTH AVE
CANOGA AVE
VARIEL AVE
DE SOTO AVE
LURLINE AVE
MASON AVE
VINNETKA AVE
SATICOY ST
VALERIO ST
SHERMAN WAY
GAULT ST
HART ST
BASSETT ST
VANOWEN ST
WOODLEY AVE
RANDI AVE
BUSWAY
VICTORY BLVD
ERWIN ST
CALVERT ST
OXNARD ST
CALIFA ST
BURBANK BLVD
CLARENDON ST
INDEPENDENCE AVE
TAMPA AVE
VANALDEN AVE
VENTURA BLVD
101

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Figure 4.12-1
Study Intersections

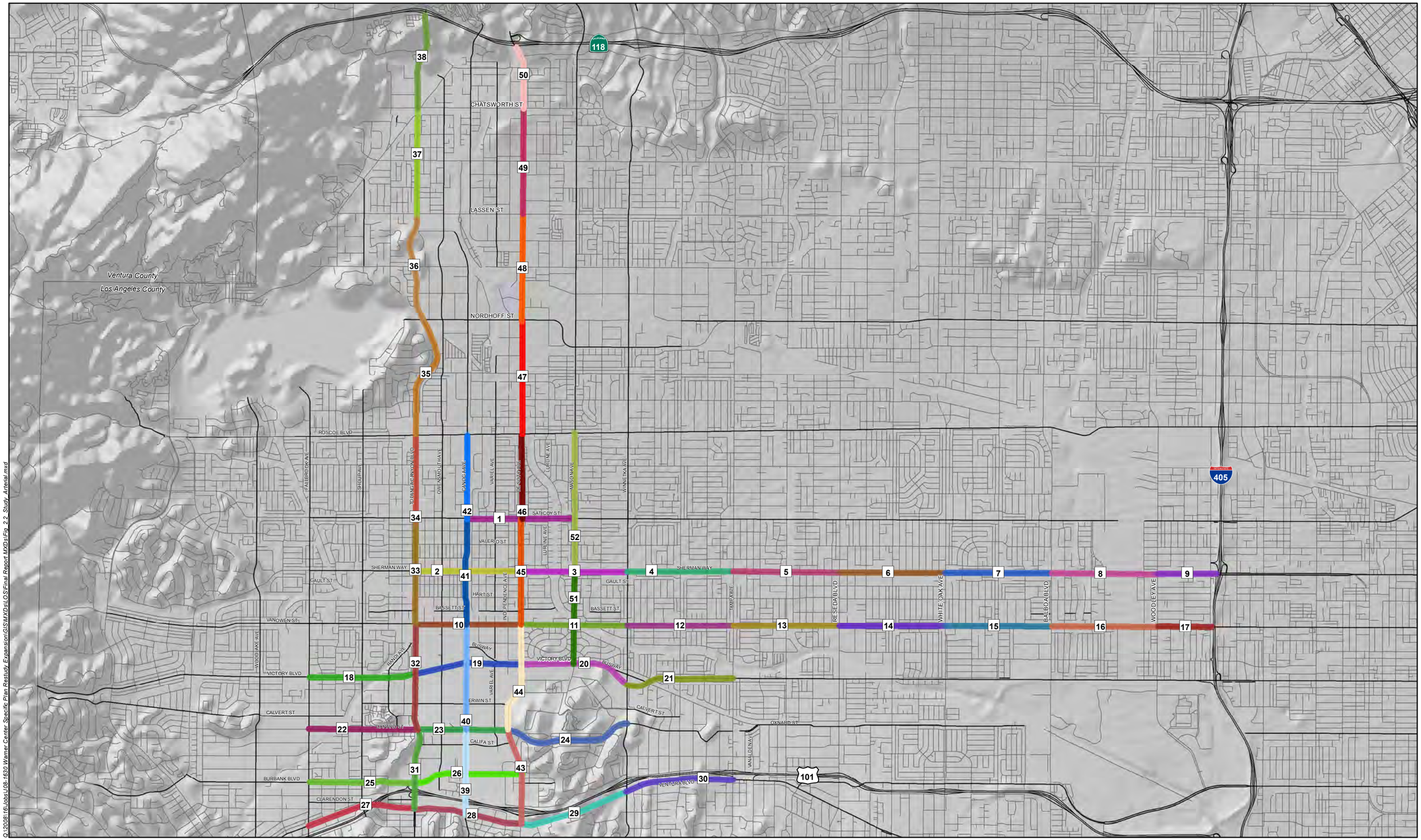

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Figure 4.12-2
Study Arterial Segments

- Winnetka Avenue and US -101 EB
- Tampa Avenue and US -101 WB
- Tampa Avenue and US -101 EB
- Vanalden Avenue/ US -101 EB and Ventura Boulevard
- Reseda Boulevard and US -101 WB
- Reseda Boulevard and US -101 EB

- *San Diego Freeway (I-405)* – a major north-south freeway that connects the San Fernando Valley and points north to the west side of Los Angeles and south to Long Beach and Orange County. The freeway varies between four to five general-purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction, with several sections having auxiliary lanes. Because of its distance from the WCRCCSP area, no access points to/from the I-405 Freeway were included in the intersection analysis for this study; however, the following arterial segment is analyzed and includes access to/from the I-405 Freeway:

    - Sherman Way – Woodley Avenue to I-405 NB On/Off Ramp

- *Ronald Reagan Freeway (SR-118)* – a major east/west freeway that traverses the northern San Fernando Valley. The freeway varies four general-purpose lanes and one HOV lane in each direction. Because of its distance from the WCRCCSP area, no access points to/from the I-405 Freeway were included in the intersection analysis; however, the following arterial segments include access points to the SR-118 Freeway and are included in the analysis:

    - DeSoto Avenue – Chatsworth Street to SR-118 EB On/Off Ramp
    - Topanga Canyon Boulevard – Chatsworth Street to SR-118 EB On/Off Ramp

Roadway Network

Most daily travel (in terms of total vehicle miles traveled) in the study area occurs on surface streets. The significant roadways within the study area are described below:

Significant East/West Roadways

- *Ventura Boulevard* – a major arterial roadway that closely parallels the Ventura Freeway through most of the study area. The roadway has two to three lanes in each direction and is divided by a two-way turn lane median or a dedicated left turn pocket throughout most of the study area. The street is included in the Los Angeles County Congestion Management Program (CMP) Roadway System.

- *Burbank Boulevard* – a secondary/minor arterial street from Woodlake Avenue to DeSoto Avenue within the study area. Burbank Boulevard ranges from one to three lanes in each direction, with the widest segment between Canoga Avenue and DeSoto Avenue, where it terminates. The narrowest between Fallbrook Avenue and Topanga Canyon Boulevard. A two-way turn lane median divides the roadway for much of its length through the study area.

- *Calfia Street* – a collector street with one to two lanes in each direction from the western termini of Topanga Canyon Boulevard to the eastern termini of DeSoto Avenue. The street is divided by a center median or dedicated left turn lane from Topanga Canyon Boulevard to Canoga Avenue.

- *Oxnard Street* – a secondary/minor arterial street from Fallbrook Avenue to Topanga Canyon Boulevard. This segment is divided by a turn lane median for most of its length and a raised median island from Topanga Canyon Boulevard to Canoga Avenue. East of Topanga Canyon Boulevard to De Soto Avenue it is upgraded to a major arterial roadway (Major Highway Class II). East of De Soto Avenue it is downgraded to a collector street with one lane in each direction and a median.

- *Calvert Street* – a neighborhood collector street with one lane in each direction. The street is discontinuous throughout the study area.

- *Erwin Street* – a collector street with endpoints at Shoup Avenue and DeSoto Avenue. The street has two lanes in each direction and is generally divided by a two-way left turn lane.

- *Victory Boulevard* – a major arterial roadway that is currently three lanes in each direction east of Topanga Canyon Boulevard and two lanes in each direction to the west of Topanga Canyon Boulevard. The street is generally divided by two way turn lane. Victory Boulevard is heavily travelled by commuters, as it is the only high capacity and continuous east/west corridor passing through Warner Center and continuing through the San Fernando Valley. The roadway is included in the Los Angeles County Congestion Management Program (CMP) Roadway System and the widening of Victory Boulevard between Topanga Canyon Boulevard and DeSoto Avenue to 4 lanes in each direction is funded. The widening of is assumed to be completed for the purposes of the year 2035 traffic analysis of this study.

- *Vanowen Street* – a major arterial roadway through the WCRCCSP area, between Topanga Canyon Boulevard and DeSoto Avenue, along the northern limits of the WCRCCSP area. The roadway is secondary/minor arterial outside of the WCRCCSP area, where it has two lanes in each direction and is generally divided by a two-way left turn lane.

- *Bassett Street* – a collector street with one lane in each direction. The street is discontinuous and provides neighborhood access at arterial roadways throughout the study area.

- *Hart Street* – a collector street east of Canoga Avenue and a local street west of Canoga Avenue with one lane in each direction. The street is discontinuous and provides neighborhood access at arterial roadways throughout the study area.

- *Gault Street* – a local street with one lane in each direction. The street is discontinuous and provides neighborhood access at arterial roadways throughout the study area.

- *Sherman Way* – a major arterial roadway, to the west of Variel Avenue the street is two lanes in each direction with a center two-way turn lane. East of Variel Avenue the street widens to three lanes in each direction and is divided by a landscaped median.

- *Valerio Street* – a collector street with one lane in each direction. The street is discontinuous throughout the study area

- *Saticoy Street* – a secondary/minor arterial street, the street consists of two lanes in each direction. The street provides a two-way left turn lane as the center median intermittently throughout its length.

- *Roscoe Boulevard* – a major arterial roadway, east of Topanga Canyon Boulevard the street consists of three lanes in each direction with a two-way median turn lane. To the west of Topanga Canyon Boulevard, the street narrows to two lanes in each direction while retaining its median turn lane.

- *Parthenia Street* – a secondary/minor arterial street with two lanes in each direction. The street is generally divided by a two-way turn lane.

- *Nordhoff Street* – A major arterial street with three lanes in each direction. The street is divided by a two-way turn lane.

Significant North/South Roadways

- *Woodlake Avenue* – a secondary/minor arterial street with one lane in each direction to the south of Victory Boulevard, and two lanes in each direction to the north of Victory Boulevard. Woodlake Avenue is discontinuous at the Los Angeles River, between Vanowen Street and Sherman Way. The street's northern limit is just north of Roscoe Boulevard and its southern limit is Ventura Boulevard.

- *Fallbrook Avenue* – a major arterial street with two lanes plus a bike lane in each direction. The street is continuous from north of Roscoe Boulevard to south of the Ventura Freeway at Crespi Street.

- *Shoup Avenue* – a secondary/minor arterial street with two lanes in each direction. The street is continuous from Roscoe Boulevard to Avenue San Luis, south of the Ventura Freeway.

- *Randi Avenue / Nevada Avenue / Kittridge Street* – a neighborhood collector street that is one lane in each direction. The street is north/south in orientation between Oxnard Street and Victory Boulevard and northeast/southwest between Victory Boulevard and Topanga Canyon Boulevard. Kittridge Street also runs north/south from Vanowen Street, switching to east/west as it crosses Variel Avenue and DeSoto Avenue, terminating east of DeSoto Avenue.

- *Hanna Avenue* – A neighborhood local street with one lane in each direction. The street provides neighborhood access between Victory Boulevard and Randi Avenue.

- *Topanga Canyon Boulevard (State Highway 27)* – a California state highway and a major arterial. The roadway runs from the Pacific Coast Highway at Topanga State Beach and ends at the Ronald Reagan Freeway (SR-118). Topanga Canyon Boulevard runs along the western border of the WCRCCSP Area, where it has three lanes northbound and two lanes

southbound. The roadway is heavily travelled by commuters and is part of the Los Angeles County CMP network.

- *Jordan Avenue* – a local street with one lane in each direction. The street's limits are the Los Angeles River and the Elkwood Street, north of Saticoy Street.

- *Owensmouth Avenue* – a collector street with one to two lanes in each direction. Owensmouth Avenue is generally two lanes in each direction within the WCRCCSP Area, and eventually narrows to one lane in each direction north of the Specific Plan Area. The roadway is continuous throughout the greater study area; however it ends within Warner Center, and thus lacks any access to the major transportation facilities to the south, such as the Ventura Freeway and Ventura Boulevard.

- *Remmet Avenue* – a local street with one lane in each direction. Remmet Avenue runs from Bassett Street just north of the Los Angeles River to Saticoy Street, providing neighborhood access to and from arterials.

- *Canoga Avenue* – a major arterial with three lanes in each direction between Ventura Boulevard and Victory Boulevard, and two lanes in each direction between Vanowen Street and Victory Boulevard (it is a Major Highway Class II between Victory Boulevard and Vanowen Street and will add a third lane in each direction as part of the plan). Canoga Avenue is a minor secondary arterial with one to two lanes in each direction, to the north and south of these limits. In total, the roadway runs continuously from its northern terminus at Marilla Street just south of Lassen Street, and extends into the neighborhoods far south of Ventura Boulevard, eventually terminating at Dumetz Street.

- *Variel Avenue* – a collector street with one lane in each direction. Variel Avenue is discontinuous through the WCRCCSP area (it does not cross the Los Angeles River nor the Metro Orange Line Busway) with two lanes in each direction between Victory Boulevard and Oxnard Street.

- *Independence Avenue* – a local street with one lane in each direction. Independence Avenue is discontinuous throughout the study area.

- *DeSoto Avenue* – a major arterial roadway that runs along the eastern border of the WCRCCSP area. The roadway is continuous from Ventura Boulevard to the Ronald Reagan Freeway (SR-118). From Ventura Boulevard to Devonshire Street, DeSoto Avenue is three lanes in each direction and is divided by a two-way turn lane. North of Devonshire Street the road narrows in the southbound direction to two lanes, and north of Chatsworth Street the road is two lanes in each direction, with the median turn lane maintained throughout. DeSoto Avenue serves heavy commuter traffic at the WCRCCSP area boundaries and serves as a major connection between the Ventura Freeway (US-101) and major east/west arterials, primarily Victory Boulevard. (Between Victory and the 101 Freeway, De Soto is planned to be four lanes in each direction but it is not fully funded.)

- *Lurline Avenue / Fairchild Avenue* – a collector street with two lanes in each direction. The street provides access from Sherman Way and DeSoto Avenue to surrounding

neighborhoods. (Fairchild Avenue is a local street. Lurline to Enadia Way to Irondale Avenue to Hart Ave are collector streets that connect to Sherman Way and De Soto Avenue.)

- *Mason Avenue* – a secondary/minor arterial street with two lanes in each direction, divided by a two way turn lane. Mason Avenue runs continuously between Victory Boulevard and the Ronald Reagan Freeway (SR-118).

- *Winnetka Avenue* – a major arterial roadway with two lanes in each direction from Ventura Boulevard to Nordhoff Street, and widening to the three lanes in each direction from Nordhoff Street to its northern terminus at Devonshire Street. Winnetka Avenue also serves as a collector street with one lane in each direction south of Ventura Boulevard.

- *Corbin Avenue* – a secondary/minor arterial street. In its southern segments from Ventura Boulevard to the Orange Line Busway, Corbin Avenue consists of one lane in each direction with a median two-way turn lane. North of the Orange Line Busway to Sherman Way the street widens to two lanes in each direction with an intermittent median turn lane.

- *Tampa Avenue* – a major arterial roadway. Between Ventura Boulevard and Victory Boulevard Tampa Avenue provides three lanes northbound and two lanes southbound, divided by a two-way turn lane. North of Victory Boulevard, the road briefly narrows to two lanes in each direction to cross the Los Angeles River and then widens to three lanes in each direction to the Ronald Reagan Freeway (SR-118). Tampa Avenue maintains a two-way median turn lane south of Devonshire Street, and to the north of Devonshire Street within the study area it is divided by a raised median.

- *Reseda Boulevard* – a major arterial roadway from Ventura Boulevard to its terminus north of the Ronald Reagan Freeway (SR-118) at Senson Avenue. It is generally divided by a two-way median turn lane throughout the study area.

Existing Intersection Levels of Service

Existing roadway geometrics were collected by field observations and are shown in **Appendix G.1**. Detailed AM and PM peak period turning movement traffic counts were collected at all study intersections. Count data was collected during May, June and October of 2007, and January and October of 2008. The turning movement data is found in **Appendix G.1**. All original traffic count data is summarized in **Appendix G.5.** Current conditions at the study intersections were analyzed using the Circular 212 Planning Analysis Methodology (per LADOT guidelines). The Circular 212 Planning Methodology, through the use of TRAFFIX 7.9 software, identifies a rating of conditions at an intersection based on critical movement's volume to capacity ratio (V/C) created by motorists traveling through the intersection. Levels of service range from LOS A (free flow conditions) to LOS F (extreme congestion with very significant delay). **Table 4.12-3** describes the general operating conditions corresponding with each LOS rating.

TABLE 4.12-3:
INTERSECTION LOS DEFINITIONS

LOS	V/C	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

Source: 2004 Congestion Management Plan for Los Angeles County.

Table 4.12-4 presents a summary of existing 2008 intersection LOS for the AM and PM peak hours. The overall peak is reached during the PM peak hour. During the PM peak, 122 intersections are presently operating at the acceptable LOS D or better, 16 are currently operating at LOS E, and 14 are failing at LOS F. The V/C and corresponding LOS for all 152 study intersections are shown in **Table 4.12-5**. **Figures 4.12-3** and **4.12-4** show the intersections and corresponding LOS.

The complete LOS calculation worksheets are included in **Appendix G.2**.

TABLE 4.12-4:
EXISTING INTERSECTIONS PEAK HOUR LOS SUMMARY

Peak Hour	Total Intersections in Each LOS Category					
	A	B	C	D	E	F
AM	62	22	22	28	10	8
PM	56	22	25	19	16	14

TABLE 4.12-5:
EXISTING INTERSECTIONS PEAK HOUR OPERATING CONDITIONS

Int. #	Name	AM		PM	
		LOS	V/C	LOS	V/C
1	**Topanga Canyon Blvd and Vanowen St**	C	0.743	**F**	**1.066**
2	Canoga Ave and Vanowen St	D	0.818	E	0.940
3	De Soto Ave and Vanowen St	D	0.810	E	0.979
4	Topanga Canyon Blvd and Victory Blvd	C	0.763	E	0.990
5	Canoga Ave and Victory Blvd	B	0.671	E	0.946
6	De Soto Ave and Victory Blvd	D	0.819	E	0.984
7	Topanga Canyon Blvd and Erwin St	A	0.564	C	0.747
8	Owensmouth Ave and Erwin St	A	0.453	A	0.563
9	Canoga Ave and Erwin St	A	0.536	B	0.650
10	Variel Ave and Erwin St	A	0.290	A	0.364
11	De Soto Ave and Erwin St	B	0.697	A	0.548
12	Topanga Canyon Blvd and Oxnard St	B	0.667	D	0.846
13	Canoga Ave and Oxnard St	A	0.541	B	0.694
14	De Soto Ave and Oxnard St	D	0.820	C	0.711
15	Topanga Canyon Blvd and Califa St	A	0.454	B	0.620
16	Owensmouth Ave and Califa St	A	0.288	A	0.364
17	Canoga Ave and Califa St	A	0.489	B	0.669
18	De Soto Ave and Califa St	C	0.744	B	0.631
19	101 Ventura Fwy WB and Burbank Blvd	B	0.610	A	0.578
20	Topanga Canyon Blvd and Burbank Blvd	D	0.825	D	0.894
21	Owensmouth Ave and Burbank Blvd	A	0.507	C	0.740
22	Canoga Ave and Burbank Blvd	C	0.775	C	0.723
23	De Soto Ave and Burbank Blvd (N)	B	0.651	B	0.669
24	**Canoga Ave and 101 Ventura Fwy WB**	**F**	**1.053**	A	0.533
25	De Soto Ave 101 Ventura Fwy WB	B	0.698	C	0.751
26	Canoga Ave and 101 Ventura Fwy EB	A	0.476	B	0.631
27	De Soto Ave and 101 Ventura Fwy EB	D	0.812	B	0.687
28	Topanga Canyon Blvd and Nordhoff St	D	0.859	E	0.940
29	**Topanga Canyon Blvd and Roscoe Blvd**	**F**	**1.288**	**F**	**1.311**
30	**Topanga Canyon Blvd and Saticoy St**	E	0.990	**F**	**1.270**
31	Shoup Ave and Sherman Way	D	0.838	E	0.942
32	**Topanga Canyon Blvd and Sherman Way**	**F**	**1.269**	**F**	**1.195**
33	Owensmouth Ave and Sherman Way	C	0.701	C	0.708
34	**Canoga Ave and Sherman Way**	E	0.943	**F**	**1.111**
35	**De Soto Ave and Sherman Way**	D	0.818	**F**	**1.037**
36	Fallbrook Ave and Vanowen St	A	0.487	B	0.684
37	Shoup Ave and Vanowen St	C	0.768	D	0.825
38	Owensmouth Ave and Vanowen St	C	0.775	C	0.732
39	Variel Ave and Vanowen St	A	0.487	B	0.693
40	Topanga Canyon Blvd and Kittridge St	A	0.433	B	0.633
41	Woodlake Ave and Victory Blvd	B	0.674	A	0.557
42	Fallbrook Ave and Victory Blvd	C	0.772	C	0.760
43	Shoup Ave and Victory Blvd	E	0.946	E	0.955
44	Westfield Way (Pvt) and Victory Blvd	A	0.306	A	0.564

TABLE 4.12-5:
EXISTING INTERSECTIONS PEAK HOUR OPERATING CONDITIONS

Int. #	Name	AM		PM	
		LOS	V/C	LOS	V/C
45	Owensmouth Ave and Victory Blvd	C	0.758	D	0.829
46	Variel Ave and Victory Blvd	A	0.563	D	0.815
47	Mason Ave and Victory Blvd	D	0.814	D	0.850
48	Owensmouth Ave and Canyon Creek Dr	A	0.413	A	0.535
49	Shoup Ave and Erwin St	A	0.526	D	0.833
50	**Shoup Ave and Oxnard St**	**F**	**1.230**	**F**	**1.024**
51	Owensmouth Ave and Oxnard St	A	0.524	A	0.432
52	Shoup Ave and Burbank Blvd	A	0.552	C	0.740
53	**Shoup Ave and Ventura Blvd**	**F**	**1.028**	**F**	**1.184**
54	101 Ventura Fwy EB and Ventura Blvd	B	0.682	B	0.682
55	Topanga Canyon Blvd and 101 Fwy WB	A	0.560	C	0.704
56	Topanga Canyon Blvd and Ventura Blvd	D	0.878	E	0.991
57	Canoga Ave and Ventura Blvd	C	0.725	D	0.828
58	De Soto Ave/Serrania Ave and Ventura Bl	D	0.836	D	0.832
59	Topanga Canyon Blvd and Martinez St	A	0.571	A	0.546
60	Canoga Ave and Rocketdyne Dwy (Pvt)	A	0.540	A	0.425
61	De Soto Ave and Kittridge St	B	0.630	A	0.540
62	Topanga Canyon Blvd and Village Dwy	A	0.348	A	0.434
63	Canoga Ave and Trillium Dwy (Pvt)	A	0.402	A	0.587
64	De Soto Ave and Serrania Ave	A	0.554	A	0.525
65	Canoga Ave and Warner Ranch Rd (Pvt)	B	0.638	A	0.515
66	De Soto Ave and Burbank Bl /Kaiser Dwy	B	0.677	B	0.634
67	Owensmouth Ave and Promenade Dwy	A	0.293	A	0.309
68	Owensmouth Ave and West Valley Way	A	0.424	A	0.467
69	Canoga Ave and Busway	A	0.463	A	0.376
70	AMC Dwy and Oxnard St	A	0.367	A	0.498
71	Eton Ave and Vanowen St	A	0.506	C	0.715
72	Independence Ave and Vanowen St	A	0.500	B	0.626
73	Variel Ave and Kittridge St	A	0.115	A	0.127
74	Variel Ave and Oxnard St	A	0.424	A	0.584
75	Variel Ave and Califa St	A	0.299	A	0.343
76	Warner Center Lane and Burbank Blvd	A	0.289	A	0.294
77	De Soto Ave and Clark St	D	0.829	A	0.569
78	Warner Ranch Rd (Pvt) and Burbank Blvd	A	0.260	A	0.318
79	Owensmouth Ave and Marylee St	A	0.217	A	0.289
80	Topanga Canyon Blvd and Marylee St	A	0.410	A	0.571
81	Topanga Canyon Blvd and Calvert St	A	0.504	A	0.542
82	Topanga Canyon Blvd and Bassett St	A	0.493	A	0.507
83	Randi Ave and Victory Blvd	A	0.496	A	0.431
84	Glade Ave and Erwin St	A	0.225	A	0.286
85	Randi Ave/Nevada Ave and Erwin St	A	0.179	A	0.238
86	**Topanga Canyon Blvd and Clarendon St**	**D**	**0.836**	**F**	**1.014**
87	Jordan Ave and Sherman Way	A	0.564	A	0.577
88	Remmet Ave and Sherman Way	A	0.476	A	0.594

TABLE 4.12-5:
EXISTING INTERSECTIONS PEAK HOUR OPERATING CONDITIONS

		AM		PM	
Int. #	**Name**	**LOS**	**V/C**	**LOS**	**V/C**
89	Variel Ave and Sherman Way	B	0.660	B	0.636
90	Owensmouth Ave and Gault St	A	0.343	A	0.472
91	Owensmouth Ave and Hart St	A	0.410	A	0.554
92	De Soto Ave and Hart St	A	0.482	A	0.450
93	Mason Ave and Vanowen St	D	0.813	C	0.768
94	Don Pio Dr and Ventura Blvd	B	0.646	B	0.627
95	Owensmouth Ave and Saticoy St	D	0.811	D	0.810
96	Canoga Ave and Saticoy St	D	0.894	E	0.992
97	Variel Ave and Saticoy St	B	0.619	A	0.569
98	**De Soto Ave and Saticoy St**	E	0.982	**F**	**1.000**
99	Shoup Ave and Valerio St	A	0.448	A	0.431
100	Topanga Canyon Blvd and Valerio St	B	0.686	C	0.721
101	Canoga Ave and Valerio St	C	0.800	B	0.687
102	Lurline Ave and Sherman Way	A	0.422	A	0.378
103	Mason Ave and Sherman Way	C	0.777	C	0.703
104	Owensmouth Ave and Wyandotte St	A	0.277	A	0.361
105	Sale Ave and Vanowen St	A	0.387	A	0.308
106	Winnetka Ave and Vanowen St	D	0.866	E	0.951
107	Sale Ave and Victory Blvd	A	0.356	A	0.446
108	**Winnetka Ave and Victory Blvd**	**F**	**1.013**	**F**	**1.050**
109	Winnetka Ave and Busway	A	0.336	A	0.459
110	Fallbrook Ave and Oxnard St	B	0.628	B	0.666
111	Winnetka Ave and Calvert St	C	0.708	A	0.517
112	Winnetka Ave and Oxnard St	C	0.785	C	0.717
113	Fallbrook Ave and Burbank Blvd	C	0.752	B	0.698
114	Winnetka Ave and Hatteras St	A	0.435	A	0.514
115	Winnetka Ave and Clark St	A	0.588	A	0.531
116	Winnetka Ave and 101 Ventura Fwy WB	B	0.602	B	0.633
117	Winnetka Ave and 101 Ventura Fwy EB	B	0.656	C	0.720
118	Winnetka Ave and Ventura Blvd	D	0.807	E	0.907
119	Sale Ave and Ventura Blvd	A	0.295	A	0.500
120	**Topanga Canyon Blvd and Mullholland Dr**	**F**	**1.002**	**E**	**0.909**
121	**Fallbrook Ave and Ventura Blvd**	E	0.971	**F**	**1.151**
122	Woodlake Ave/101 Fwy WB/Ventura Bl	B	0.688	D	0.821
123	Tampa Ave and Ventura Blvd	E	0.977	D	0.816
124	Tampa Ave and 101 Ventura Fwy EB	A	0.440	A	0.540
125	Tampa Ave and 101 Ventura Fwy WB	C	0.740	A	0.567
126	Vanalden Ave/101 Fwy EB and Ventura Bl	D	0.889	C	0.754
127	Topham St/Busway and Victory Blvd	D	0.835	C	0.742
128	Corbin Ave and Victory Blvd	E	0.956	E	0.940
129	**Tampa Ave and Victory Blvd**	E	0.960	**F**	**1.019**
130	**Burbank Blvd and Ventura Blvd**	**F**	**1.315**	**F**	**1.106**
131	Reseda Blvd and Burbank Blvd	C	0.743	C	0.730
132	Reseda Blvd and 101 Ventura Fwy EB	A	0.463	B	0.621

TABLE 4.12-5:
EXISTING INTERSECTIONS PEAK HOUR OPERATING CONDITIONS

		AM		PM	
Int. #	**Name**	**LOS**	**V/C**	**LOS**	**V/C**
133	Reseda Blvd and 101 Ventura Fwy Wb	C	0.725	B	0.642
134	101 Ventura Fwy EB and Burbank Blvd	B	0.608	A	0.554
135	Canoga Ave and Nordhoff St	C	0.738	C	0.737
136	De Soto Ave and Nordhoff St	E	0.996	D	0.818
137	Topanga Canyon Blvd and Parthenia St	D	0.825	C	0.772
138	Canoga Ave and Parthenia St	B	0.679	D	0.829
139	De Soto Ave and Parthenia St	D	0.852	C	0.771
140	Fallbrook Ave and Roscoe Blvd	D	0.861	E	0.965
141	Shoup Ave and Roscoe Blvd	D	0.871	D	0.837
142	Canoga Ave and Roscoe Blvd	D	0.843	E	0.916
143	De Soto Ave and Roscoe Blvd	B	0.699	C	0.728
144	Mason Ave and Roscoe Blvd	C	0.789	C	0.769
145	Winnetka Ave and Roscoe Blvd	C	0.772	D	0.852
146	Fallbrook Ave and Saticoy St	A	0.595	A	0.594
147	Shoup Ave and Saticoy St	A	0.595	A	0.512
148	Mason Ave and Saticoy St	E	0.942	D	0.879
149	Winnetka Ave and Saticoy St	D	0.823	D	0.870
150	Fallbrook Av and Sherman Way	C	0.785	C	0.722
151	Winnetka Ave and Sherman Way	D	0.841	D	0.872
152	Woodlake Ave and Burbank Blvd	A	0.385	A	0.230

Note: Locations exceeding their operational capacity (LOS F) are shown in **bold**.

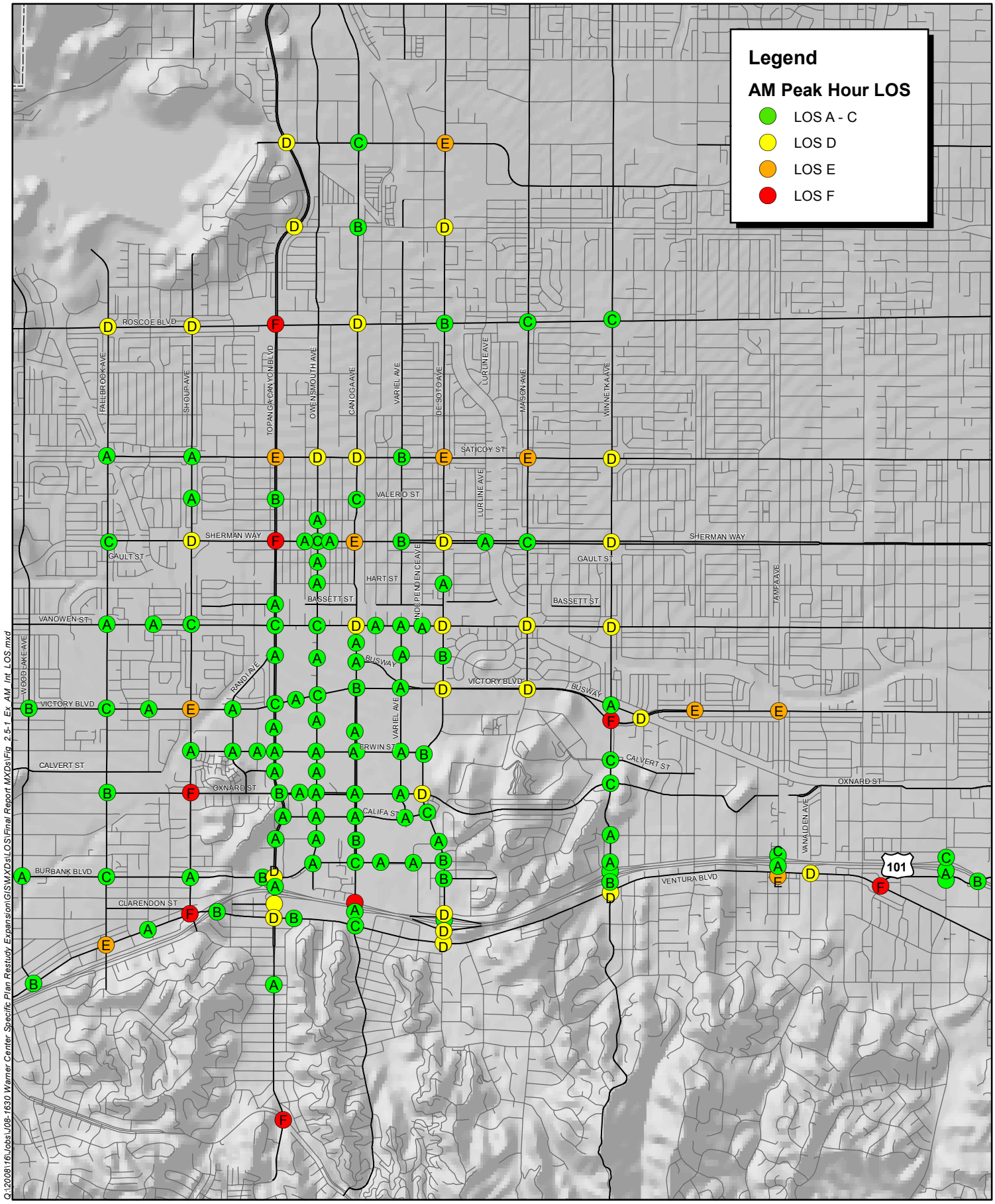

Figure 4.12-3
Existing AM Intersection LOS

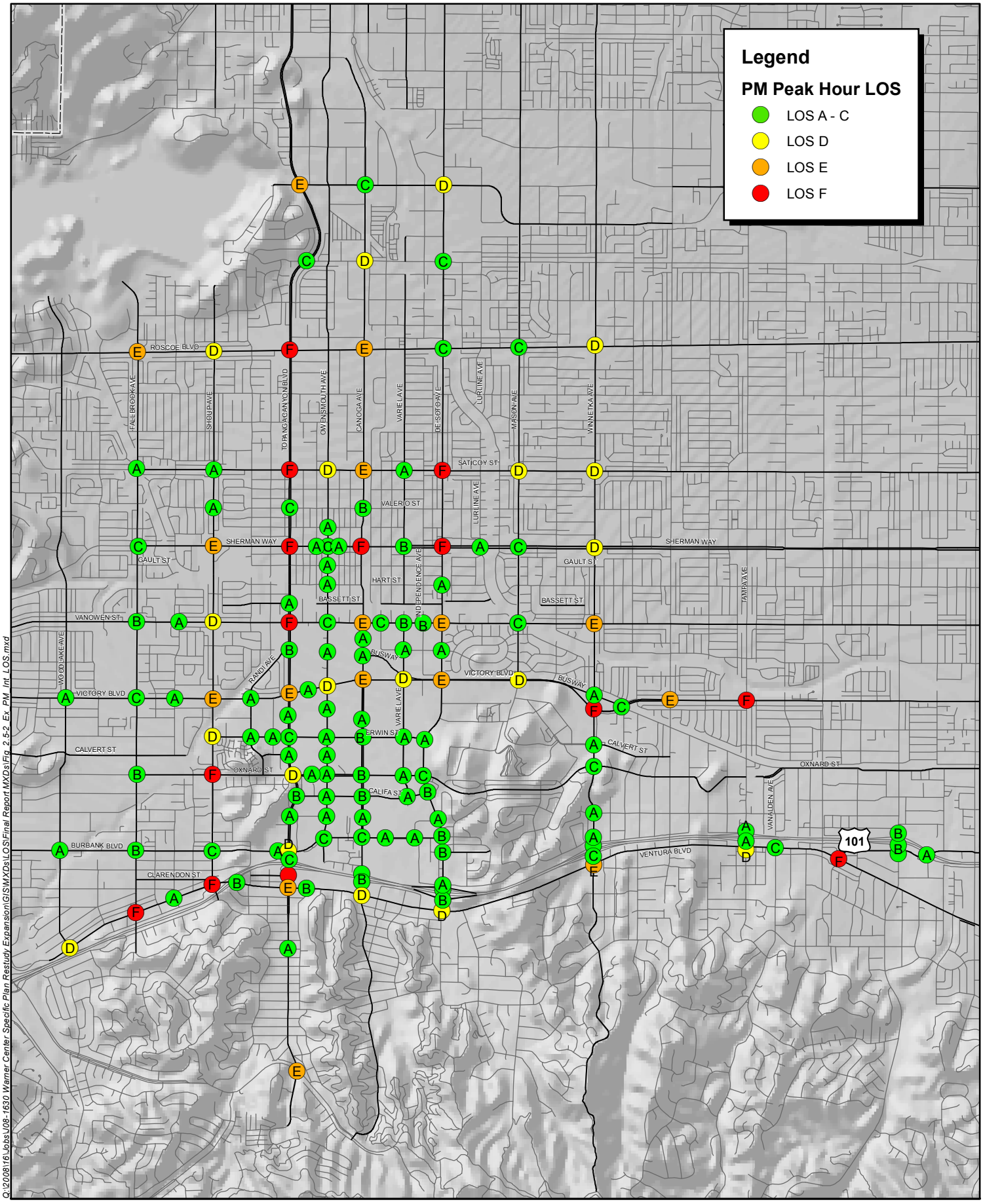

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Figure 4.12-4
Existing PM Intersection LOS

Arterial Segment Levels of Service (Daily Traffic)

As discussed above, the 52 arterial segments included in the analysis (see **Figure 4.12-2**) are comprised of every major and secondary arterial within the project area, plus key arterials in the surrounding areas, extending as far east as I-405 and as far north as SR-118. The selection of segments was made based on proximity to the project area, access routes, existing travel patterns and forecast travel patterns.

Average Daily Traffic (ADT) two-way traffic counts were collected for 24 hour periods at all study segments on weekdays. Count data was collected during the months of November and January. All 24-hour traffic count data is summarized in **Appendix G.5**. Daily operating conditions at the study segments were analyzed using the 2009 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook.[1]

Among the 52 existing study segments, 36 are presently operating at acceptable LOS D or better, six are currently nearing capacity at LOS E, and eight segments are currently over capacity at LOS F. **Table 4.12-6** presents the existing 2008 daily operating conditions for the 52 study segments, with LOS F segments shown in bold. **Figure 4.12-5** displays the segments and corresponding LOS. As shown in **Figure 4.12-5**, LOS generally worsens outside of Warner Center. Within Warner Center LOS ratings range from D to C or better, with the exception of Topanga Canyon Boulevard between Ventura Boulevard and Oxnard Street which is operating at LOS F.

TABLE 4.12-6:
EXISTING AVERAGE DAILY TRAFFIC OPERATING CONDITIONS

Seg. #	Street Name	Segment Location	ADT (1,000's)	LOS
1	Saticoy St	Canoga Ave to Mason Ave	27.7	D
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	29.6	D
3	Sherman Way	DeSoto Ave to Winnetka Ave	34.3	C
4	Sherman Way	Winnetka Ave to Tampa Ave	29.5	C
5	**Sherman Way**	**Tampa Ave to Reseda Blvd**	**36.4**	**F**
6	Sherman Way	Reseda Ave to White Oak Ave	31.6	E
7	Sherman Way	White Oak Ave to Balboa Blvd	32.7	C
8	Sherman Way	Balboa Blvd to Woodley Ave	36.1	C
9	**Sherman Way**	**Woodley Ave to I-405**	**53.9**	**F**
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	25.4	C
11	Vanowen St	DeSoto Ave to Winnetka Ave	30.5	C
12	Vanowen St	Winnetka Ave to Tampa Ave	31.7	D
13	Vanowen St	Tampa Ave to Reseda Blvd	32.0	D
14	**Vanowen St**	**Reseda Ave to White Oak Ave**	**37.5**	**F**
15	Vanowen St	White Oak Ave to Balboa Blvd	28.1	D
16	Vanowen St	Balboa Blvd to Woodley Ave	36.2	E
17	**Vanowen St**	**Woodley Ave to I-405**	**35.8**	**F**

[1] The FDOT Quality/Level of Service Handbook indicates a Level of Service rating of conditions along a segment based on ADT volumes, segment capacity, number of intersections along the segment and median type. Levels of service range from LOS A (free flow conditions) to LOS F (extreme congestion with very significant delay). The FDOT Quality/Level of Service Handbook is considered a standard application in transportation planning and engineering, and its use has been generally accepted in counties throughout southern California.

TABLE 4.12-6:
EXISTING AVERAGE DAILY TRAFFIC OPERATING CONDITIONS

Seg. #	Street Name	Segment Location	ADT (1,000's)	LOS
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	25.3	C
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	31.7	D
20	Victory Blvd	DeSoto Ave to Winnetka Ave	41.3	B
21	**Victory Blvd**	**Winnetka Ave to Tampa Ave**	**39.1**	**F**
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	5.8	C
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	15.9	C
24	Oxnard St	DeSoto Ave to Winnetka Ave	7.0	C
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	8.3	C
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	17.1	C
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	35.0	C
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	34.3	C
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	33.7	C
30	Ventura Blvd	Winnetka Ave to Tampa Ave	36.7	D
31	**Topanga Canyon Blvd**	**Ventura Blvd to Oxnard St.**	**58.6**	**F**
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	45.1	D
33	**Topanga Canyon Blvd**	**Vanowen St. to Saticoy St.**	**45.7**	**F**
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	42.9	E
35	**Topanga Canyon Blvd**	**Roscoe Blvd to Nordhoff St**	**47.3**	**F**
36	Topanga Canyon Blvd	Nordhoff St to Lassen St.	45.3	D
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	47.4	E
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	46.9	E
39	Canoga Ave	Ventura Blvd to Oxnard St.	40.5	D
40	Canoga Ave	Oxnard St. to Vanowen St.	34.4	D
41	Canoga Ave	Vanowen St. to Saticoy St.	31.0	D
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	27.3	B
43	DeSoto Ave	Ventura Blvd to Oxnard St.	43.1	D
44	DeSoto Ave	Oxnard St. to Vanowen St.	42.7	D
45	DeSoto Ave	Vanowen St. to Saticoy St.	39.1	C
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	33.5	B
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	35.9	B
48	DeSoto Ave	Nordhoff St to Lassen St.	39.3	D
49	DeSoto Ave	Lassen St. to Chatsworth St.	42.4	B
50	DeSoto Ave	Chatsworth St. to SR-118	49.3	E
51	Mason	Victory Blvd to Sherman Way	17.5	C
52	Mason	Sherman Way to Roscoe Blvd.	24.7	B

Note: Locations exceeding their operational capacity (LOS F) are shown in **bold**.

Existing Arterial Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)

VMT and VHT are presented in this study as system-wide measures of roadway efficiency/deficiency. Existing 2008 VMT and VHT levels were modeled using the SCAG Regional Travel Demand Model for comparison with future modeled scenarios. The existing levels are summarized in **Table 4.12-7** and **Table 4.12-8** for VHT and VMT, respectively.

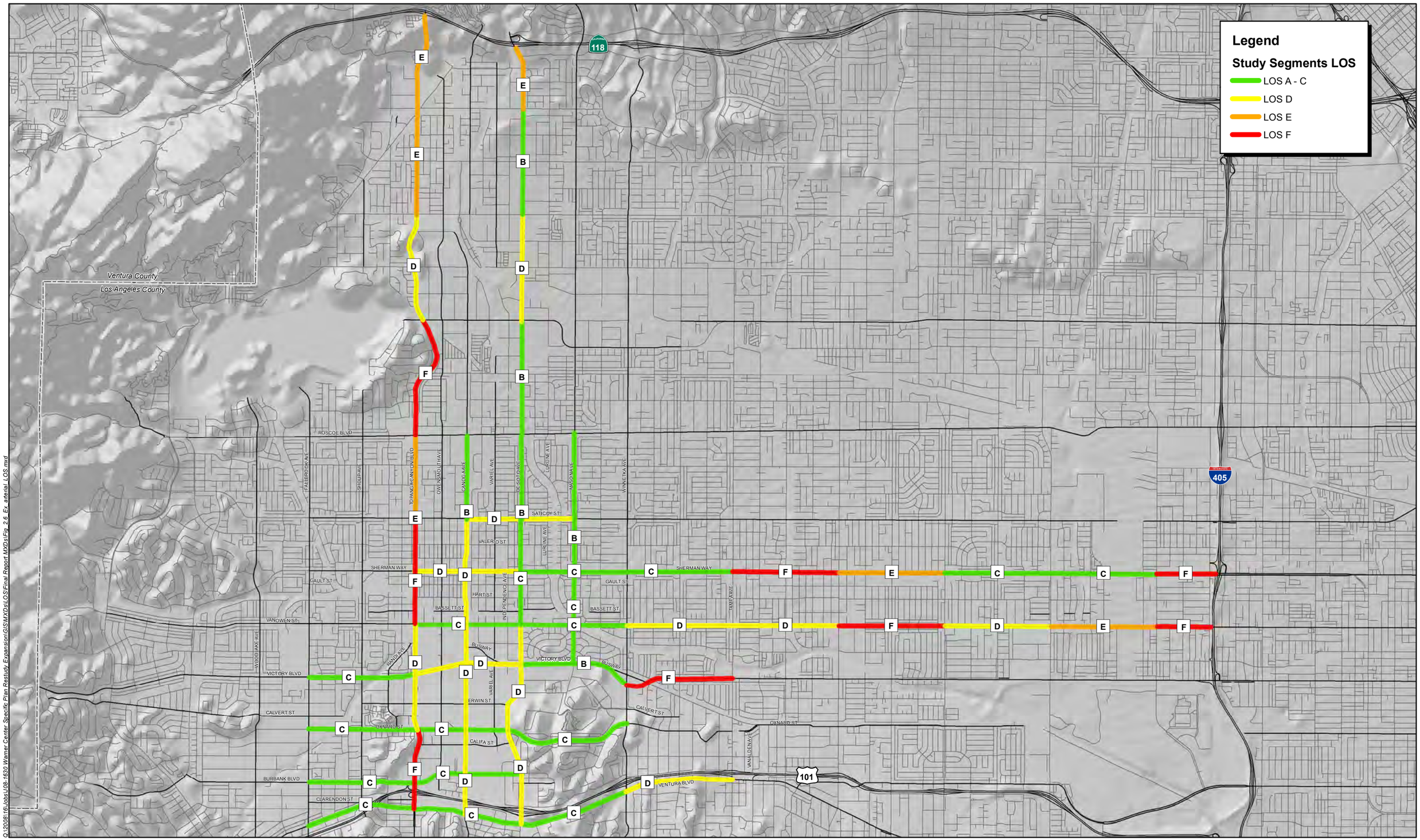

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Figure 4.12-5
Existing Arterial Segment LOS

TABLE 4.12-7:
VEHICLE HOURS TRAVELED (VHT) BY PEAK PERIODS - EXISTING 2008 (MODELED)

Seg. #	Street Name	Location	AM (6 - 9am)	PM (3-7pm)	24 Hour Total
1	Saticoy St	Canoga Ave to Mason Ave	31	71	149
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	10	19	50
3	Sherman Way	DeSoto Ave to Winnetka Ave	81	161	386
4	Sherman Way	Winnetka Ave to Tampa Ave	123	221	530
5	Sherman Way	Tampa Ave to Reseda Blvd	70	138	344
6	Sherman Way	Reseda Ave to White Oak Ave	51	105	234
7	Sherman Way	White Oak Ave to Balboa Blvd	183	354	850
8	Sherman Way	Balboa Blvd to Woodley Ave	156	334	784
9	Sherman Way	Woodley Ave to I-405	217	431	1,072
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	10	22	58
11	Vanowen St	DeSoto Ave to Winnetka Ave	20	52	104
12	Vanowen St	Winnetka Ave to Tampa Ave	23	54	105
13	Vanowen St	Tampa Ave to Reseda Blvd	71	174	311
14	Vanowen St	Reseda Ave to White Oak Ave	86	193	379
15	Vanowen St	White Oak Ave to Balboa Blvd	85	183	364
16	Vanowen St	Balboa Blvd to Woodley Ave	95	240	455
17	Vanowen St	Woodley Ave to I-405	92	194	386
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	34	69	180
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	36	68	171
20	Victory Blvd	DeSoto Ave to Winnetka Ave	159	296	724
21	Victory Blvd	Winnetka Ave to Tampa Ave	86	163	377
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	29	53	132
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	6	16	35
24	Oxnard St	DeSoto Ave to Winnetka Ave	31	66	135
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	31	56	166
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	31	56	142
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	50	85	226
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	30	78	162
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	104	276	554
30	Ventura Blvd	Winnetka Ave to Tampa Ave	134	315	626
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	23	38	123
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	42	75	235
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	24	39	136
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	76	124	416
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	73	134	381
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	128	262	633
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	108	176	527
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	128	228	644
39	Canoga Ave	Ventura Blvd to Oxnard St.	26	44	142
40	Canoga Ave	Oxnard St. to Vanowen St.	45	76	224
41	Canoga Ave	Vanowen St. to Saticoy St.	22	36	111
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	43	84	192
43	DeSoto Ave	Ventura Blvd to Oxnard St.	14	29	75
44	DeSoto Ave	Oxnard St. to Vanowen St.	51	94	232
45	DeSoto Ave	Vanowen St. to Saticoy St.	38	75	184
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	40	68	193
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	88	183	455
48	DeSoto Ave	Nordhoff St to Lassen St..	79	121	366
49	DeSoto Ave	Lassen St. to Chatsworth St.	80	143	392
50	DeSoto Ave	Chatsworth St. to SR-118	13	36	73
51	Mason Ave	Victory Blvd to Sherman Way	55	88	290
52	Mason Ave	Sherman Way to Roscoe Blvd.	64	110	302
Total VHT - All Study Segments			3,425	6,806	16,517

TABLE 4.12-8
VEHICLE MILES TRAVELED (VMT) BY PEAK PERIODS - EXISTING 2008 (MODELED)

Seg. #	Street Name	Location	AM (6-9am)	PM (3-7pm)	24 Hour Total
1	Saticoy St	Canoga Ave to Mason Ave	876	1,785	4,066
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	260	467	1,350
3	Sherman Way	DeSoto Ave to Winnetka Ave	2,352	4,282	11,143
4	Sherman Way	Winnetka Ave to Tampa Ave	3,418	5,684	14,831
5	Sherman Way	Tampa Ave to Reseda Blvd	1,749	2,946	8,639
6	Sherman Way	Reseda Ave to White Oak Ave	1,178	1,977	5,439
7	Sherman Way	White Oak Ave to Balboa Blvd	4,897	8,523	22,943
8	Sherman Way	Balboa Blvd to Woodley Ave	3,804	7,138	19,019
9	Sherman Way	Woodley Ave to I-405	4,897	8,463	24,453
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	271	528	1,500
11	Vanowen St	DeSoto Ave to Winnetka Ave	514	1,205	2,593
12	Vanowen St	Winnetka Ave to Tampa Ave	667	1,399	2,921
13	Vanowen St	Tampa Ave to Reseda Blvd	1,904	4,158	8,018
14	Vanowen St	Reseda Ave to White Oak Ave	2,301	4,559	9,835
15	Vanowen St	White Oak Ave to Balboa Blvd	2,285	4,387	9,553
16	Vanowen St	Balboa Blvd to Woodley Ave	2,115	4,445	9,583
17	Vanowen St	Woodley Ave to I-405	2,144	4,009	8,792
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	843	1,541	4,413
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	963	1,630	4,562
20	Victory Blvd	DeSoto Ave to Winnetka Ave	4,112	6,963	19,014
21	Victory Blvd	Winnetka Ave to Tampa Ave	2,367	4,121	10,279
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	688	1,136	3,128
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	179	387	942
24	Oxnard St	DeSoto Ave to Winnetka Ave	714	1,354	3,081
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	615	939	3,332
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	698	1,140	3,252
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	1,181	2,026	5,632
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	765	1,650	3,909
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	2,659	6,120	13,479
30	Ventura Blvd	Winnetka Ave to Tampa Ave	2,920	5,548	12,953
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	562	890	3,146
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	1,047	1,725	6,063
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	586	906	3,449
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	2,208	3,478	12,360
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	2,247	3,676	12,071
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	2,933	5,109	15,563
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	2,990	4,629	15,201
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	3,748	5,879	19,301
39	Canoga Ave	Ventura Blvd to Oxnard St.	719	1,166	3,958
40	Canoga Ave	Oxnard St. to Vanowen St.	1,220	1,962	6,165
41	Canoga Ave	Vanowen St. to Saticoy St.	505	804	2,632
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	1,062	2,007	4,789
43	DeSoto Ave	Ventura Blvd to Oxnard St.	357	672	1,865
44	DeSoto Ave	Oxnard St. to Vanowen St.	1,072	1,789	5,001
45	DeSoto Ave	Vanowen St. to Saticoy St.	926	1,599	4,359
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	1,106	1,782	5,393
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	2,444	4,661	12,591
48	DeSoto Ave	Nordhoff St to Lassen St..	2,124	3,165	10,226
49	DeSoto Ave	Lassen St. to Chatsworth St.	2,395	3,964	11,951
50	DeSoto Ave	Chatsworth St. to SR-118	403	763	2,029
51	Mason Ave	Victory Blvd to Sherman Way	1,428	2,141	7,677
52	Mason Ave	Sherman Way to Roscoe Blvd.	1,809	2,983	8,645
Total VMT - All Study Segments			88,227	156,260	427,089

Transit Services

The transit system serving the study area is comprised of bus and shuttle transit services provided by various transportation agencies. **Table 4.12-9** presents the existing Study Area bus operators and routes, as illustrated in **Figure 4.12-6**. The following lines are depicted in the table and map:

- Metro Local Bus – 150, 152, 161, 163, 164, 165, 166, 167, 168, 169, 242, 243, 244, 245, 353, 363, 364, 645
- Metro Rapid Bus – 741, 750
- Metro Orange Line Express Bus
- LADOT Commuter Express – 419, 422, 575
- LADOT DASH –Warner Center North, Warner Center South[2]
- Antelope Valley Transit Authority – 787
- City of Santa Clarita Transit – 791, 796

As noted in the table below these lines provide regional connectivity; in particular the metro Orange Line provides connections to the Chatsworth Metrolink Station in the north and the North Hollywood Red Line station to the east.

TABLE 4.12-9:
EXISTING STUDY AREA TRANSIT LINES

Service Provider / Line	Route Description		Weekday Headway (min)		
	From	To	AM	Mid-day	PM
LADOT Commuter Express					
419	Chatsworth	Downtown Los Angeles	15	-	20
422	Agoura Hills / Warner Center	Central LA / Hollywood	15-20	-	20
423	Newbury Park	Downtown Los Angeles	20-28	-	20-25
575	Simi Valley	Warner Center / Chatsworth	35-50	-	50-70
Metro					
150	Northridge	Universal City Station	15-20	40	20-25
152	Woodland Hills	North Hollywood Red Line Station	7-14	12-24	25
161	Thousand Oaks	Warner Center	25	50-60	25
163	West Hills Medical Center	Sun Valley	22	14	19
164	West Hills	Burbank Station (via Victory Boulevard)	7	20	14
165	West Hills	Burbank Station (via Vanowen Street)	11-18	20	9-12
166/364	Chatsworth Station	Sun Valley	8-10	24	14
167	Chatsworth Station	Studio City	45	45-55	50
168	Chatsworth Station	San Fernando	60	-	60
169	West Hills Medical Center	Sunland	60	60	60
242	Woodland Hills	Porter Ranch (via Tampa Avenue)	26-32	50	23-27
243	Woodland Hills	Porter Ranch (via Winnetka Avenue)	27-34	50	25-33
244	Woodland Hills	Chatsworth (via DeSoto Avenue)	5-10	50-60	20-30
245	Woodland Hills	Chatsworth (via Topanga Canyon Boulevard)	20		30-35

[2] As of August 2010, the LADOT DASH lines "Warner Center North" and "Warner Center South" have been cancelled.

TABLE 4.12-9:
EXISTING STUDY AREA TRANSIT LINES

Service Provider / Line	Route Description		Weekday Headway (min)		
	From	To	AM	Mid-day	PM
353	Woodland Hills (Same as 153 but with limited stops)	North Hollywood Red Line Station	25-30	-	35-40
363	West Hills - Sherman Way & Topanga Canyon Boulevard	Sun Valley (with connection to North Hollywood Redline Station)	20	-	24
645	West Hills Medical Center	Warner Center (via Valley Circle Boulevard & Mulholland Drive)	20-30	60	55
741	Northridge	Tarzana (via Reseda Boulevard)	15	25	15
750	Warner Center Transit Hub	Universal City Station (via Ventura Boulevard)	5-10	20	10
164	West Hills	Burbank Station (via Victory Boulevard)	7	20	14
165	West Hills	Burbank Station (via Vanowen Street)	11-18	20	9-12
166/364	Chatsworth Station	Sun Valley	8-10	24	14
167	Chatsworth Station	Studio City	45	45-55	50
168	Chatsworth Station	San Fernando	60	-	60
169	West Hills Medical Center	Sunland	60	60	60
242	Woodland Hills	Porter Ranch (via Tampa Avenue)	26-32	50	23-27
243	Woodland Hills	Porter Ranch (via Winnetka Avenue)	27-34	50	25-33
244	Woodland Hills	Chatsworth (via DeSoto Avenue)	5-10	50-60	20-30
245	Woodland Hills	Chatsworth (via Topanga Canyon Boulevard)	20		30-35
353	Woodland Hills (Same as 153 but with limited stops)	North Hollywood Red Line Station	25-30	-	35-40
363	West Hills - Sherman Way & Topanga Canyon Boulevard	Sun Valley (with connection to North Hollywood Redline Station)	20	-	24
645	West Hills Medical Center	Warner Center (via Valley Circle Boulevard & Mulholland Drive)	20-30	60	55
741	Northridge	Tarzana (via Reseda Boulevard)	15	25	15
750	Warner Center Transit Hub	Universal City Station (via Ventura Boulevard)	5-10	20	10
City of Santa Clarita Transit					
791	Canoga Park, Chatsworth, Warner Center	Santa Clarita	30-40	-	21-28
796	Santa Clarita	Canoga Park, Chatsworth, Warner Center	24-32	-	25-30
Antelope Valley Transit Authority					
787	Palmdale/Lancaster	Warner Center/Tarzana	15-20	-	25-30

Sources: Antelope Valley Transit Authority, 2010; City of Santa Clarita Transit, 2010; LADOT, 2008; Metropolitan Transportation Authority (Metro), 2010.

Transportation Centers and Hubs

The project area is served by a network of bus transit services, both regional and local; however, there are few supporting transportation system facilities, such as transit centers or park-and-ride lots. The Warner Center Transit Hub is located at the end of the Metro Orange Line busway, along Owensmouth Avenue between Erwin Street and Oxnard Street. The hub is currently the western terminus of the Metro Orange Line and serves as a connection point with Metro local buses, Metro Rapid buses, City of Santa Clarita Transit and LADOT Dash. In addition, there are

two park-and-ride facilities associated with the Orange Line located near the project area. A 612-space park-and-ride facility is located within Warner Center at the Canoga Park Station, on Canoga Avenue north of Victory Boulevard. Another 394 spaces are located just outside of Warner Center at the Pierce College Station park-and-ride.

Goods Movement

Goods movement in the project area is primarily highway-related and occurs on the area's freeway and arterial system. Study area roadway segments currently carry typical volumes of truck traffic for the area, consisting of 2.2% of total AM and PM peak hour volumes. Within the City of Los Angeles, truck activity is allowed on all streets unless otherwise posted. There is no regional rail freight activity in the project area.

Bicycle and Pedestrian Access

The City of Los Angeles has a bicycle plan that identifies existing and planned bikeway corridors both on- and off-street. The plan also provides guidelines and policies for connections to transit, bicycle parking, and other ancillary facilities. The recently adopted Bicycle Plan[3] seeks to reduce the barriers to the greater utilization of bicycles for both personal transportation and recreation and designates many potential additional bicycle facilities in the Warner Center Specific Plan area.

The City of Los Angeles Bicycle Plan identifies the three classes of bikeways as defined by Caltrans: Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes. Existing and Planned bikeways in the Study Area are illustrated in **Figure 4.12-7.**

TABLE 4.12-10:
BIKEWAY CLASSIFICATION DESCRIPTIONS

Classification	Description
Bike Path (Class I)	A special pathway facility for the exclusive use of *bicycle*s that is separated from motor vehicle facilities by space or a physical barrier. A bike path may be located on a portion of a street or highway right-of- way or in a special right-of-way not related to a motor vehicle facility; it may be grade separated or have street crossings at designated locations. It is identified with "Bike Route" signs and also may have pavement markings.
Bike Lane (Class II)	A lane on the paved area of a road for preferential use by *bicycle*s. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle travel lane. It is identified by "Bike Lane" or "Bike Route" guide signing, special lane lines, and other pavement markings. *Bicycle*s have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.
Bike Route (Class III)	A street identified as a *bicycle* facility by "Bike Route" guide signing only. There are no special lane markings; *bicycle* traffic shares the roadway with motor vehicles.
Bike-Friendly Street (Class III)	A street that includes at least two engineering street calming treatments in addition to signage and shared lane markings.

Source: City of Los Angeles General Plan Transportation Element - Chapter IX; Adopted 8/06/96 & City of Los Angeles 2010 Bicycle Plan adopted on on March 1, 2011.

[3] City of Los Angeles 2010 Bicycle Plan adopted on on March 1, 2011.

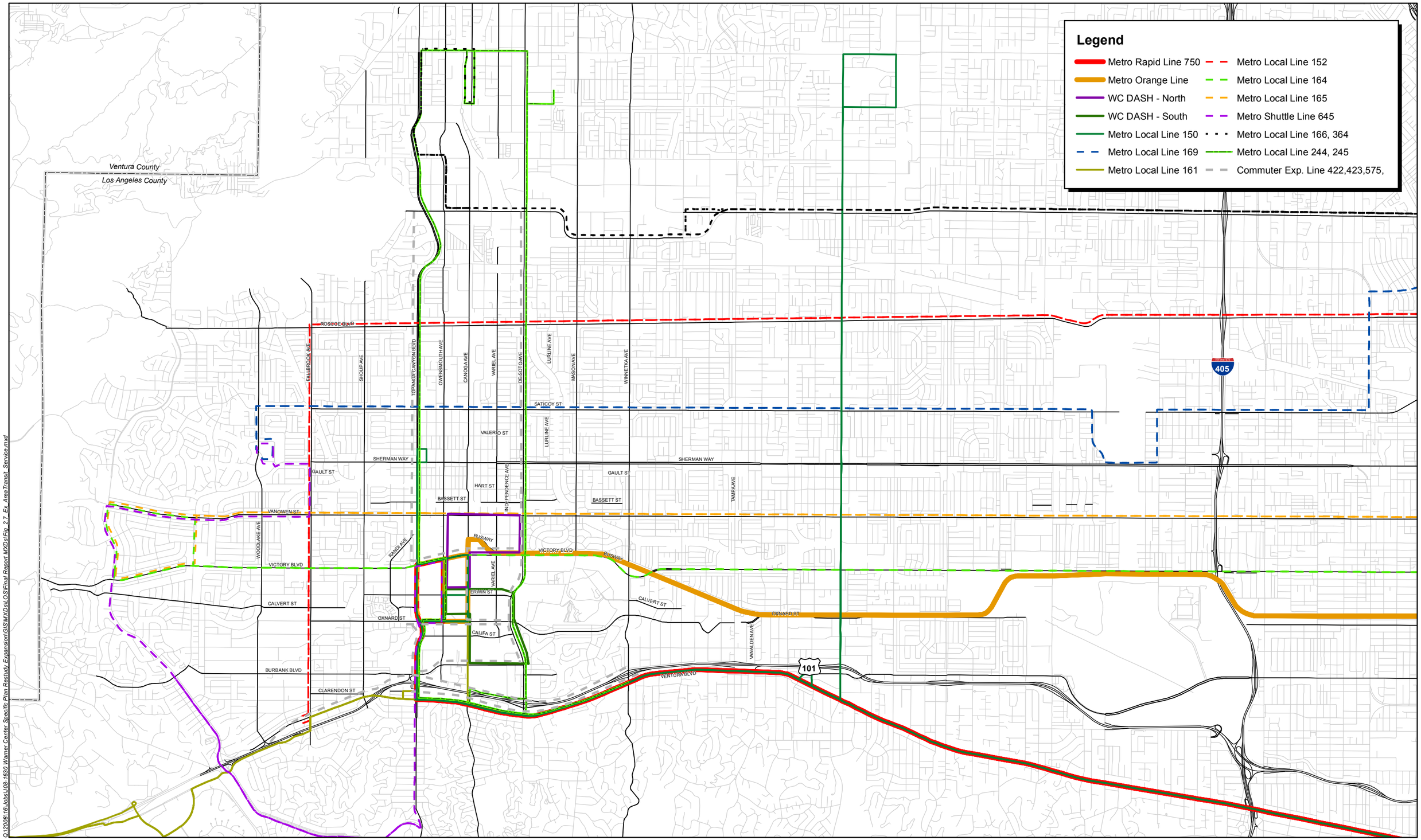

Figure 4.12-6
Existing Study Area Transit Service

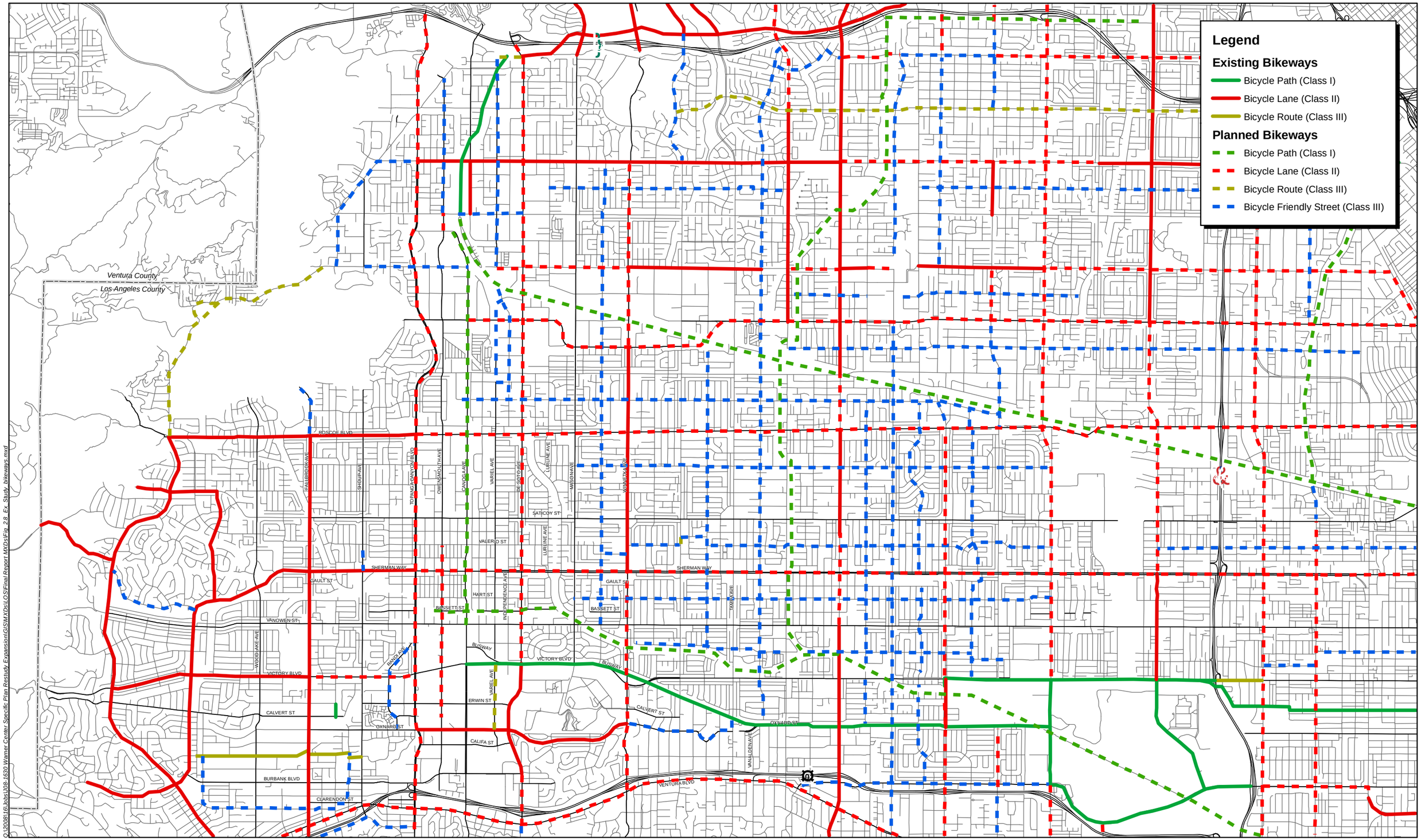

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Figure 4.12-7
Existing and Planned Study Area Bikeways

Accident Rates

On average, in the southern California region, transportation-related fatalities occur at an overall rate of 1.2 fatalities per one hundred million passenger miles traveled.[4] This average takes into account the varying accident rates on different facility types (freeway, arterials) and travel modes (bus transit, rail transit).

REGULATORY FRAMEWORK

County

Congestion Management Program: The 2004 Congestion Management Program (CMP) for Los Angeles County (a Draft updated CMP was circulated in August 2010) was developed in part to link local land use decisions with their impacts on regional transportation. The CMP identifies a system of highways and roadways, with minimum levels of service performance measurements designated at LOS E (unless exceeded in base year conditions) for highway segments and key roadway intersections on this system. For all CMP facilities within the project study area a traffic impact analysis (TIA) is required. The analysis must: investigate measures which will mitigate the significant CMP system impacts; develop cost estimates, including the fair share costs to mitigate impacts of the proposed project; and, indicate the responsible agency. Selection of final mitigation measures is left at the discretion of the local jurisdiction. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

City of Los Angeles

General Plan Transportation Element: The Transportation Element of the General Plan establishes a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The General Plan identifies three overarching transportation goals along with their associated objectives[5]:

Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

Objective 1: Expand neighborhood transportation services and programs to enhance neighborhood accessibility.

Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

Objective 4: Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.

[4] Table 3.14-4, 2008 RTP EIR, SCAG, January 2008.
[5] City of Los Angeles General Plan – Transportation Element, adopted September 8, 1999.

Objective 5: Provide for the efficient movement of goods and for adequate access to intermodal facilities.

Objective 6: Incorporate available local, state, and federal funding opportunities to provide sufficient financing for transportation improvements and programs.

Objective 7: Provide an ongoing evaluation of transportation programs to determine whether the goals and objectives of the Citywide General Plan Framework and this element are being met, or if these goals and objectives should be modified to reflect changing circumstances.

Goal B: A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system.

Objective 8: Operate a pavement management system designed to provide, on a continuing basis, the status of the maintenance needs of the City's street and bikeway systems.

Objective 9: Ensure that adequate maintenance of the street system is provided to facilitate the movement of current and future traffic volumes, as well as emergency services.

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.

Objective 10: Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Objective 11: Preserve and enhance access to scenic resources and regional open space.

Existing (1993) Warner Center Specific Plan: The existing (1993) WCSP includes a Transportation Demand Management (TDM) component to apply trip reduction percentages to project trip generation. The TDM component of the existing WCSP was expanded upon in this study to reflect increased transit ridership and high-density mixed-use developments associated with the WCRCCSP. The existing WCSP also defines a per-trip fee to fund mitigation measure for new development. As part of the WCRCCSP, a new Mobility Fee is defined to fund the fair-share portion of WCRCCSP transit and roadway mitigation costs.

THRESHOLDS OF SIGNIFICANCE

Intersection Analysis

Both project related and cumulative impacts were identified using the LADOT standard thresholds for Critical Movement Analysis (CMA), which measures traffic performance in terms of the volume-to-capacity ratio (V/C). The thresholds provide a greater sensitivity to the incremental increase in V/C as overall Level of Service worsens. If the threshold was exceeded in either the AM or PM peak hour analysis, an impact is identified at that intersection. Project-related impacts are identified using the increment of growth in V/C between the 2035 No Project conditions and the 2035 With Project conditions. Cumulative impacts are identified using the increment of V/C growth between Existing 2008 conditions and the 2035 With Project conditions. The cumulative impacts include all project impacts plus impacts caused by

reasonably foreseeable local and regional traffic growth, as assumed in the 2035 SCAG Regional Travel Demand Model. The thresholds shown in **Table 4.12-11** are used to determine project impacts and whether the project would make a cumulatively considerable contribution to cumulative impacts (i.e. whether the project impacts are substantial relative to existing conditions and the overall anticipated cumulative impact). The existing Warner Center Specific Plan contains significant impact criteria for Levels of Service A and B, however this conflicts with LADOT's citywide policy of thresholds of significance criteria, and significant impact criteria for Levels of Service A and B are not proposed to be included in the new specific plan, therefore intersections with Levels of Service A and B were not identified as having significant impacts in this traffic study.

TABLE 4.12-11:
THRESHOLD OF SIGNIFICANCE CRITERIA FOR STUDY INTERSECTIONS

Level of Service for Future Base Scenario	Final V/C for Future Base Scenario	Minimum Difference V/C Growth for Significant Impact
C	> 0.70 – 0.80	≥ 0.04
D	> 0.80 – 0.90	≥ 0.02
E, F	> 0.90	≥ 0.01

Source: City of Los Angeles Department of Transportation

Arterial Segment Analysis

An LOS E standard for arterial segments consistent with CMP standards was applied as a threshold of significance. Any arterial segment exceeding LOS E for 2035 With Project conditions was considered significantly impacted, unless the operating LOS for future base conditions already exceeded LOS E.

Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)

For the purposes of assessing system-wide performance, any substantial increase in total arterial VMT or VHT is considered significant.

Parking

A significant parking impact is defined by a parking supply that is inconsistent with the goals and objectives of the proposed project and which causes substantial detrimental affects to traffic circulation.

CMP Mainline Freeway

According to the CMP, monitored freeway mainlines with less than 150 peak hour project trips for each direction and peak hour are not impacted and require no further analysis. If directional peak hour project trips along the mainline exceed 150 vehicles, a capacity analysis of the mainline segment is required. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥.0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when

the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).

Accidents and Emergency Access

A significant impact with respect to accidents would be identified if, as a result of the proposed project, there were anticipated to be a substantial increase to the annual rate of transportation-related fatalities on the transportation network in the study area.

IMPACT ASSESSMENT

Traffic Forecast Methodology

Traffic volume forecasts were developed through the use of the 2008 Southern California Association of Governments (SCAG) Transportation Demand Model; hereafter referred to as the SCAG Model. Travel forecasting models are mathematical models that describe the relationships between land use and demographics, causes of personal travel, and the resultant amount and location of that travel. The SCAG Model was statistically derived from observations of individual travel choices obtained through extensive surveys of the region's travel characteristics of travelers and their households.

The SCAG Model includes five primary components: 1) Traffic Analysis Zones, 2) trip generation, 3) trip distribution, 4) mode choice, and 5) assignment. The following summarizes each of these key components as they are used by the SCAG Model.

Traffic Analysis Zones (TAZs)

The TAZ system is the fundamental cornerstone of modeling analysis. Each TAZ is a geographic area containing quantities and types of housing and employment, along with corresponding socioeconomic data (SED). The modeling process uses this information to build person trip origin and destination relationships between TAZ's. Each TAZ produces and attracts person trips (resulting in Trip Generation), with each person trip having a unique origin and destination (Trip Distribution). The means by which each trip reaches its destination (Mode Choice), and the routes and transportation facilities used to get there (Trip Assignment) are then developed.

Trip Generation

Trip generation is the process of defining the person trip productions and attractions for each TAZ, before considering where the trips will go and how they will get to their destination. Each production and each attraction individually represent half of a trip or a "trip end". For each production there must be an equivalent attraction to make a complete trip. The SCAG Model calculates the specific quantities and types of productions and attractions based on the SED inputs. The SED inputs for the SCAG Model were updated to reflect the 2035 conditions anticipated for the project, in accordance with market development forecasts anticipated to occur under the proposed project (see **Appendix A2**). The SED outside of the project area reflects the SCAG Model assumptions for year 2035. To reflect 2035 conditions without the updated WCRCCSP, the entire study area (including the WCRCCSP area) uses the Year 2035 SCAG

SED assumptions. The SED inputs for the trip generation component of the SCAG Model are as follows:

- Total Population, Employed Population
- Single and Multi Family Households
- Average Household Size
- Retail, Service, and Basic Employment
- Median Household Income
- College and Elementary and High School Enrollment
- Employees (Retail, Service, and Other) by Income Group (Low, Middle, High)

The trip generation component of the SCAG Model divides trips into the following 10 trip purposes (productions and attractions) by Traffic Analysis Zone (TAZ):

- Home-Based Work-Direct by Low Income
- Home-Based Work-Direct by Middle Income
- Home-Based Work-Direct by High Income
- Home-Based School
- Home-Based University
- Home-Based Shop
- Home-Based Recreational
- Home-Based Other
- Work-Based Other Trips
- Other-Based Other Trips

The number of person-trips generated in each TAZ for an average weekday is identified based on trip generation (production and attraction) modeling. The trip generation model applies trip rates by trip purpose to the number of households in each TAZ.[6] Daily trip generation in a TAZ is estimated separately for each of the trip purposes listed above, using a series of cross-classification models.[7] The cross classification models use the number of households in each TAZ to identify daily trips. To do this, the models apply trip rates (person trips per household) to the number of households in each zone, and in each household category by household income group.[8]

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6 The term "trip rates" here refers specifically to the SCAG Model person trip rates, as they are inherent to the SCAG Model. It should be noted that the vehicle trip rates often associated with traffic studies using *Institute of Transportation Engineers Trip Generation* (ITE) are not used in this process, and as such are not suitable for comparison with SCAG Model rates. As this study employs the use of the SCAG Model for transportation modeling, the SCAG Model person trip rates are inherently assumed in all analyses.

7 *2003 SCAG Model Validation and Summary Report,* Appendix C, Tables C1-C10, January 2008.

8 For the 2035 No Project assumptions, SCAG income categories for the WCRCCSP area were left unchanged.

Trip attractions are estimated by the SCAG Model through a set of equations that were calibrated based on data from the Year 1990 SCAG Household Survey.

At this step of the modeling process, trip production and trip attraction estimation procedures by trip type generally result in totals that do not match. Therefore, the trip generation component of the SCAG Model has an internal process by which it balances trip productions and trip attractions by trip purpose. This balancing process is used to ensure all modeled trip productions can be paired with a matching trip attraction during the trip distribution process.

Trip Distribution

Once trip generation is calculated by the SCAG Model, the trip distribution process can take place. Trip distribution is the process of linking trip ends (productions and attractions) between TAZs. The purpose of this process is to take a trip production at one TAZ and pair it with an equivalent trip attraction at another TAZ. The SCAG Model uses a gravity model to pair a single trip production at one TAZ with a trip attraction at another TAZ. The gravity model creates a force of attraction between TAZs that is proportional to the total trip ends (productions and attractions) in both the zone of production and in the zone of attraction. This means that a TAZ with a large amount of trip attractions will be a stronger force of attraction than a TAZ with less total attractions. In addition, friction factors of time and cost to travel between the two zones are also applied to assess the final probability that two trip ends will connect. A TAZ may also have internal trips if a trip production can pair with a matching trip attraction without leaving the TAZ. Such internal capture of trips is highly desirable from transportation planning perspective for its greater efficiency and higher rates of walking, transit and other non-auto mode shares. As this study will show, the rates of internal trip capture are shown by the SCAG Model to be increased by high-density mixed use development, as proposed in the WCRCCSP.

Mode Choice

Five separate mode choice models exist within the SCAG Model, and were derived from regional travel data. The following five trip purposes were modeled for peak and off-peak periods:

- Home-Based Work Trips
- Home-Based School Trips
- Home-Based Other Trips
- Work-Based Other Trips
- Other-Based Other Trips

The 2035 With Project assumptions were based on the 2035 WCSP Market Study, Appendix A2.

Traffic Assignment

The traffic assignment process builds upon the results of the trip distribution process and the mode choice process, which together defined the origins and destinations of trips, their mode of travel, but not their specific trip route. Using the defined arterial roadway network and transit network, the traffic assignment process allocates trips to roadways and transit networks. The traffic assignment model process takes into consideration potential route lengths and their travel times when assigning trips to the network. In this way the model considers factors which may impede travel; such as congestion, roadway classification, and speed limits. By doing so, the model ensures that the route selected for each trip reasonably reflects the path of least resistance, that is, the path most likely to be chosen by the transportation user, given the options. The final results after the traffic assignment process are balanced daily roadway volumes along roadway segments and transit networks.

SCAG Model Refinement

For the purposes of this study, it was necessary to refine and adjust the original SCAG Model to reflect existing and future conditions within the study area. These refinements are separate from the post-processing methodology described later, as well as the modification of the SED and land use assumptions inherent in the project description and discussed above. The steps taken to refine the SCAG Model are described below:

Refinement of Traffic Analysis Zones (TAZs): In the SCAG Model, a TAZ is a geographic area with defined land use types and quantities within its boundaries. Trips across all modes of travel are produced by and attracted to TAZs, dependent on their land use types and quantities. Originally, the SCAG Model defined the WCRCCSP area roughly by four large TAZ's. This gave a much coarser and more consolidated description of development than was needed to accurately project traffic across all 152 study intersections. To address this, the four original TAZs within the existing WCSP area were split into a total of 26 smaller TAZs for detailed trip assignment and distributions across the study intersections. **Figure 4.12-8** shows the final 26 TAZs that comprise the WCRCCSP area for purposes of analysis.

Relocation of Centroid Connectors: A centroid connector represents site access points where trips generated by a TAZ are directly loaded onto the immediate transportation network. Within the study are, centroid connectors were originally connected directly to intersection nodes. While this approach is appropriate for regionally accurate results, it did not provide the level of detail necessary in this study. For this reason, it was necessary to move the existing centroid connectors from their original loading points at intersection nodes to new mid-block loading points. In addition, new mid-block centroid connectors were also added for the new TAZs that resulted from the TAZ refinement.

Updates to Transit and Roadway Networks: The transit and roadway networks assumed for existing and future 2035 conditions in the SCAG Model were reviewed and updated for consistency with field-verified existing conditions and known committed projects. Major transit and roadway improvements assumed to be completed in both the 2035 With Project and 2035 No Project analyses are:

- MTA Orange Line Bus Rapid Transit extension north from Warner Center to the Chatsworth Metrolink station.
- Victory Boulevard widened to four through lanes in each direction between Topanga Canyon Boulevard and DeSoto Avenue.

The above model refinements were needed to reflect macro-level changes and shifts in background traffic due to transit service and roadway improvements. In addition, the refinement of the TAZ network allowed for the identification of specific micro-level impacts within Warner Center.

Mode Choice and Transit Ridership Adjustments: The mode choice distributions assumed in the SCAG Model were adjusted to account for walking, biking, and transit trip generation anticipated for the transit oriented development (TOD) included in the WCRCCSP. In general, a TOD is defined as compact, mixed-use development near transit facilities and high-quality walking environments. Characteristics of successful TODs include:

- Enhanced attractiveness and serviceability of transportation alternatives.
- Higher transit ridership and reduced traffic congestion, while creating a sense of community and place.
- Compact, mixed-use development near transit facilities and high-quality walking environments.
- Enhanced attractiveness and serviceability of transportation alternatives.

In order to capture the above TOD characteristics, a separate methodology was developed by which car trips were shifted to transit, walk, and bike trips. These car trip reductions were developed in two separate components:

- Transportation Demand Management (TDM) related car trip reductions.
- TOD transit related car trip reductions.

TDM Car Trip Adjustment: For each of the 26 TAZs within the WCRCCSP area, the specific type and quantity of land use was used to calculate the TDM component of the reduction in car trips. The TDM component was justified based on the existing WCSP TDM program and it's continuation through the life of the WCRCCSP. The car trip reduction rates for each type of land use were obtained from the existing WCSP and are defined in **Table 4.12-12**. Based on the mix of land uses within a TAZ, a weighted average TDM reduction was calculated for each TAZ in both the 2035 No Project and 2035 With Project scenarios. This analysis is included in **Appendix G.3** of this report.

TABLE 4.12-12:
TDM CAR TRIP REDUCTION RATES

Land Use Description	TDM Car Trip Reduction
Residential	6%
Office	11%
Retail	3%

Source: Appendix B-2, Warner Center Specific Plan, 1993.

TOD Mode Split Adjustment: For each of the 26 TAZ's within the WCRCCSP Area a TOD mode split adjustment was calculated based on proximity to Orange Line Bus Rapid Transit stations. Maximum transit mode shares for TOD developments were assumed to be 18% transit for office and/or retail land uses, and 27% transit for residential. For reasonableness, these transit mode share assumptions were developed through comparison with observed typical transit mode shares for other similar TODs. The consultant team referenced five major research efforts published in the past 4 years for use in development of the TOD mode share assumptions of this study:[9]

- *TCRP Report 128 Effects of TOD on Housing, Parking and Travel,* 2008*;*
- *Comparing Methodologies for Estimating Trip Internalization of Mixed Use Development,* 2007*;*
- *Quantifying TOD's Ability to Change Travel Behavior, ITE Journal,* November 2007*;*
- *Travel Characteristics of Transit-Oriented Development in California,* 2004; and,
- *The Pasadena Gold Line: Development Strategies, Location Decisions, and Travel Characteristics along a new Rail Line in the Los Angeles Region,* 2005.

The assumed maximum walking distances from transit in a TOD are: 1,320 feet for non-residential land uses and 2,000 feet for residential land uses. TAZs which had no portion of their area within the defined distance were not considered a part of a TOD and were not adjusted for TOD transit mode shares. TAZs with only a portion of their area within the maximum distance had TOD transit mode shares applied to only a proportional amount of their development. The maximum TOD walking distance radii are shown in **Figure 4.12-**9. (Note that every area in the new Specific Plan will be considered within a TOD due to the proposed new fourth Orange Line transit stop.)

An average transit rate for each TAZ was calculated based on the anticipated mix of land uses, and is included in **Appendix G.3**. The final result of the TOD and TDM calculations were combined to reach the total amount of car trips transferred to other modes.

For the 2035 No Project Alternative, the total car trips transferred to other modes is represented solely by the TDM car trip reduction rates shown in **Table 4.12-12**. For the 2035 With Project Alternative, both the TOD and TDM car trip reductions are applied. **Appendix G.3** identifies in detail the TOD car trip reduction assumptions, their transit trip equivalency, and the corresponding transit network of the Warner Center Specific Plan update.

[9] The applicable findings of each of these studies are summarized in **Appendix G.3**.

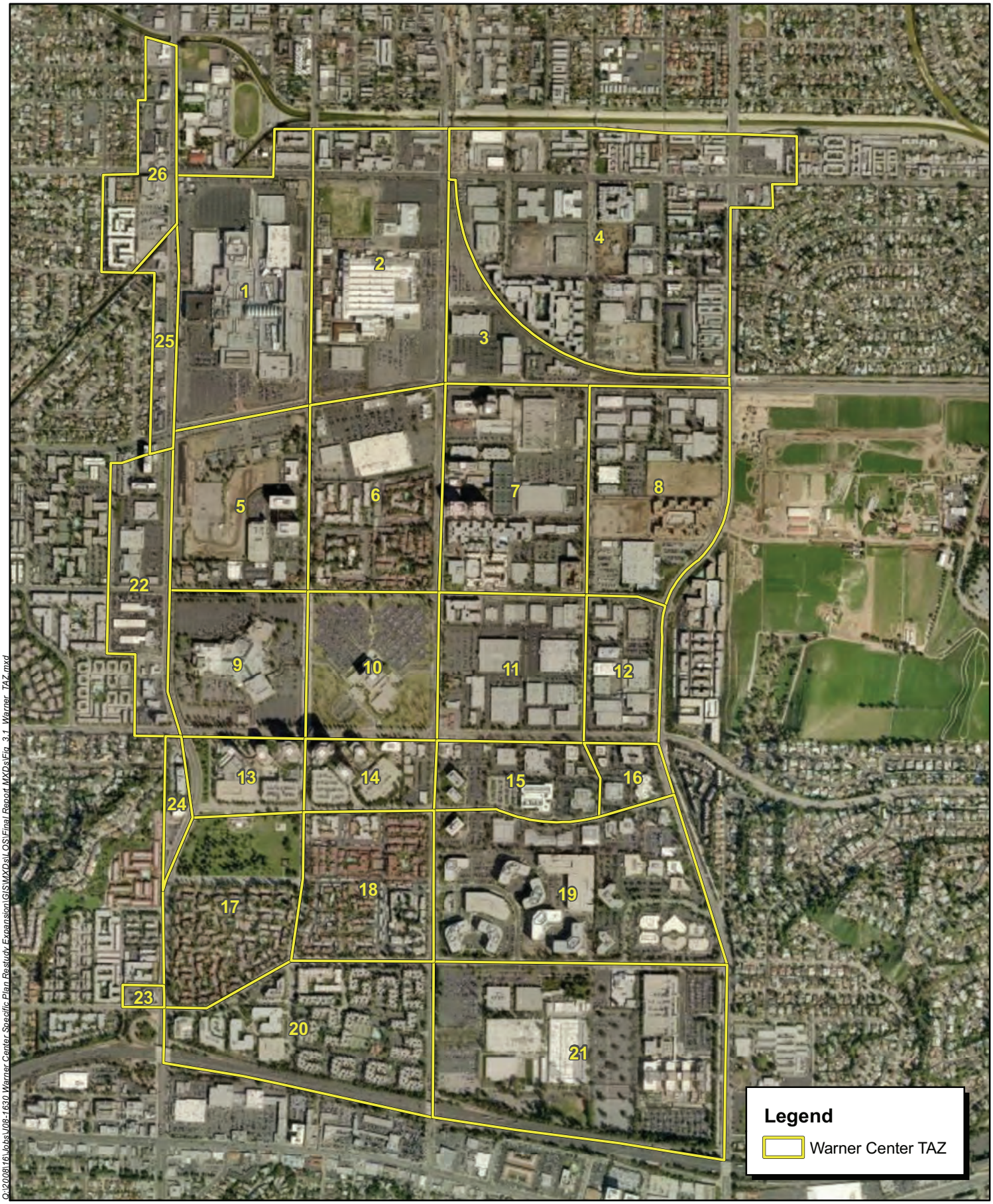

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Figure 4.12-8
Warner Center TAZs

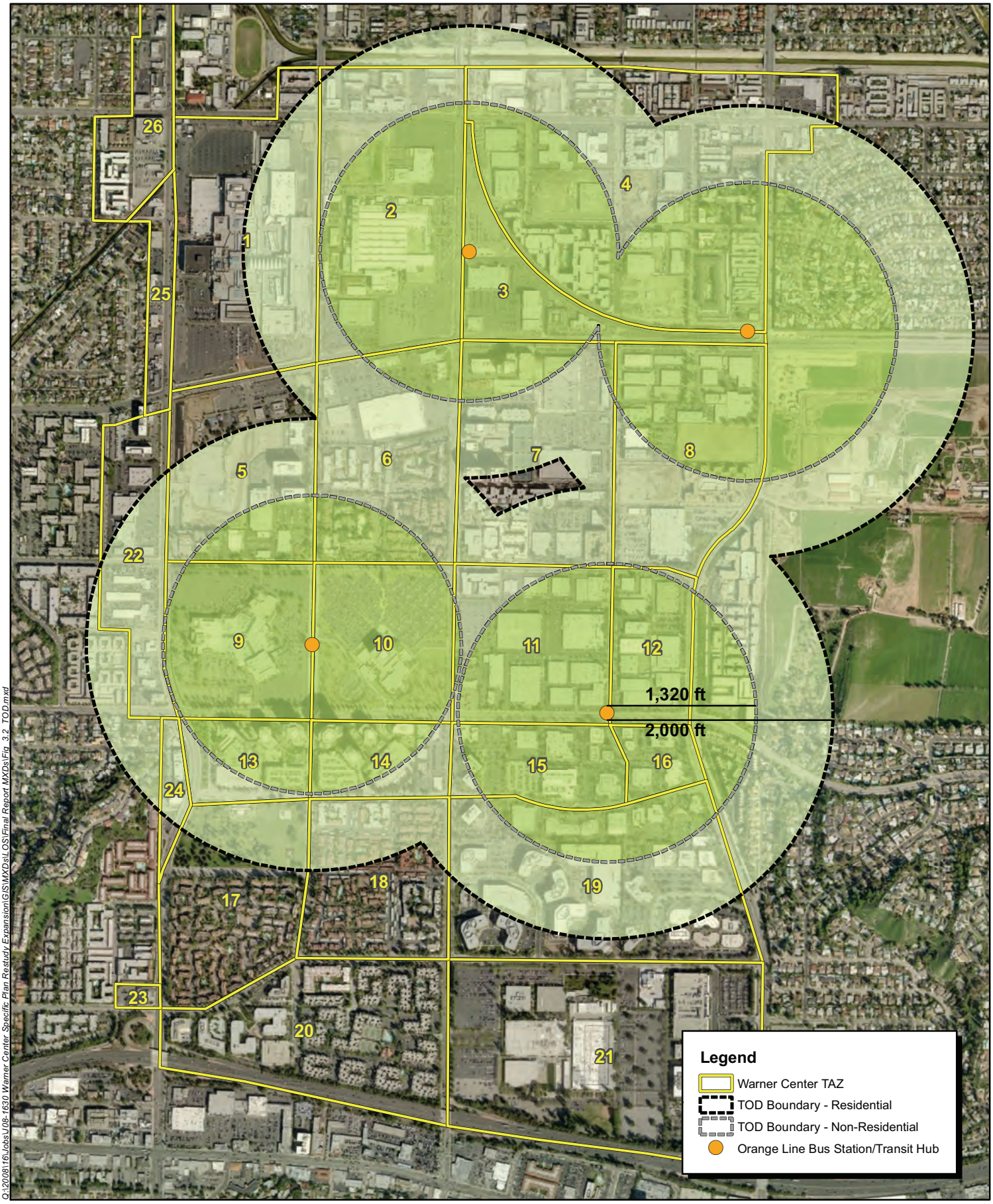

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Figure 4.12-9
TOD Maximum Walking Radii

Post-Process Methodology

To develop peak hour turning movements at the study intersections, raw modeled traffic volumes were post-processed using the methodology described below:

- The change in directional, peak period volumes on each arterial segment and at each intersection approach and departure was calculated by subtracting year 2008 modeled volumes from year 2035 modeled volumes. Since the SCAG Model uses a three-hour a.m. peak period and a four-hour p.m. peak period, the peak period growth was factored to determine the growth during each peak hour. Based on SCAG guidelines, the growth during the a.m. and p.m. peak periods were multiplied by factors of 0.38 and 0.28, respectively.[10]

- The changes in peak hour traffic volumes represent growth in traffic over the 27-year period from 2008 to 2035. This growth was then added to the existing (2008) volumes (from count data) on each arterial segment to develop post-processed year 2035 arterial segment volumes and approach and departure volumes at each intersection.

- Year 2035 turning movement volumes at the study intersections were developed from existing turning movement volumes and year 2035 approach and departure volumes using the methodology described in National Cooperative Highway Research Program Report (NCHRP) 255, *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, 1982).

The complete Post-Process worksheets are included in **Appendix G.4**.

2035 Without Project Traffic Assessment

This section describes the conditions anticipated to occur in 2035 without the WCRCCSP and the results of the corresponding traffic intersection and arterial segment analysis.

2035 Without Project (No Project), Development Assumptions

The 2035 without project condition (No Project) represents growth expected to occur by year 2035 regardless of the implementation of the proposed project. This scenario serves to identify the traffic impacts directly attributable to the WCRCCSP as compared to impacts of total cumulative development including the WCRCCSP in 2035. Project impacts are determined by comparing 2035 With Project Conditions to 2035 Without Project Conditions. Cumulative impacts are determined by comparing 2035 with Project Conditions to Existing Conditions.

SCAG Model year 2035 forecasts were used for the 2035 Without Project conditions. The development assumed for each TAZ in the 2035 Without Project Conditions was assumed in the unadjusted 2035 SCAG Model and is found in **Appendix G.6**.

[10] *2003 SCAG Model Validation and Summary Report,* January 2008.

Transit Program

The 2035 No Project Alternative conservatively assumes all reasonably foreseeable transit within the WCRCCSP expected to take place without implementation of the WCRCCSP. The transit network is based on the assumptions of the SCAG 2035 Model transit network, which includes all existing transit services, plus the MTA Orange Line Bus Rapid Transit extension north from Warner Center to the Chatsworth Metrolink station.

Intersection Levels of Service Analysis

2035 Future Base roadway geometrics reflect all reasonably foreseeable improvements through year 2035. The 2035 Future Base roadway geometrics and the final post-processed turning movement data are included in **Appendix G.1**. The complete LOS worksheets are included in the **Appendix G.2** to this report.

As **Table 4.12-13** shows, of the 152 existing study intersections, 108 are projected to operate at the acceptable LOS D or better in the PM peak hour, 17 intersections are at LOS E and 27 are projected fail with LOS F. **Table 4.12-14** presents the 2035 No Project operating conditions for the AM and PM peak hours at the 152 study intersections. **Figures 4.12-10** and **4.12-11** show the intersections and corresponding LOS under 2035 No Project Conditions.

TABLE 4.12-13:
2035 NO PROJECT INTERSECTION PEAK HOUR LOS SUMMARY

Peak Hour	Total Intersections in Each LOS Category					
	A	B	C	D	E	F
AM	58	15	26	27	13	13
PM	40	20	22	26	17	27

TABLE 4.12-14:
2035 NO PROJECT INTERSECTION OPERATING CONDITIONS

Int #	Name	AM		PM	
		LOS	V/C	LOS	V/C
1	**Topanga Canyon Blvd and Vanowen St**	C	0.754	**F**	**1.089**
2	Canoga Ave and Vanowen St	D	0.845	D	0.858
3	**De Soto Ave and Vanowen St**	D	0.831	**F**	**1.104**
4	**Topanga Canyon Blvd and Victory Blvd**	D	0.808	**F**	**1.005**
5	Canoga Ave and Victory Blvd	B	0.652	E	0.929
6	De Soto Ave and Victory Blvd	C	0.791	E	0.960
7	Topanga Canyon Blvd and Erwin St	A	0.591	C	0.789
8	Owensmouth Ave and Erwin St	A	0.502	B	0.650
9	Canoga Ave and Erwin St	A	0.578	C	0.740
10	Variel Ave and Erwin St	A	0.312	A	0.456
11	De Soto Ave and Erwin St	C	0.732	B	0.608
12	Topanga Canyon Blvd and Oxnard St	B	0.695	D	0.891
13	Canoga Ave and Oxnard St	A	0.562	C	0.754
14	De Soto Ave and Oxnard St	D	0.852	C	0.771
15	Topanga Canyon Blvd and Califa St	A	0.450	B	0.665
16	Owensmouth Ave and Califa St	A	0.343	A	0.477
17	Canoga Ave and Califa St	A	0.542	C	0.746
18	De Soto Ave and Califa St	C	0.776	B	0.681
19	101 Ventura Fwy WB and Burbank Blvd	B	0.634	A	0.582

TABLE 4.12-14:
2035 NO PROJECT INTERSECTION OPERATING CONDITIONS

Int #	Name	AM		PM	
		LOS	V/C	LOS	V/C
20	Topanga Canyon Blvd and Burbank Blvd	D	0.871	E	0.972
21	Owensmouth Ave and Burbank Blvd	A	0.544	D	0.862
22	Canoga Ave and Burbank Blvd	D	0.811	C	0.790
23	De Soto Ave and Burbank Blvd (N)	C	0.729	C	0.759
24	Canoga Ave and 101 Ventura Fwy WB	B	0.614	A	0.591
25	De Soto Ave 101 Ventura Fwy WB	C	0.726	D	0.801
26	Canoga Ave and 101 Ventura Fwy EB	A	0.381	A	0.585
27	De Soto Ave and 101 Ventura Fwy EB	D	0.847	C	0.743
28	**Topanga Canyon Blvd and Nordhoff St**	E	0.900	**F**	**1.014**
29	**Topanga Canyon Blvd and Roscoe Blvd**	**F**	**1.367**	**F**	**1.413**
30	**Topanga Canyon Blvd and Saticoy St**	**F**	**1.027**	**F**	**1.319**
31	Shoup Ave and Sherman Way	D	0.858	E	0.991
32	**Topanga Canyon Blvd and Sherman Way**	**F**	**1.319**	**F**	**1.301**
33	Owensmouth Ave and Sherman Way	C	0.736	C	0.767
34	**Canoga Ave and Sherman Way**	D	0.821	**F**	**1.151**
35	**De Soto Ave and Sherman Way**	D	0.845	**F**	**1.159**
36	Fallbrook Ave and Vanowen St	D	0.829	E	0.958
37	Shoup Ave and Vanowen St	C	0.776	D	0.871
38	Owensmouth Ave and Vanowen St	D	0.827	D	0.804
39	Variel Ave and Vanowen St	A	0.513	D	0.834
40	Topanga Canyon Blvd and Kittridge St	A	0.443	B	0.695
41	Woodlake Ave and Victory Blvd	D	0.836	E	0.921
42	Fallbrook Ave and Victory Blvd	D	0.833	E	0.987
43	**Shoup Ave and Victory Blvd**	E	0.966	**F**	**1.002**
44	Westfield Way (Pvt) and Victory Blvd	A	0.258	A	0.583
45	Owensmouth Ave and Victory Blvd	B	0.696	D	0.828
46	Variel Ave and Victory Blvd	A	0.557	D	0.809
47	Mason Ave and Victory Blvd	D	0.842	E	0.914
48	Owensmouth Ave and Canyon Creek Dr	A	0.437	A	0.587
49	Shoup Ave and Erwin St	A	0.548	D	0.875
50	**Shoup Ave and Oxnard St**	**F**	**1.266**	**F**	**1.093**
51	Owensmouth Ave and Oxnard St	A	0.550	A	0.492
52	Shoup Ave and Burbank Blvd	A	0.577	C	0.786
53	**Shoup Ave and Ventura Blvd**	E	0.955	**F**	**1.170**
54	**101 Ventura Fwy EB and Ventura Blvd**	E	0.900	**F**	**1.009**
55	Topanga Canyon Blvd and 101 Fwy WB	A	0.583	C	0.760
56	**Topanga Canyon Blvd and Ventura Blvd**	E	0.911	**F**	**1.099**
57	Canoga Ave and Ventura Blvd	C	0.744	D	0.882
58	De Soto Ave/Serrania Ave and Ventura Bl	D	0.877	E	0.904
59	Topanga Canyon Blvd and Martinez St	A	0.592	B	0.600
60	Canoga Ave and Rocketdyne Dwy (Pvt)	A	0.421	A	0.482
61	De Soto Ave and Kittridge St	C	0.734	C	0.762
62	Topanga Canyon Blvd and Village Dwy	A	0.444	A	0.471
63	Canoga Ave and Trillium Dwy (Pvt)	A	0.423	B	0.618
64	De Soto Ave and Serrania Ave	A	0.582	A	0.574
65	Canoga Ave and Warner Ranch Rd (Pvt)	B	0.668	A	0.531
66	De Soto Ave and Burbank Bl /Kaiser Dwy	C	0.701	C	0.708
67	Owensmouth Ave and Promenade Dwy	A	0.309	A	0.350
68	Owensmouth Ave and West Valley Way	A	0.476	A	0.539
69	Canoga Ave and Busway	A	0.507	A	0.427
70	AMC Dwy and Oxnard St	A	0.441	B	0.660
71	Eton Ave and Vanowen St	A	0.521	D	0.875
72	Independence Ave and Vanowen St	A	0.553	D	0.846
73	Variel Ave and Kittridge St	A	0.282	A	0.524
74	Variel Ave and Oxnard St	A	0.437	B	0.646

TABLE 4.12-14:
2035 NO PROJECT INTERSECTION OPERATING CONDITIONS

Int #	Name	AM		PM	
		LOS	V/C	LOS	V/C
75	Variel Ave and Califa St	A	0.307	A	0.364
76	Warner Center Lane and Burbank Blvd	A	0.378	A	0.373
77	De Soto Ave and Clark St	D	0.855	B	0.613
78	Warner Ranch Rd (Pvt) and Burbank Blvd	A	0.269	A	0.343
79	Owensmouth Ave and Marylee St	A	0.328	A	0.592
80	Topanga Canyon Blvd and Marylee St	A	0.505	C	0.737
81	Topanga Canyon Blvd and Calvert St	A	0.539	B	0.589
82	Topanga Canyon Blvd and Bassett St	A	0.538	A	0.564
83	Randi Ave and Victory Blvd	A	0.515	A	0.481
84	Glade Ave and Erwin St	A	0.235	A	0.323
85	Randi Ave/Nevada Ave and Erwin St	A	0.199	A	0.281
86	**Topanga Canyon Blvd and Clarendon St**	D	0.869	**F**	**1.095**
87	Jordan Ave and Sherman Way	B	0.626	C	0.721
88	Remmet Ave and Sherman Way	A	0.496	C	0.718
89	Variel Ave and Sherman Way	B	0.685	C	0.769
90	Owensmouth Ave and Gault St	A	0.354	A	0.520
91	Owensmouth Ave and Hart St	A	0.421	B	0.607
92	De Soto Ave and Hart St	A	0.534	A	0.523
93	Mason Ave and Vanowen St	D	0.855	D	0.863
94	Don Pio Dr and Ventura Blvd	B	0.672	B	0.687
95	Owensmouth Ave and Saticoy St	D	0.886	E	0.966
96	Canoga Ave and Saticoy St	C	0.792	E	0.953
97	Variel Ave and Saticoy St	B	0.661	B	0.656
98	**De Soto Ave and Saticoy St**	**F**	**1.068**	**F**	**1.120**
99	Shoup Ave and Valerio St	A	0.461	A	0.462
100	Topanga Canyon Blvd and Valerio St	C	0.711	C	0.757
101	Canoga Ave and Valerio St	C	0.734	B	0.658
102	Lurline Ave and Sherman Way	A	0.464	A	0.475
103	**Mason Ave and Sherman Way**	E	0.900	**F**	**1.028**
104	Owensmouth Ave and Wyandotte St	A	0.286	A	0.390
105	Sale Ave and Vanowen St	A	0.401	A	0.330
106	**Winnetka Ave and Vanowen St**	E	0.955	**F**	**1.113**
107	Sale Ave and Victory Blvd	A	0.369	A	0.468
108	**Winnetka Ave and Victory Blvd**	**F**	**1.067**	**F**	**1.163**
109	Winnetka Ave and Busway	A	0.349	A	0.511
110	Fallbrook Ave and Oxnard St	B	0.663	C	0.712
111	Winnetka Ave and Calvert St	C	0.757	A	0.545
112	**Winnetka Ave and Oxnard St**	**F**	**1.000**	**E**	**0.944**
113	Fallbrook Ave and Burbank Blvd	C	0.788	C	0.727
114	Winnetka Ave and Hatteras St	A	0.441	A	0.557
115	Winnetka Ave and Clark St	A	0.598	A	0.574
116	Winnetka Ave and 101 Ventura Fwy WB	B	0.616	B	0.693
117	Winnetka Ave and 101 Ventura Fwy EB	C	0.711	D	0.841
118	**Winnetka Ave and Ventura Blvd**	E	0.922	**F**	**1.025**
119	Sale Ave and Ventura Blvd	A	0.306	A	0.539
120	**Topanga Canyon Blvd and Mullholland Dr**	**F**	**1.033**	E	0.953
121	**Fallbrook Ave and Ventura Blvd**	E	0.993	**F**	**1.276**
122	Woodlake Ave/101 Fwy WB/Ventura Bl	C	0.715	D	0.876
123	**Tampa Ave and Ventura Blvd**	**F**	**1.017**	D	0.878
124	Tampa Ave and 101 Ventura Fwy EB	A	0.455	A	0.553
125	Tampa Ave and 101 Ventura Fwy WB	C	0.770	B	0.609
126	Vanalden Ave/101 Fwy EB and Ventura Bl	E	0.939	C	0.794
127	Topham St/Busway and Victory Blvd	E	0.930	D	0.864
128	**Corbin Ave and Victory Blvd**	**F**	**1.003**	**F**	**1.066**
129	**Tampa Ave and Victory Blvd**	E	0.993	**F**	**1.106**

TABLE 4.12-14:
2035 NO PROJECT INTERSECTION OPERATING CONDITIONS

Int #	Name	AM		PM	
		LOS	V/C	LOS	V/C
130	**Burbank Blvd and Ventura Blvd**	**F**	**1.333**	**F**	**1.169**
131	Reseda Blvd and Burbank Blvd	C	0.770	D	0.801
132	Reseda Blvd and 101 Ventura Fwy EB	A	0.482	B	0.671
133	Reseda Blvd and 101 Ventura Fwy Wb	C	0.751	B	0.675
134	101 Ventura Fwy EB and Burbank Blvd	B	0.633	A	0.598
135	Canoga Ave and Nordhoff St	C	0.776	D	0.824
136	**De Soto Ave and Nordhoff St**	**F**	**1.040**	D	0.886
137	**Topanga Canyon Blvd and Parthenia St**	D	0.894	**F**	**1.005**
138	Canoga Ave and Parthenia St	C	0.731	E	0.968
139	De Soto Ave and Parthenia St	D	0.870	D	0.885
140	**Fallbrook Ave and Roscoe Blvd**	D	0.878	**F**	**1.064**
141	Shoup Ave and Roscoe Blvd	D	0.894	D	0.892
142	Canoga Ave and Roscoe Blvd	C	0.747	D	0.871
143	De Soto Ave and Roscoe Blvd	C	0.788	D	0.820
144	Mason Ave and Roscoe Blvd	D	0.810	D	0.825
145	Winnetka Ave and Roscoe Blvd	D	0.806	E	0.910
146	Fallbrook Ave and Saticoy St	B	0.614	B	0.631
147	Shoup Ave and Saticoy St	B	0.619	A	0.576
148	Mason Ave and Saticoy St	E	0.980	E	0.991
149	Winnetka Ave and Saticoy St	D	0.860	E	0.958
150	Fallbrook Av and Sherman Way	C	0.799	C	0.793
151	**Winnetka Ave and Sherman Way**	**F**	**1.034**	**F**	**1.201**
152	Woodlake Ave and Burbank Blvd	A	0.397	A	0.267

Note: Locations exceeding their operational capacity (LOS F) are shown in **bold**.

Arterial Segment Average Daily Traffic Levels of Service

Among the 52 existing study segments (analyzed with respect to average daily traffic), under 2035 Without Project Conditions 34 are projected to operate at acceptable LOS D or better, eight would be near capacity at LOS E, and nine would be failing with LOS F. **Table 4.12-15** presents the 2035 Without Project average daily traffic operating conditions for the 52 study segments. **Figure 4.12-12** displays the segments and corresponding LOS.

TABLE 4.12-15
2035 NO PROJECT AVERAGE DAILY TRAFFIC OPERATING CONDITIONS

Seg #	Street Name	Segment Location	ADT (1,000's)	LOS
1	Saticoy St	Canoga Ave to Mason Ave	29.3	D
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	30.0	E
3	Sherman Way	DeSoto Ave to Winnetka Ave	37.5	C
4	Sherman Way	Winnetka Ave to Tampa Ave	32.9	C
5	**Sherman Way**	**Tampa Ave to Reseda Blvd**	**37.9**	**F**
6	**Sherman Way**	**Reseda Ave to White Oak Ave**	**34.0**	**F**
7	Sherman Way	White Oak Ave to Balboa Blvd	35.3	C
8	Sherman Way	Balboa Blvd to Woodley Ave	38.7	C
9	**Sherman Way**	**Woodley Ave to I-405**	**56.8**	**F**
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	24.4	C
11	Vanowen St	DeSoto Ave to Winnetka Ave	31.9	C
12	Vanowen St	Winnetka Ave to Tampa Ave	33.4	E
13	Vanowen St	Tampa Ave to Reseda Blvd	34.1	E
14	**Vanowen St**	**Reseda Ave to White Oak Ave**	**39.3**	**F**
15	Vanowen St	White Oak Ave to Balboa Blvd	29.4	D

TABLE 4.12-15
2035 NO PROJECT AVERAGE DAILY TRAFFIC OPERATING CONDITIONS

Seg #	Street Name	Segment Location	ADT (1,000's)	LOS
16	Vanowen St	Balboa Blvd to Woodley Ave	38.2	E
17	**Vanowen St**	**Woodley Ave to I-405**	**37.5**	**F**
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	26.8	D
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	43.3	D
20	Victory Blvd	DeSoto Ave to Winnetka Ave	45.9	C
21	**Victory Blvd**	**Winnetka Ave to Tampa Ave**	**40.9**	**F**
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	6.5	C
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	17.3	D
24	Oxnard St	DeSoto Ave to Winnetka Ave	8.1	C
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	8.8	C
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	20.0	C
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	35.8	C
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	35.8	C
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	36.0	C
30	Ventura Blvd	Winnetka Ave to Tampa Ave	38.6	D
31	**Topanga Canyon Blvd**	**Ventura Blvd to Oxnard St.**	**60.9**	**F**
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	45.6	D
33	**Topanga Canyon Blvd**	**Vanowen St. to Saticoy St.**	**44.8**	**F**
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	43.0	E
35	**Topanga Canyon Blvd**	**Roscoe Blvd to Nordhoff St**	**47.4**	**F**
36	Topanga Canyon Blvd	Nordhoff St to Lassen St.	46.2	D
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	48.1	E
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	47.3	E
39	Canoga Ave	Ventura Blvd to Oxnard St.	44.5	D
40	Canoga Ave	Oxnard St. to Vanowen St.	34.0	D
41	Canoga Ave	Vanowen St. to Saticoy St.	31.9	D
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	28.0	B
43	DeSoto Ave	Ventura Blvd to Oxnard St.	40.5	D
44	DeSoto Ave	Oxnard St. to Vanowen St.	41.6	D
45	DeSoto Ave	Vanowen St. to Saticoy St.	39.4	C
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	33.9	B
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	36.6	B
48	DeSoto Ave	Nordhoff St to Lassen St.	39.9	D
49	DeSoto Ave	Lassen St. to Chatsworth St.	42.9	B
50	DeSoto Ave	Chatsworth St. to SR-118	49.7	E
51	Mason	Victory Blvd to Sherman Way	18.0	C
52	Mason	Sherman Way to Roscoe Blvd.	25.5	B

Note: Locations exceeding their operational capacity (LOS F) are shown in **bold**.

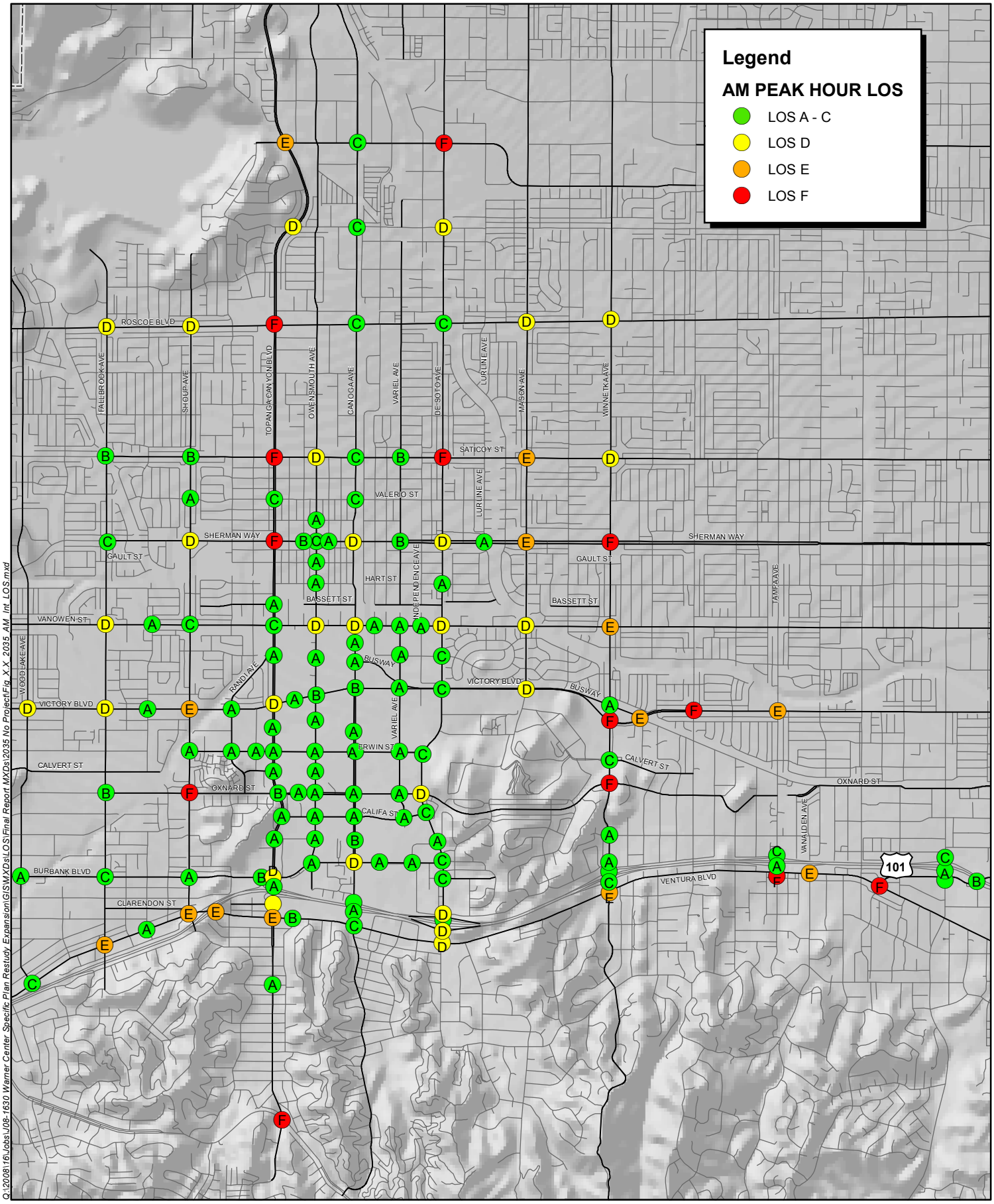

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Figure 4.12-10
Year 2035 AM
No Project Intersection LOS

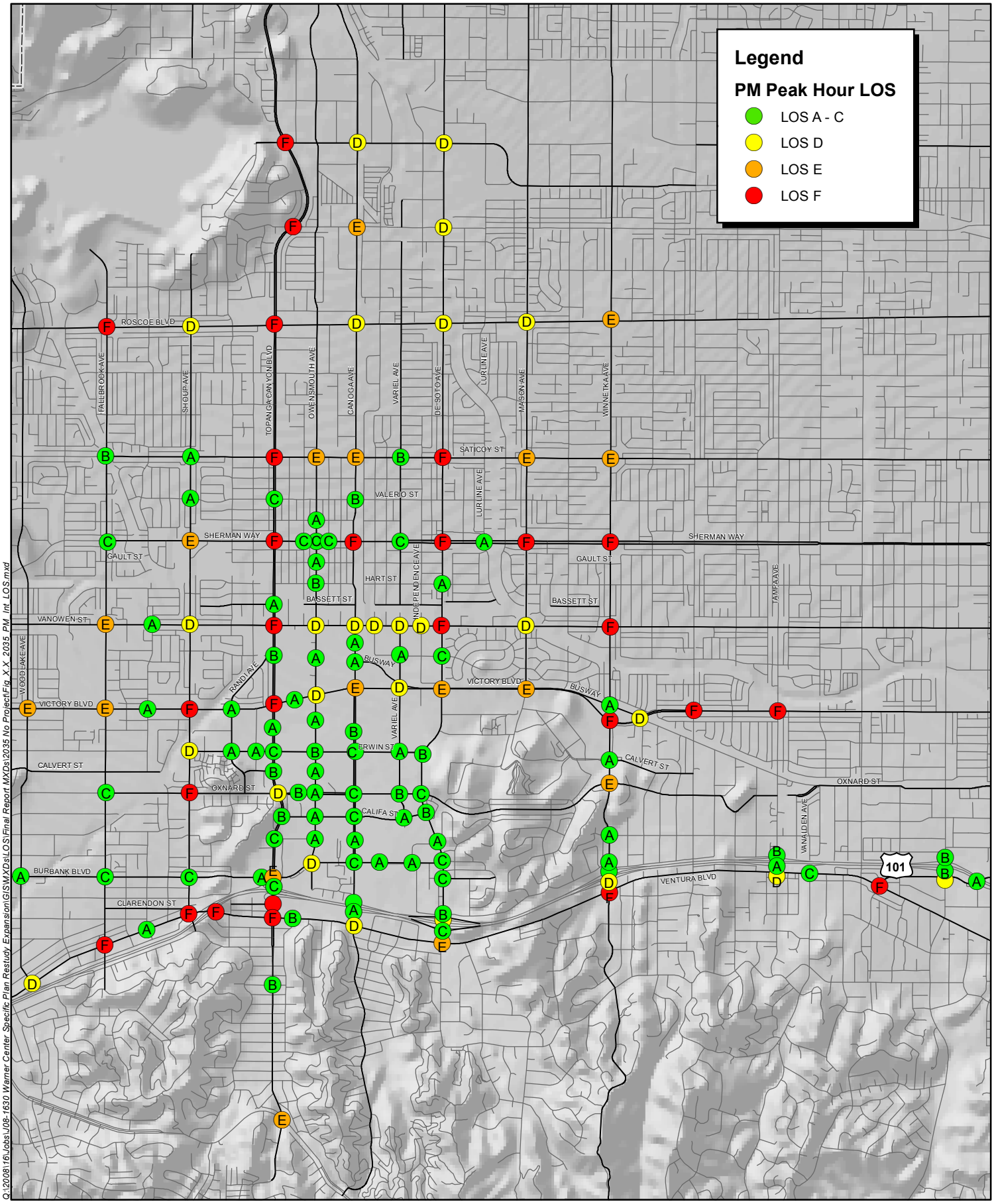

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Figure 4.12-11
Year 2035 PM
No Project Intersection LOS

2035 No Project Arterial Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)

2035 No Project VMT and VHT levels were modeled using the modified SCAG Regional Travel Demand Model for comparison with existing future modeled scenarios. When compared to existing levels, 2035 No Project Daily VMT grows by 22,404 vehicle miles, or 5.25 percent. Similarly, No Project Daily VHT grows by 1,203 vehicle hours or 7.28 percent. The 2035 No Project levels are summarized in **Table 4.12-16** and **Table 4.12-17** for VHT and VMT, respectively.

TABLE 4.12-16:
VEHICLE HOURS TRAVELED (VHT) BY PEAK PERIODS – 2035 NO PROJECT

Int #	Street Name	Location	AM (6am-9am)	PM (3pm-7pm)	24 Hour Total
1	Saticoy St	Canoga Ave to Mason Ave	35	85	172
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	10	20	52
3	Sherman Way	DeSoto Ave to Winnetka Ave	86	185	422
4	Sherman Way	Winnetka Ave to Tampa Ave	132	239	566
5	Sherman Way	Tampa Ave to Reseda Blvd	71	152	366
6	Sherman Way	Reseda Ave to White Oak Ave	54	126	266
7	Sherman Way	White Oak Ave to Balboa Blvd	188	401	923
8	Sherman Way	Balboa Blvd to Woodley Ave	165	387	864
9	Sherman Way	Woodley Ave to I-405	227	496	1173
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	9	23	55
11	Vanowen St	DeSoto Ave to Winnetka Ave	20	60	111
12	Vanowen St	Winnetka Ave to Tampa Ave	30	83	151
13	Vanowen St	Tampa Ave to Reseda Blvd	76	210	362
14	Vanowen St	Reseda Ave to White Oak Ave	92	226	428
15	Vanowen St	White Oak Ave to Balboa Blvd	89	202	399
16	Vanowen St	Balboa Blvd to Woodley Ave	104	281	520
17	Vanowen St	Woodley Ave to I-405	100	223	436
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	37	78	203
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	45	89	227
20	Victory Blvd	DeSoto Ave to Winnetka Ave	165	345	830
21	Victory Blvd	Winnetka Ave to Tampa Ave	90	187	418
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	29	55	143
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	6	18	39
24	Oxnard St	DeSoto Ave to Winnetka Ave	35	76	162
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	25	47	138
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	29	53	141
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	50	88	236
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	32	92	188
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	110	302	604
30	Ventura Blvd	Winnetka Ave to Tampa Ave	143	351	701
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	24	41	131
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	35	64	200
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	23	39	133
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	77	128	420
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	74	139	386
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	128	262	643
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	114	173	537
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	129	234	649
39	Canoga Ave	Ventura Blvd to Oxnard St.	28	50	158
40	Canoga Ave	Oxnard St. to Vanowen St.	40	77	212
41	Canoga Ave	Vanowen St. to Saticoy St.	23	42	119
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	43	90	207
43	DeSoto Ave	Ventura Blvd to Oxnard St.	11	24	64

TABLE 4.12-16:
VEHICLE HOURS TRAVELED (VHT) BY PEAK PERIODS – 2035 NO PROJECT

Int #	Street Name	Location	AM (6am-9am)	PM (3pm-7pm)	24 Hour Total
44	DeSoto Ave	Oxnard St. to Vanowen St.	49	96	236
45	DeSoto Ave	Vanowen St. to Saticoy St.	37	75	185
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	42	65	196
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	87	192	471
48	DeSoto Ave	Nordhoff St to Lassen St..	80	117	378
49	DeSoto Ave	Lassen St. to Chatsworth St.	82	129	395
50	DeSoto Ave	Chatsworth St. to SR-118	14	29	69
51	Mason Ave	Victory Blvd to Sherman Way	58	98	322
52	Mason Ave	Sherman Way to Roscoe Blvd.	65	115	313
Total VHT - All Study Segments			3,547	7,459	17,720

TABLE 4.12-17:
VEHICLE MILES TRAVELED (VMT) BY PEAK PERIODS – 2035 NO PROJECT

Int #	Street Name	Location	AM (6am-9am)	PM (3pm-7pm)	24 Hour Total
1	Saticoy St	Canoga Ave to Mason Ave	955	2,048	4,548
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	266	496	1,391
3	Sherman Way	DeSoto Ave to Winnetka Ave	2,497	4,731	11,960
4	Sherman Way	Winnetka Ave to Tampa Ave	3,587	5,978	15,524
5	Sherman Way	Tampa Ave to Reseda Blvd	1,774	3,132	9,018
6	Sherman Way	Reseda Ave to White Oak Ave	1,211	2,142	5,784
7	Sherman Way	White Oak Ave to Balboa Blvd	5,015	9,281	24,333
8	Sherman Way	Balboa Blvd to Woodley Ave	3,980	7,904	20,380
9	Sherman Way	Woodley Ave to I-405	5,052	9,191	25,886
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	253	555	1,454
11	Vanowen St	DeSoto Ave to Winnetka Ave	512	1,319	2,667
12	Vanowen St	Winnetka Ave to Tampa Ave	857	1,962	3,937
13	Vanowen St	Tampa Ave to Reseda Blvd	2,028	4,747	9,013
14	Vanowen St	Reseda Ave to White Oak Ave	2,430	5,109	10,780
15	Vanowen St	White Oak Ave to Balboa Blvd	2,363	4,739	10,301
16	Vanowen St	Balboa Blvd to Woodley Ave	2,275	4,902	10,543
17	Vanowen St	Woodley Ave to I-405	2,286	4,404	9,608
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	892	1,727	4,948
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	1,173	2,073	5,876
20	Victory Blvd	DeSoto Ave to Winnetka Ave	4,224	7,605	20,990
21	Victory Blvd	Winnetka Ave to Tampa Ave	2,438	4,543	11,085
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	681	1,160	3,305
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	182	429	1,043
24	Oxnard St	DeSoto Ave to Winnetka Ave	770	1,487	3,565
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	492	763	2,721
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	633	1,041	3,109
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	1,190	2,087	5,867
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	810	1,893	4,459
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	2,766	6,434	14,328
30	Ventura Blvd	Winnetka Ave to Tampa Ave	3,030	5,832	13,946
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	579	936	3,298
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	884	1,471	5,168
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	580	909	3,373
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	2,237	3,551	12,482
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	2,263	3,755	12,178
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	2,960	5,118	15,834
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	3,115	4,591	15,514
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	3,781	6,126	19,508

TABLE 4.12-17:
VEHICLE MILES TRAVELED (VMT) BY PEAK PERIODS – 2035 NO PROJECT

Int #	Street Name	Location	AM (6am-9am)	PM (3pm-7pm)	24 Hour Total
39	Canoga Ave	Ventura Blvd to Oxnard St.	755	1,258	4,268
40	Canoga Ave	Oxnard St. to Vanowen St.	1,106	1,967	5,867
41	Canoga Ave	Vanowen St. to Saticoy St.	528	883	2,772
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	1,092	2,113	5,159
43	DeSoto Ave	Ventura Blvd to Oxnard St.	301	592	1,665
44	DeSoto Ave	Oxnard St. to Vanowen St.	1,055	1,771	5,010
45	DeSoto Ave	Vanowen St. to Saticoy St.	879	1,574	4,358
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	1,148	1,730	5,475
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	2,427	4,827	12,976
48	DeSoto Ave	Nordhoff St to Lassen St..	2,161	3,097	10,608
49	DeSoto Ave	Lassen St. to Chatsworth St.	2,459	3,730	12,200
50	DeSoto Ave	Chatsworth St. to SR-118	415	705	2,062
51	Mason Ave	Victory Blvd to Sherman Way	1,508	2,323	8,414
52	Mason Ave	Sherman Way to Roscoe Blvd.	1,846	3,119	8,935
Total VMT - All Study Segments			90,701	165,860	449,493

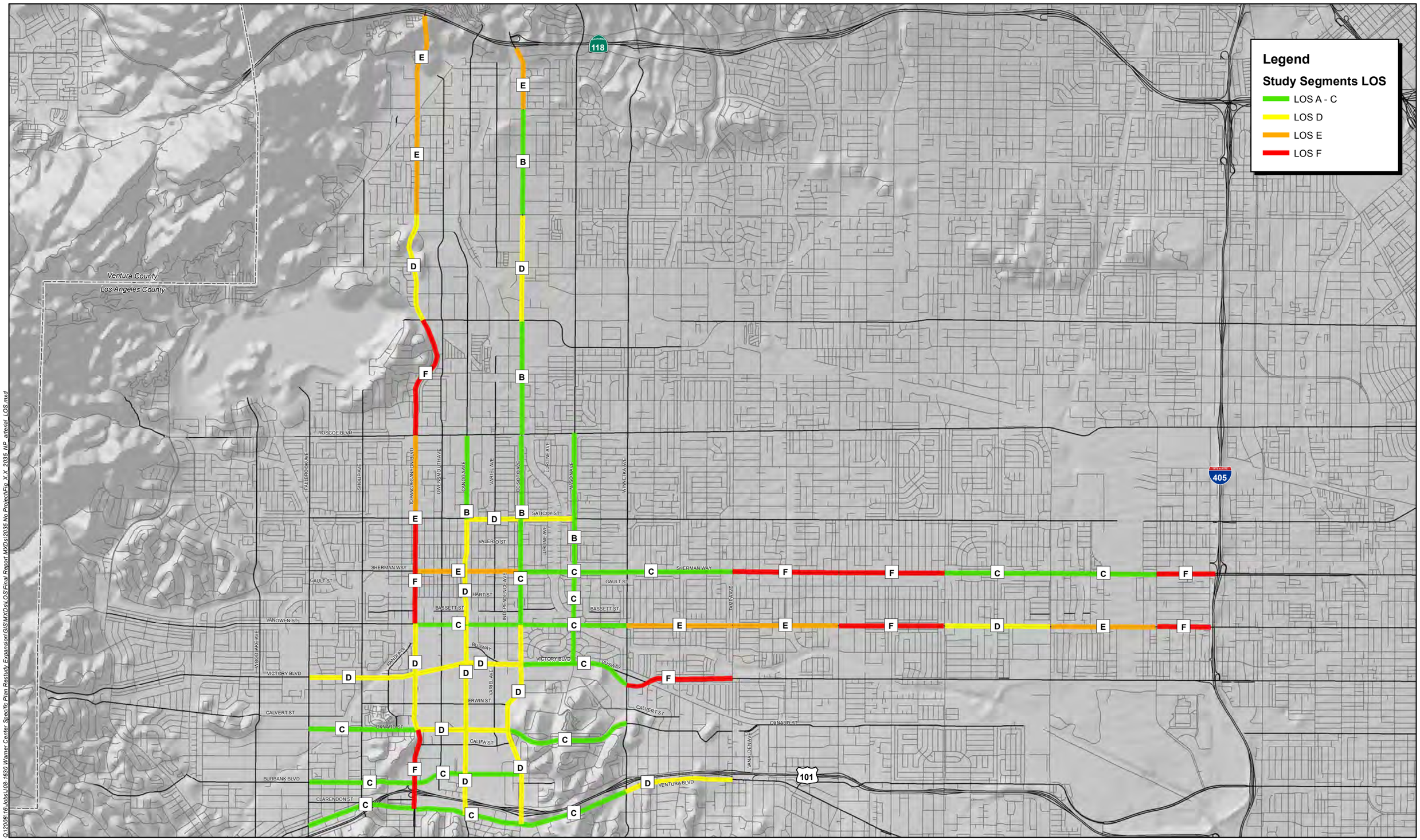

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Figure 4.12-12
2035 No Project Arterial LOS

2035 With Project Traffic Assessment

This section describes the 2035 With Project traffic assessment and the results of the corresponding traffic peak hour intersection and average daily traffic arterial segment analyses.

Project Development Assumptions

The 2035 With Project Condition represents the growth anticipated to occur within the WCRCCSP Area by year 2035 with the implementation of the WCRCCSP (see **Appendix A2**). The socioeconomic data (SED) inputs assumed for each SCAG Model TAZ in the 2035 With Project Condition is summarized in **Appendix G.6.**

Transit Program

A fundamental component of the WCRCCSP is the reduction of automobile trip generation through a combination of high-density, mixed-use development and a robust transit system to accommodate the forecasted transit demand.

Based on the modeling analysis and in conjunction with the TOD mode split assumptions of this study, a growth in transit demand of 6,740 PM peak hour transit trips is expected to occur between 2008 Existing conditions and the 2035 With Project conditions. To ensure a sufficient transit system for 2035 With Project conditions, the WCRCCSP includes funding for the incremental implementation of a new internal circulator system through a dedicated transit portion of a new WCRCCSP Mobility Fee that is proposed to be imposed on all (although numerous uses are exempted from the fee) development (the old trip fee was applied to the same spectrum of development and also included a transit component of 7.5%). The transit component of the Mobility Fee would allow for the incremental purchase and operating costs of a 40-bus circulator system as development occurs under the Specific Plan, and was developed in accordance with the projected growth in transit demand assumed for this analysis. The choice of buses to accommodate future WCRCCSP transit demand represents the most reasonably achievable system available at the time of this study. The bus circulator system assumed for 2035 With Project conditions does not preclude the use of other forms of transit to serve the WCRCCSP area, provided the projected growth in transit demand is accommodated.

In addition to the bus circulator, a new Metro Orange Line BRT terminal station is also included in the 2035 With Project conditions, extending service beyond the existing three stations. This 4th station would generally be located in the southeastern quadrant of the WCRCCSP area and is necessary to complete the TOD coverage of the WCRCCSP area as shown previously in **Figure 4.12-9** (all of Warner Center is being considered as a TOD area in the administration of the WCRCCSP). As with the local circulator system, the 4th Metro Orange Line was included in the transit component of the WCRCCSP Mobility Fee, in order to provide a reasonable means of completion of the projected WCRCCSP transit system

The complete transit demand forecasts and bus equivalency calculations are included in **Appendix G.3.**

Intersection Levels of Service Analysis

2035 Future Base intersection geometrics (see **Appendix G.1**) were assumed for the LOS analysis of the 2035 With Project condition. The final post-processed turning movement data is shown in **Appendix G.1**.

The complete LOS analysis worksheets are included in the **Appendix G.2** to this report. As the summary in **Table 4.12-18** shows, under PM peak 2035 With Project conditions, 93 intersections are projected to operate at the acceptable LOS D or better, 20 are project at LOS E and 39 would be failing with LOS. **Table 4.12-19** presents the 2035 With Project operating conditions for the AM and PM peak hours at the 152 study intersections. **Figures 4.12-13** and **4.12-14** display the intersections and corresponding LOS.

TABLE 4.12-18:
2035 WITH PROJECT INTERSECTION PEAK HOUR LOS SUMMARY

Peak Hour	Total Intersections in Each LOS Category					
	A	B	C	D	E	F
AM	41	24	26	24	19	18
PM	28	21	20	24	20	39

TABLE 4.12-19
2035 WITH PROJECT INTERSECTION PEAK HOUR OPERATING CONDITIONS

Int #	Name	AM		PM	
		LOS	V/C	LOS	V/C
1	**Topanga Canyon Blvd and Vanowen St**	D	0.820	**F**	**1.154**
2	Canoga Ave and Vanowen St	E	0.935	E	0.910
3	**De Soto Ave and Vanowen St**	E	0.913	**F**	**1.191**
4	**Topanga Canyon Blvd and Victory Blvd**	D	0.851	**F**	**1.154**
5	**Canoga Ave and Victory Blvd**	**C**	**0.785**	**F**	**1.087**
6	**De Soto Ave and Victory Blvd**	E	0.997	**F**	**1.158**
7	Topanga Canyon Blvd and Erwin St	C	0.701	D	0.861
8	Owensmouth Ave and Erwin St	C	0.753	E	0.980
9	Canoga Ave and Erwin St	B	0.697	E	0.919
10	Variel Ave and Erwin St	A	0.489	A	0.535
11	De Soto Ave and Erwin St	C	0.769	B	0.637
12	**Topanga Canyon Blvd and Oxnard St**	C	0.794	**F**	**1.064**
13	Canoga Ave and Oxnard St	B	0.662	D	0.824
14	De Soto Ave and Oxnard St	E	0.928	D	0.804
15	Topanga Canyon Blvd and Califa St	A	0.566	C	0.764
16	Owensmouth Ave and Califa St	A	0.400	A	0.541
17	Canoga Ave and Califa St	B	0.636	C	0.767
18	De Soto Ave and Califa St	D	0.868	C	0.779
19	101 Ventura Fwy WB and Burbank Blvd	B	0.618	B	0.613
20	**Topanga Canyon Blvd and Burbank Blvd**	E	0.912	**F**	**1.013**
21	Owensmouth Ave and Burbank Blvd	B	0.637	D	0.852
22	Canoga Ave and Burbank Blvd	D	0.860	D	0.884
23	De Soto Ave and Burbank Blvd (N)	C	0.768	C	0.788
24	Canoga Ave and 101 Ventura Fwy WB	B	0.651	B	0.606
25	De Soto Ave 101 Ventura Fwy WB	C	0.795	D	0.833
26	Canoga Ave and 101 Ventura Fwy EB	A	0.390	A	0.580
27	De Soto Ave and 101 Ventura Fwy EB	D	0.891	C	0.710
28	**Topanga Canyon Blvd and Nordhoff St**	D	0.886	**F**	**1.041**

TABLE 4.12-19
2035 WITH PROJECT INTERSECTION PEAK HOUR OPERATING CONDITIONS

Int #	Name	AM		PM	
		LOS	V/C	LOS	V/C
29	**Topanga Canyon Blvd and Roscoe Blvd**	**F**	**1.360**	**F**	**1.449**
30	**Topanga Canyon Blvd and Saticoy St**	**F**	**1.032**	**F**	**1.326**
31	**Shoup Ave and Sherman Way**	D	0.881	**F**	**1.002**
32	**Topanga Canyon Blvd and Sherman Way**	**F**	**1.316**	**F**	**1.235**
33	Owensmouth Ave and Sherman Way	C	0.788	D	0.830
34	**Canoga Ave and Sherman Way**	D	0.865	**F**	**1.238**
35	**De Soto Ave and Sherman Way**	E	0.904	**F**	**1.281**
36	Fallbrook Ave and Vanowen St	D	0.849	E	0.955
37	Shoup Ave and Vanowen St	D	0.821	E	0.905
38	Owensmouth Ave and Vanowen St	D	0.900	E	0.928
39	Variel Ave and Vanowen St	A	0.570	D	0.812
40	Topanga Canyon Blvd and Kittridge St	A	0.491	C	0.757
41	Woodlake Ave and Victory Blvd	D	0.880	D	0.878
42	**Fallbrook Ave and Victory Blvd**	D	0.846	**F**	**1.023**
43	**Shoup Ave and Victory Blvd**	**F**	**1.037**	**F**	**1.073**
44	Westfield Way (Pvt) and Victory Blvd	A	0.310	B	0.659
45	**Owensmouth Ave and Victory Blvd**	D	0.828	**F**	**1.042**
46	Variel Ave and Victory Blvd	D	0.807	E	0.999
47	**Mason Ave and Victory Blvd**	E	0.977	**F**	**1.082**
48	Owensmouth Ave and Canyon Creek Dr	B	0.691	D	0.825
49	Shoup Ave and Erwin St	B	0.634	E	0.957
50	**Shoup Ave and Oxnard St**	**F**	**1.268**	**F**	**1.156**
51	Owensmouth Ave and Oxnard St	B	0.617	B	0.605
52	Shoup Ave and Burbank Blvd	B	0.626	D	0.838
53	**Shoup Ave and Ventura Blvd**	**F**	**1.036**	**F**	**1.346**
54	**101 Ventura Fwy EB and Ventura Blvd**	E	0.907	**F**	**1.079**
55	Topanga Canyon Blvd and 101 Fwy WB	B	0.628	D	0.848
56	**Topanga Canyon Blvd and Ventura Blvd**	E	0.959	**F**	**1.228**
57	Canoga Ave and Ventura Blvd	C	0.750	D	0.899
58	**De Soto Ave/Serrania Ave and Ventura Bl**	E	0.942	**F**	**1.058**
59	Topanga Canyon Blvd and Martinez St	A	0.589	B	0.656
60	Canoga Ave and Rocketdyne Dwy (Pvt)	A	0.577	A	0.595
61	De Soto Ave and Kittridge St	C	0.798	C	0.740
62	Topanga Canyon Blvd and Village Dwy	A	0.517	A	0.552
63	Canoga Ave and Trillium Dwy (Pvt)	A	0.526	C	0.725
64	De Soto Ave and Serrania Ave	B	0.674	A	0.586
65	Canoga Ave and Warner Ranch Rd (Pvt)	C	0.729	A	0.600
66	De Soto Ave and Burbank Bl /Kaiser Dwy	C	0.707	B	0.682
67	Owensmouth Ave and Promenade Dwy	A	0.349	A	0.370
68	Owensmouth Ave and West Valley Way	A	0.582	B	0.649
69	Canoga Ave and Busway	A	0.488	A	0.474
70	AMC Dwy and Oxnard St	A	0.451	C	0.794
71	Eton Ave and Vanowen St	B	0.608	D	0.859
72	Independence Ave and Vanowen St	B	0.621	D	0.814
73	Variel Ave and Kittridge St	A	0.255	A	0.297
74	Variel Ave and Oxnard St	A	0.562	C	0.783
75	Variel Ave and Califa St	A	0.375	A	0.439
76	Warner Center Lane and Burbank Blvd	A	0.381	A	0.370
77	De Soto Ave and Clark St	E	0.985	B	0.693
78	Warner Ranch Rd (Pvt) and Burbank Blvd	A	0.260	A	0.381
79	Owensmouth Ave and Marylee St	A	0.249	A	0.331
80	Topanga Canyon Blvd and Marylee St	A	0.477	B	0.604
81	Topanga Canyon Blvd and Calvert St	B	0.632	C	0.734
82	Topanga Canyon Blvd and Bassett St	A	0.563	B	0.626
83	Randi Ave and Victory Blvd	A	0.534	A	0.546

TABLE 4.12-19
2035 WITH PROJECT INTERSECTION PEAK HOUR OPERATING CONDITIONS

		AM		PM	
Int #	**Name**	**LOS**	**V/C**	**LOS**	**V/C**
84	Glade Ave and Erwin St	A	0.334	A	0.408
85	Randi Ave/Nevada Ave and Erwin St	A	0.270	A	0.354
86	**Topanga Canyon Blvd and Clarendon St**	D	0.836	**F**	**1.217**
87	Jordan Ave and Sherman Way	B	0.642	C	0.763
88	Remmet Ave and Sherman Way	A	0.515	C	0.769
89	Variel Ave and Sherman Way	C	0.749	D	0.831
90	Owensmouth Ave and Gault St	A	0.396	B	0.623
91	Owensmouth Ave and Hart St	A	0.515	C	0.769
92	De Soto Ave and Hart St	A	0.567	A	0.550
93	Mason Ave and Vanowen St	E	0.914	D	0.886
94	Don Pio Dr and Ventura Blvd	B	0.663	C	0.709
95	Owensmouth Ave and Saticoy St	D	0.891	E	0.996
96	Canoga Ave and Saticoy St	D	0.818	E	0.989
97	Variel Ave and Saticoy St	B	0.685	B	0.666
98	**De Soto Ave and Saticoy St**	**F**	**1.099**	**F**	**1.135**
99	Shoup Ave and Valerio St	A	0.472	A	0.475
100	Topanga Canyon Blvd and Valerio St	C	0.717	C	0.768
101	Canoga Ave and Valerio St	C	0.785	B	0.697
102	Lurline Ave and Sherman Way	A	0.502	A	0.513
103	**Mason Ave and Sherman Way**	E	0.958	**F**	**1.088**
104	Owensmouth Ave and Wyandotte St	A	0.304	A	0.423
105	Sale Ave and Vanowen St	A	0.401	A	0.360
106	**Winnetka Ave and Vanowen St**	E	1.000	**F**	**1.194**
107	Sale Ave and Victory Blvd	A	0.396	A	0.508
108	**Winnetka Ave and Victory Blvd**	**F**	**1.059**	**F**	**1.189**
109	Winnetka Ave and Busway	A	0.366	A	0.589
110	Fallbrook Ave and Oxnard St	B	0.682	C	0.732
111	Winnetka Ave and Calvert St	C	0.733	B	0.612
112	**Winnetka Ave and Oxnard St**	**F**	**1.017**	E	0.988
113	Fallbrook Ave and Burbank Blvd	C	0.793	C	0.768
114	Winnetka Ave and Hatteras St	A	0.455	A	0.592
115	Winnetka Ave and Clark St	B	0.641	B	0.669
116	Winnetka Ave and 101 Ventura Fwy WB	B	0.627	B	0.665
117	Winnetka Ave and 101 Ventura Fwy EB	C	0.719	D	0.844
118	**Winnetka Ave and Ventura Blvd**	E	0.909	**F**	**1.068**
119	Sale Ave and Ventura Blvd	A	0.295	A	0.600
120	**Topanga Canyon Blvd and Mullholland Dr**	**F**	**1.041**	**F**	**1.013**
121	**Fallbrook Ave and Ventura Blvd**	**F**	**1.027**	**F**	**1.308**
122	Woodlake Ave/101 Fwy WB/Ventura Bl	C	0.730	D	0.867
123	**Tampa Ave and Ventura Blvd**	**F**	**1.011**	E	0.910
124	Tampa Ave and 101 Ventura Fwy EB	A	0.446	B	0.651
125	Tampa Ave and 101 Ventura Fwy WB	C	0.748	B	0.668
126	Vanalden Ave/101 Fwy EB and Ventura Bl	E	0.912	D	0.840
127	Topham St/Busway and Victory Blvd	E	0.984	E	0.924
128	**Corbin Ave and Victory Blvd**	**F**	**1.073**	**F**	**1.114**
129	**Tampa Ave and Victory Blvd**	**F**	**1.026**	**F**	**1.178**
130	**Burbank Blvd and Ventura Blvd**	**F**	**1.379**	**F**	**1.174**
131	Reseda Blvd and Burbank Blvd	C	0.764	E	0.933
132	Reseda Blvd and 101 Ventura Fwy EB	A	0.474	C	0.750
133	Reseda Blvd and 101 Ventura Fwy Wb	C	0.734	C	0.746
134	101 Ventura Fwy EB and Burbank Blvd	B	0.618	B	0.659
135	Canoga Ave and Nordhoff St	C	0.798	D	0.839
136	**De Soto Ave and Nordhoff St**	**F**	**1.046**	E	0.977
137	**Topanga Canyon Blvd and Parthenia St**	E	0.921	**F**	**1.020**
138	Canoga Ave and Parthenia St	C	0.743	E	0.948

TABLE 4.12-19
2035 WITH PROJECT INTERSECTION PEAK HOUR OPERATING CONDITIONS

		AM		PM	
Int #	**Name**	**LOS**	**V/C**	**LOS**	**V/C**
139	De Soto Ave and Parthenia St	D	0.890	E	0.928
140	**Fallbrook Ave and Roscoe Blvd**	D	0.883	**F**	**1.117**
141	Shoup Ave and Roscoe Blvd	D	0.887	E	0.908
142	Canoga Ave and Roscoe Blvd	C	0.758	E	0.910
143	De Soto Ave and Roscoe Blvd	C	0.784	D	0.882
144	Mason Ave and Roscoe Blvd	D	0.848	D	0.849
145	Winnetka Ave and Roscoe Blvd	D	0.839	E	0.941
146	Fallbrook Ave and Saticoy St	B	0.622	B	0.642
147	Shoup Ave and Saticoy St	B	0.626	A	0.583
148	**Mason Ave and Saticoy St**	**F**	**1.025**	**F**	**1.065**
149	**Winnetka Ave and Saticoy St**	E	0.908	**F**	**1.001**
150	Fallbrook Av and Sherman Way	D	0.810	D	0.833
151	**Winnetka Ave and Sherman Way**	**F**	**1.099**	**F**	**1.256**
152	Woodlake Ave and Burbank Blvd	A	0.408	A	0.267

Note: Locations exceeding their operational capacity (LOS F) are shown in **bold**.

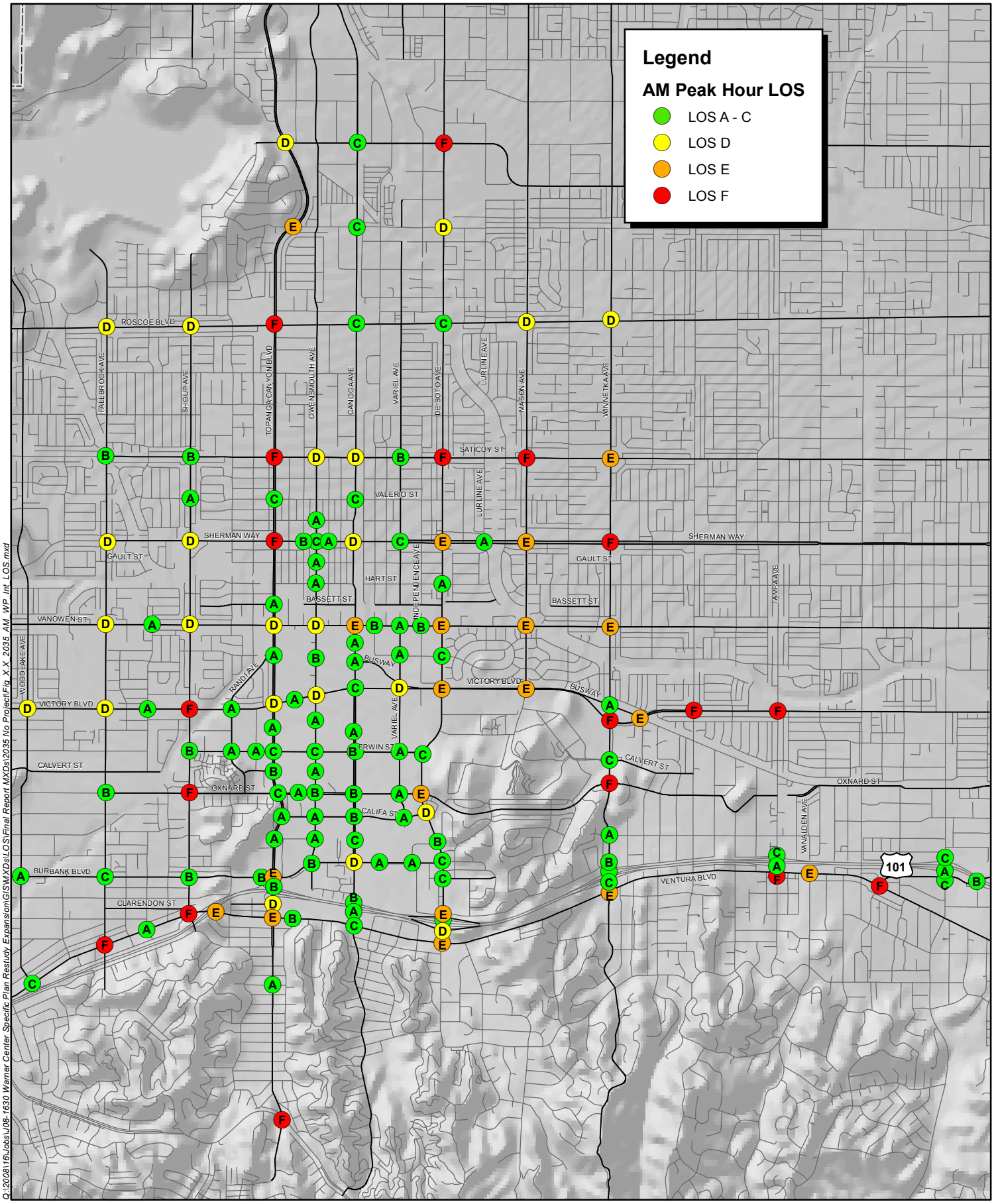

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Figure 4.12-13
Year 2035 AM with Project Intersection LOS

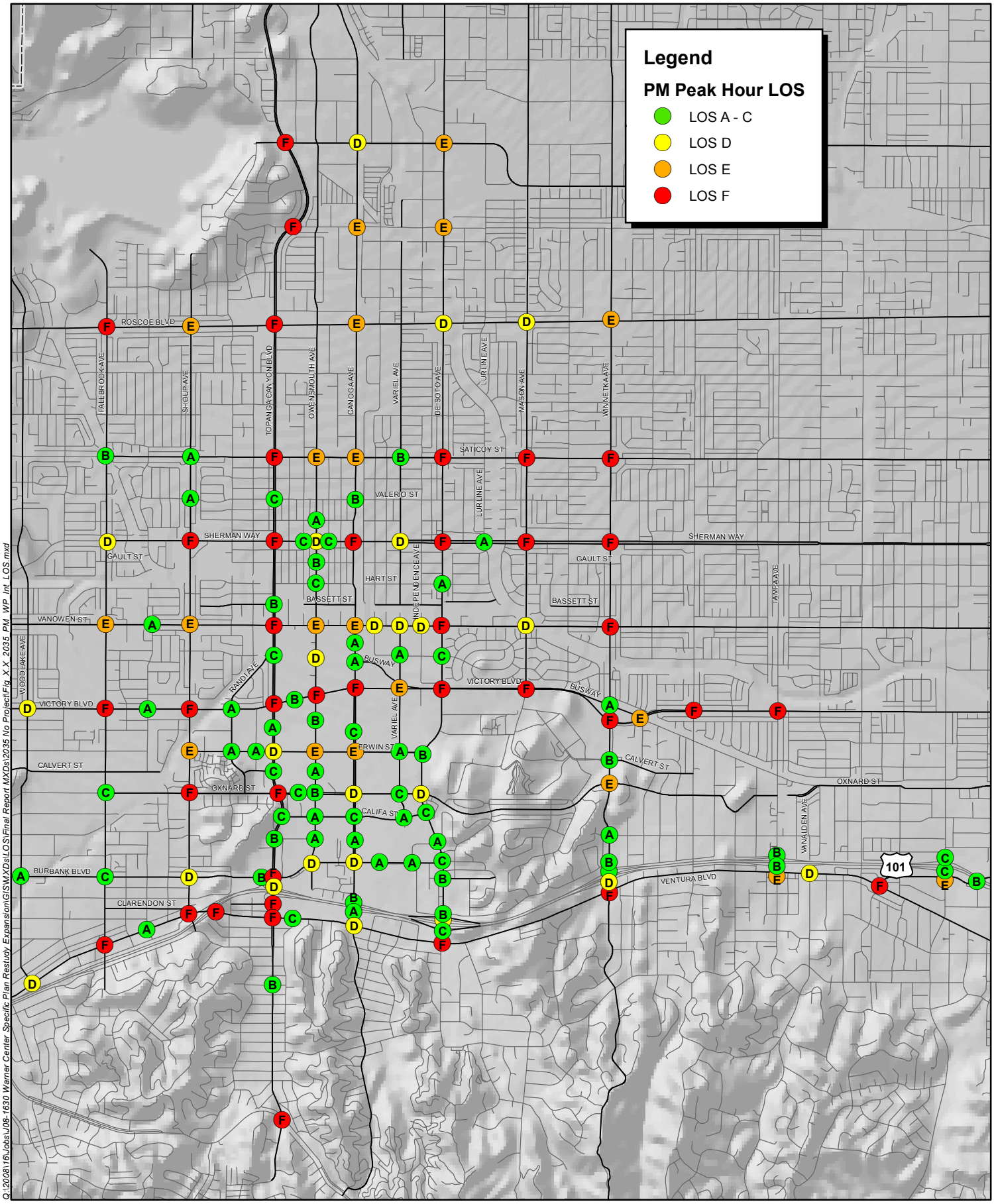

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Figure 4.12-14
2035 PM with Project
Intersection LOS

Arterial Segment Average Daily Traffic Levels of Service

Among the 52 existing study segments, 32 are projected to operate at the acceptable LOS D or better, seven are projected at LOS E and 13 and would be failing with LOS F. **Table 4.12-20** presents the 2035 With Project average daily traffic operating conditions for the 52 study segments. **Figure 4.12-15** displays the segments and corresponding LOS.

TABLE 4.12-20:
2035 WITH PROJECT AVERAGE DAILY TRAFFIC OPERATING CONDITIONS

Seg #	Street Name	Segment Location	ADT (1,000's)	LOS
1	Saticoy St	Canoga Ave to Mason Ave	30.0	D
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	29.9	D
3	Sherman Way	DeSoto Ave to Winnetka Ave	39.7	C
4	Sherman Way	Winnetka Ave to Tampa Ave	35.5	C
5	**Sherman Way**	**Tampa Ave to Reseda Blvd**	**38.6**	**F**
6	**Sherman Way**	**Reseda Ave to White Oak Ave**	**34.7**	**F**
7	Sherman Way	White Oak Ave to Balboa Blvd	35.7	C
8	Sherman Way	Balboa Blvd to Woodley Ave	39.3	C
9	**Sherman Way**	**Woodley Ave to I-405**	**57.0**	**F**
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	27.3	D
11	Vanowen St	DeSoto Ave to Winnetka Ave	33.8	C
12	**Vanowen St**	**Winnetka Ave to Tampa Ave**	**35.4**	**F**
13	**Vanowen St**	**Tampa Ave to Reseda Blvd**	**35.3**	**F**
14	**Vanowen St**	**Reseda Ave to White Oak Ave**	**40.1**	**F**
15	Vanowen St	White Oak Ave to Balboa Blvd	30.1	D
16	Vanowen St	Balboa Blvd to Woodley Ave	38.4	E
17	**Vanowen St**	**Woodley Ave to I-405**	**37.7**	**F**
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	29.1	D
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	47.5	D
20	Victory Blvd	DeSoto Ave to Winnetka Ave	54.2	E
21	**Victory Blvd**	**Winnetka Ave to Tampa Ave**	**42.0**	**F**
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	7.7	C
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	22.8	D
24	Oxnard St	DeSoto Ave to Winnetka Ave	9.4	C
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	9.0	C
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	19.6	C
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	36.8	C
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	36.4	C
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	38.2	C
30	Ventura Blvd	Winnetka Ave to Tampa Ave	38.6	D
31	**Topanga Canyon Blvd**	**Ventura Blvd to Oxnard St.**	**66.3**	**F**
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	51.0	E
33	**Topanga Canyon Blvd**	**Vanowen St. to Saticoy St.**	**47.2**	**F**
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	44.4	E
35	**Topanga Canyon Blvd**	**Roscoe Blvd to Nordhoff St**	**48.2**	**F**
36	Topanga Canyon Blvd	Nordhoff St to Lassen St.	47.3	D
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	49.0	E
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	48.5	E
39	**Canoga Ave**	**Ventura Blvd to Oxnard St.**	**49.3**	**F**
40	Canoga Ave	Oxnard St. to Vanowen St.	39.0	D
41	**Canoga Ave**	**Vanowen St. to Saticoy St.**	**34.8**	**F**
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	29.2	B
43	DeSoto Ave	Ventura Blvd to Oxnard St.	45.3	D

TABLE 4.12-20:
2035 WITH PROJECT AVERAGE DAILY TRAFFIC OPERATING CONDITIONS

Seg #	Street Name	Segment Location	ADT (1,000's)	LOS
44	DeSoto Ave	Oxnard St. to Vanowen St.	47.1	E
45	DeSoto Ave	Vanowen St. to Saticoy St.	41.6	D
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	34.8	B
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	37.7	B
48	DeSoto Ave	Nordhoff St to Lassen St.	40.5	D
49	DeSoto Ave	Lassen St. to Chatsworth St.	43.2	B
50	DeSoto Ave	Chatsworth St. to SR-118	49.9	E
51	Mason	Victory Blvd to Sherman Way	18.7	C
52	Mason	Sherman Way to Roscoe Blvd.	25.7	B

Note: Locations exceeding their operational capacity (LOS F) are shown in **bold**.

2035 With Project Arterial Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT)

2035 With Project VMT and VHT levels were modeled using the modified SCAG Model for comparison with Existing and 2035 No Project scenarios. When compared to existing levels, 2035 With Project Daily VMT grows by 49,448 vehicle miles, or 11.58 percent. 2035 With Project Daily VHT grows by 2,588 vehicle hours or 15.67 percent.

As a result of increased development in Warner Center under the WCRCCSP, the 2035 With Project conditions are anticipated to generate slightly more than double the growth in VMT and VHT of the 2035 No Project conditions.

According to development assumptions, Existing 2008 development totals 25,191,350 square feet, while the 2035 No Project development levels are anticipated to reach 31,173,269 square feet, and 2035 With Project (WCRCCSP anticipated buildout) is anticipated to be 62,677,798 square feet. In comparing development square footage growth to corresponding VMH/VHT growth, a 23.75 percent increase in development for the No Project condition results in a 5.25 and 7.28 percent growth in VMT and VHT, respectively. The 2035 With Project condition would experience greater development growth (148 percent over existing conditions), and would result in VMT and VHT growth of that would not increase proportionately to the anticipated increase in development -- 11.58 percent and 15.67 percent, respectively.

This comparison highlights the increased efficiency achieved by the anticipated new development under the WCRCCSP. 2035 With Project growth in development is more than six times that of 2035 No Project, yet results in only about twice the VMT/VHT growth. This increase in efficiency is a direct benefit of the high-density mixed-use development of the anticipated WCRCCSP buildout. It indicates that trips generated by WCRCCSP development are far shorter in both distance and time spent traveling than those generated without WCRCCSP update (No Project conditions, and Existing 2008 conditions).

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Table 4.12-21 and **Table 4.12-22** show 2035 With Project VHT and VMT, respectively.

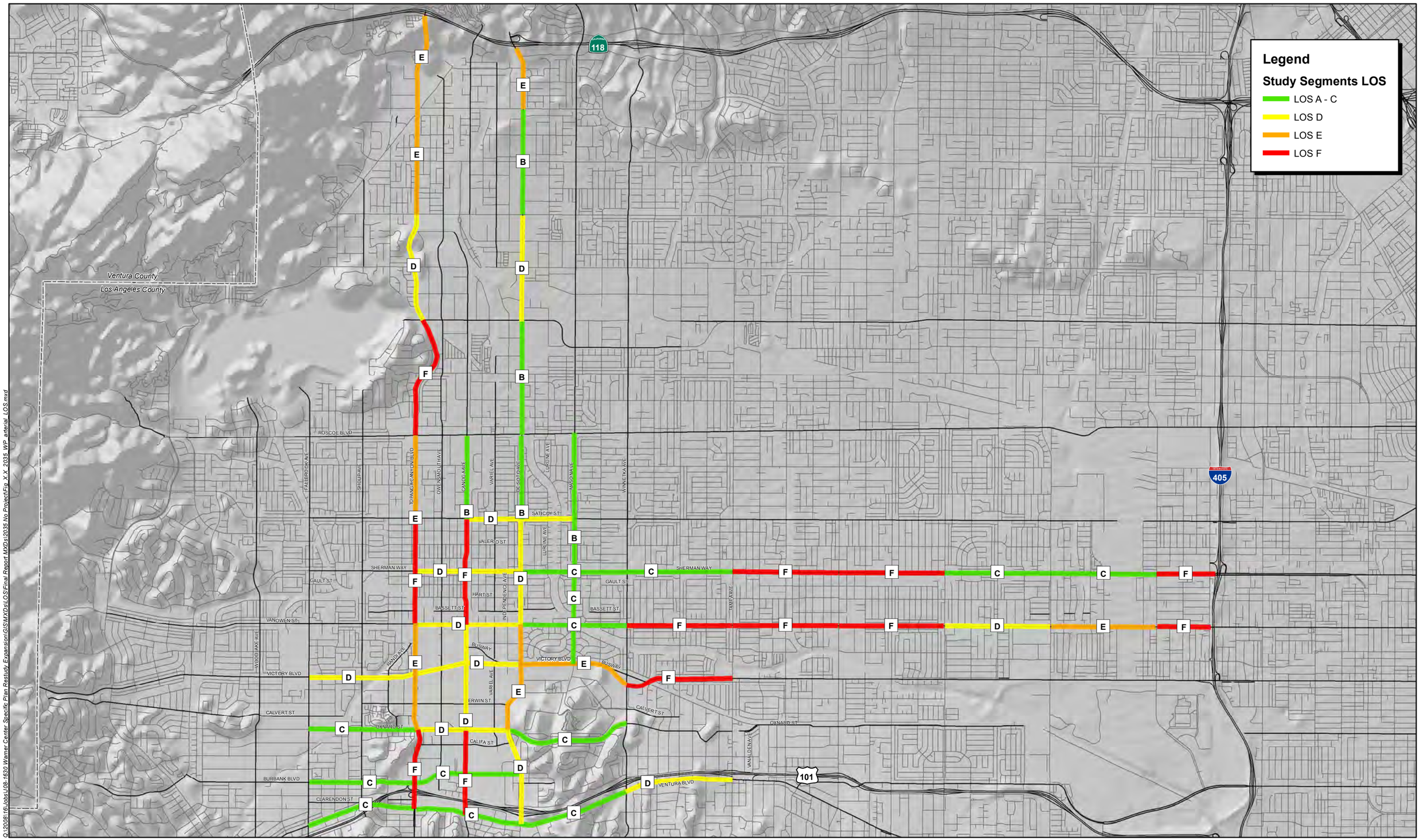

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Figure 4.12-15
2035 With Project Arterial Segment LOS

TABLE 4.12-21:
VEHICLE HOURS TRAVELED (VHT) BY PEAK PERIODS – 2035 WITH PROJECT

Int #	Street Name	Location	AM (6am-9am)	PM (3pm-7pm)	24 Hour Total
1	Saticoy St	Canoga Ave to Mason Ave	36	87	176
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	9	20	50
3	Sherman Way	DeSoto Ave to Winnetka Ave	96	202	461
4	Sherman Way	Winnetka Ave to Tampa Ave	142	248	605
5	Sherman Way	Tampa Ave to Reseda Blvd	74	160	381
6	Sherman Way	Reseda Ave to White Oak Ave	55	130	273
7	Sherman Way	White Oak Ave to Balboa Blvd	189	409	935
8	Sherman Way	Balboa Blvd to Woodley Ave	166	392	875
9	Sherman Way	Woodley Ave to I-405	230	498	1,183
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	12	26	66
11	Vanowen St	DeSoto Ave to Winnetka Ave	28	73	134
12	Vanowen St	Winnetka Ave to Tampa Ave	37	92	176
13	Vanowen St	Tampa Ave to Reseda Blvd	83	224	393
14	Vanowen St	Reseda Ave to White Oak Ave	95	236	447
15	Vanowen St	White Oak Ave to Balboa Blvd	92	209	412
16	Vanowen St	Balboa Blvd to Woodley Ave	106	290	533
17	Vanowen St	Woodley Ave to I-405	101	230	447
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	44	95	247
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	66	137	343
20	Victory Blvd	DeSoto Ave to Winnetka Ave	212	439	1,056
21	Victory Blvd	Winnetka Ave to Tampa Ave	97	202	448
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	36	67	173
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	11	27	67
24	Oxnard St	DeSoto Ave to Winnetka Ave	40	94	194
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	25	51	142
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	31	52	138
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	55	93	252
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	32	99	197
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	120	337	662
30	Ventura Blvd	Winnetka Ave to Tampa Ave	146	354	702
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	29	51	160
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	42	79	244
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	25	43	144
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	83	132	446
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	76	139	391
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	135	268	670
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	120	178	560
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	137	241	681
39	Canoga Ave	Ventura Blvd to Oxnard St.	32	61	190
40	Canoga Ave	Oxnard St. to Vanowen St.	54	98	276
41	Canoga Ave	Vanowen St. to Saticoy St.	27	46	134
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	52	101	234
43	DeSoto Ave	Ventura Blvd to Oxnard St.	16	31	83
44	DeSoto Ave	Oxnard St. to Vanowen St.	58	110	276
45	DeSoto Ave	Vanowen St. to Saticoy St.	46	89	225
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	44	70	206
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	97	204	502
48	DeSoto Ave	Nordhoff St to Lassen St..	84	121	389
49	DeSoto Ave	Lassen St. to Chatsworth St.	84	133	402
50	DeSoto Ave	Chatsworth St. to SR-118	14	31	71
51	Mason Ave	Victory Blvd to Sherman Way	60	103	330
52	Mason Ave	Sherman Way to Roscoe Blvd.	69	119	323
Total VHT - All Study Segments			3,850	8,021	19,105

TABLE 4.12-22
VEHICLE MILES TRAVELED (VMT) BY PEAK PERIODS – 2035 WITH PROJECT

Int #	Street Name	Location	AM (6am-9am)	PM (3pm-7pm)	24 Hour Total
1	Saticoy St	Canoga Ave to Mason Ave	986	2,078	4,624
2	Sherman Way	Topanga Canyon Blvd to DeSoto Ave	260	495	1,369
3	Sherman Way	DeSoto Ave to Winnetka Ave	2,717	5,018	12,754
4	Sherman Way	Winnetka Ave to Tampa Ave	3,804	6,146	16,434
5	Sherman Way	Tampa Ave to Reseda Blvd	1,821	3,208	9,215
6	Sherman Way	Reseda Ave to White Oak Ave	1,235	2,165	5,887
7	Sherman Way	White Oak Ave to Balboa Blvd	5,040	9,406	24,590
8	Sherman Way	Balboa Blvd to Woodley Ave	4,020	7,990	20,631
9	Sherman Way	Woodley Ave to I-405	5,084	9,213	26,042
10	Vanowen St	Topanga Canyon Blvd to DeSoto Ave	300	607	1,661
11	Vanowen St	DeSoto Ave to Winnetka Ave	672	1,542	3,125
12	Vanowen St	Winnetka Ave to Tampa Ave	1,001	2,135	4,511
13	Vanowen St	Tampa Ave to Reseda Blvd	2,179	4,947	9,639
14	Vanowen St	Reseda Ave to White Oak Ave	2,502	5,250	11,134
15	Vanowen St	White Oak Ave to Balboa Blvd	2,431	4,836	10,539
16	Vanowen St	Balboa Blvd to Woodley Ave	2,312	4,990	10,705
17	Vanowen St	Woodley Ave to I-405	2,298	4,487	9,754
18	Victory Blvd	Fallbrook Street to Topanga Canyon Blvd	1,031	1,988	5,787
19	Victory Blvd	Topanga Canyon Blvd to DeSoto Ave	1,671	2,986	8,543
20	Victory Blvd	DeSoto Ave to Winnetka Ave	5,064	8,829	25,140
21	Victory Blvd	Winnetka Ave to Tampa Ave	2,575	4,792	11,736
22	Oxnard St	Fallbrook Street to Topanga Canyon Blvd	794	1,337	3,844
23	Oxnard St	Topanga Canyon Blvd to DeSoto Ave	269	576	1,591
24	Oxnard St	DeSoto Ave to Winnetka Ave	856	1,683	4,054
25	Burbank Blvd	Fallbrook Street to Topanga Canyon Blvd	507	791	2,753
26	Burbank Blvd	Topanga Canyon Blvd to DeSoto Ave	663	1,042	3,048
27	Ventura Blvd	Fallbrook Street to Topanga Canyon Blvd	1,282	2,158	6,155
28	Ventura Blvd	Topanga Canyon Blvd to DeSoto Ave	814	1,982	4,588
29	Ventura Blvd	DeSoto Ave to Winnetka Ave	2,996	6,906	15,312
30	Ventura Blvd	Winnetka Ave to Tampa Ave	3,041	5,857	13,897
31	Topanga Canyon Blvd	Ventura Blvd to Oxnard St.	665	1,070	3,801
32	Topanga Canyon Blvd	Oxnard St. to Vanowen St.	970	1,668	5,946
33	Topanga Canyon Blvd	Vanowen St. to Saticoy St.	612	966	3,602
34	Topanga Canyon Blvd	Saticoy St. to Roscoe Blvd.	2,345	3,653	13,096
35	Topanga Canyon Blvd	Roscoe Blvd to Nordhoff St	2,310	3,759	12,287
36	Topanga Canyon Blvd	Nordhoff St to Lassen St..	3,015	5,166	16,266
37	Topanga Canyon Blvd	Lassen St. to Chatsworth St.	3,225	4,685	16,048
38	Topanga Canyon Blvd	Chatsworth St. to SR-118	3,930	6,221	20,250
39	Canoga Ave	Ventura Blvd to Oxnard St.	844	1,443	4,939
40	Canoga Ave	Oxnard St. to Vanowen St.	1,356	2,309	7,194
41	Canoga Ave	Vanowen St. to Saticoy St.	601	962	3,078
42	Canoga Ave	Saticoy St. to Roscoe Blvd.	1,280	2,344	5,755
43	DeSoto Ave	Ventura Blvd to Oxnard St.	398	719	2,059
44	DeSoto Ave	Oxnard St. to Vanowen St.	1,154	1,912	5,624
45	DeSoto Ave	Vanowen St. to Saticoy St.	1,073	1,802	5,135
46	DeSoto Ave	Saticoy St. to Roscoe Blvd.	1,194	1,830	5,708
47	DeSoto Ave	Roscoe Blvd to Nordhoff St	2,652	5,032	13,631
48	DeSoto Ave	Nordhoff St to Lassen St..	2,246	3,190	10,863
49	DeSoto Ave	Lassen St. to Chatsworth St.	2,500	3,795	12,343
50	DeSoto Ave	Chatsworth St. to SR-118	417	719	2,073
51	Mason Ave	Victory Blvd to Sherman Way	1,539	2,417	8,618
52	Mason Ave	Sherman Way to Roscoe Blvd.	1,929	3,203	9,159
Total VMT - All Study Segments			96,480	174,305	476,537

Project Traffic Impacts

Intersection Levels of Service (Peak Hour)

Using the thresholds of significance identified above, the 2035 With Project intersection operating conditions were evaluated as compared to the 2035 Without Project conditions. Out of 152 study intersections, 87 intersections are projected to have traffic impacts as a result of the project before physical mitigation measures are applied. Of the 87 intersection impact locations, 44 would have impacts in both the AM and PM peak hours, seven locations would have only AM peak hour impacts, and 36 locations would have impacts in only the PM peak hour. In total, 28 intersection impacts are located within the boundaries of the WCRCCSP area, while 59 locations are outside of the WCRCCSP boundaries.

Table 4.12-23 and **Figure 4.12-16** identify project intersection impacts based on the thresholds of significance.

Arterial Levels of Service (Daily)

Using the thresholds of significance, the 2035 With Project arterial operating conditions were evaluated as compared to the 2035 Without Project condition. Out of 52 study segments, four segments are projected to have traffic impacts as a result of the project, before physical mitigation measures are applied. In relation to the WCRCCSP area, the four arterial segments with significant project impacts are located both inside and outside of its boundaries. Two impacts are located within the WCRCCSP area (#39 and #41), and two are located outside of the WCRCCSP area (#12, #13). (Tthe boundaries of the proposed WCRCCSP would extend from Vanowen Street to the LA River.)

Table 4.12-24 and **Figure 4.12-17** identify project arterial impacts based on the thresholds of significance.

TABLE 4.12-23:
PROJECT INTERSECTION TRAFFIC IMPACTS BEFORE MITIGATION

		AM Peak Hour				PM Peak Hour				
ID	Intersection Name	2035 AM No Project V/C	2035 AM With Project V/C	Project Share AM V/C	AM Peak Project Impact?	2035 PM No Project V/C	2035 PM With Project V/C	Project Share PM V/C	PM Peak Project Impact? (Y/N)	Overall Project Impact? (Y/N)
1	**Topanga Canyon Blvd and Vanowen St**	0.754	0.820	0.066	**YES**	1.089	1.154	0.065	**YES**	**YES**
2	**Canoga Ave and Vanowen St**	0.845	0.935	0.090	**YES**	0.858	0.910	0.052	**YES**	**YES**
3	**De Soto Ave and Vanowen St**	0.831	0.913	0.082	**YES**	1.104	1.191	0.087	**YES**	**YES**
4	**Topanga Canyon Blvd and Victory Blvd**	0.808	0.851	0.043	**YES**	1.005	1.154	0.149	**YES**	**YES**
5	**Canoga Ave and Victory Blvd**	0.652	0.785	0.133	**YES**	0.929	1.087	0.158	**YES**	**YES**
6	**De Soto Ave and Victory Blvd**	0.791	0.997	0.206	**YES**	0.960	1.158	0.198	**YES**	**YES**
7	**Topanga Canyon Blvd and Erwin St**	0.591	0.701	0.110	NO	0.789	0.861	0.072	**YES**	**YES**
8	**Owensmouth Ave and Erwin St**	0.502	0.753	0.251	**YES**	0.650	0.980	0.330	**YES**	**YES**
9	**Canoga Ave and Erwin St**	0.578	0.697	0.119	NO	0.740	0.919	0.179	**YES**	**YES**
10	Variel Ave and Erwin St	0.312	0.489	0.177	NO	0.456	0.535	0.079	NO	NO
11	De Soto Ave and Erwin St	0.732	0.769	0.037	NO	0.608	0.637	0.029	NO	NO
12	**Topanga Canyon Blvd and Oxnard St**	0.695	0.794	0.099	**YES**	0.891	1.064	0.173	**YES**	**YES**
13	**Canoga Ave and Oxnard St**	0.562	0.662	0.100	NO	0.754	0.824	0.070	**YES**	**YES**
14	**De Soto Ave and Oxnard St**	0.852	0.928	0.076	**YES**	0.771	0.804	0.033	**YES**	**YES**
15	**Topanga Canyon Blvd and Califa St**	0.450	0.566	0.116	NO	0.665	0.764	0.099	**YES**	**YES**
16	Owensmouth Ave and Califa St	0.343	0.400	0.057	NO	0.477	0.541	0.064	NO	NO
17	Canoga Ave and Califa St	0.542	0.636	0.094	NO	0.746	0.767	0.021	NO	NO
18	**De Soto Ave and Califa St**	0.776	0.868	0.092	**YES**	0.681	0.779	0.098	**YES**	**YES**
19	101 Ventura Fwy WB and Burbank Blvd	0.634	0.618	-0.016	NO	0.582	0.613	0.031	NO	NO
20	**Topanga Canyon Blvd and Burbank Blvd**	0.871	0.912	0.041	**YES**	0.972	1.013	0.041	**YES**	**YES**
21	Owensmouth Ave and Burbank Blvd	0.544	0.637	0.093	NO	0.862	0.852	-0.010	NO	NO
22	**Canoga Ave and Burbank Blvd**	0.811	0.860	0.049	**YES**	0.790	0.884	0.094	**YES**	**YES**
23	De Soto Ave and Burbank Blvd (N)	0.729	0.768	0.039	NO	0.759	0.788	0.029	NO	NO
24	Canoga Ave and 101 Ventura Fwy WB	0.614	0.651	0.037	NO	0.591	0.606	0.015	NO	NO
25	**De Soto Ave 101 Ventura Fwy WB**	0.726	0.795	0.069	**YES**	0.801	0.833	0.032	**YES**	**YES**
26	Canoga Ave and 101 Ventura Fwy EB	0.381	0.390	0.009	NO	0.585	0.580	-0.005	NO	NO
27	**De Soto Ave and 101 Ventura Fwy EB**	0.847	0.891	0.044	**YES**	0.743	0.710	-0.033	NO	**YES**

TABLE 4.12-23:
PROJECT INTERSECTION TRAFFIC IMPACTS BEFORE MITIGATION

ID	Intersection Name	AM Peak Hour				PM Peak Hour				Overall Project Impact? (Y/N)
		2035 AM No Project V/C	2035 AM With Project V/C	Project Share AM V/C	AM Peak Project Impact?	2035 PM No Project V/C	2035 PM With Project V/C	Project Share PM V/C	PM Peak Project Impact? (Y/N)	
28	**Topanga Canyon Blvd and Nordhoff St**	0.900	0.886	-0.014	NO	1.014	1.041	0.027	**YES**	**YES**
29	**Topanga Canyon Blvd and Roscoe Blvd**	1.367	1.360	-0.007	NO	1.413	1.449	0.036	**YES**	**YES**
30	Topanga Canyon Blvd and Saticoy St	1.027	1.032	0.005	NO	1.319	1.326	0.007	NO	NO
31	**Shoup Ave and Sherman Way**	0.858	0.881	0.023	**YES**	0.991	1.002	0.011	**YES**	**YES**
32	Topanga Canyon Blvd and Sherman Way	1.319	1.316	-0.003	NO	1.301	1.235	-0.066	NO	NO
33	**Owensmouth Ave and Sherman Way**	0.736	0.788	0.052	**YES**	0.767	0.830	0.063	**YES**	**YES**
34	**Canoga Ave and Sherman Way**	0.821	0.865	0.044	**YES**	1.151	1.238	0.087	**YES**	**YES**
35	**De Soto Ave and Sherman Way**	0.845	0.904	0.059	**YES**	1.159	1.281	0.122	**YES**	**YES**
36	**Fallbrook Ave and Vanowen St**	0.829	0.849	0.020	**YES**	0.958	0.955	-0.003	NO	**YES**
37	**Shoup Ave and Vanowen St**	0.776	0.821	0.045	**YES**	0.871	0.905	0.034	**YES**	**YES**
38	**Owensmouth Ave and Vanowen St**	0.827	0.900	0.073	**YES**	0.804	0.928	0.124	**YES**	**YES**
39	Variel Ave and Vanowen St	0.513	0.570	0.057	NO	0.834	0.812	-0.022	NO	NO
40	**Topanga Canyon Blvd and Kittridge St**	0.443	0.491	0.048	NO	0.695	0.757	0.062	**YES**	**YES**
41	**Woodlake Ave and Victory Blvd**	0.836	0.880	0.044	**YES**	0.921	0.878	-0.043	NO	**YES**
42	**Fallbrook Ave and Victory Blvd**	0.833	0.846	0.013	NO	0.987	1.023	0.036	**YES**	**YES**
43	**Shoup Ave and Victory Blvd**	0.966	1.037	0.071	**YES**	1.002	1.073	0.071	**YES**	**YES**
44	Westfield Way (Pvt) and Victory Blvd	0.258	0.310	0.052	NO	0.583	0.659	0.076	NO	NO
45	**Owensmouth Ave and Victory Blvd**	0.696	0.828	0.132	**YES**	0.828	1.042	0.214	**YES**	**YES**
46	**Variel Ave and Victory Blvd**	0.557	0.807	0.250	**YES**	0.809	0.999	0.190	**YES**	**YES**
47	**Mason Ave and Victory Blvd**	0.842	0.977	0.135	**YES**	0.914	1.082	0.168	**YES**	**YES**
48	**Owensmouth Ave and Canyon Creek Dr**	0.437	0.691	0.254	NO	0.587	0.825	0.238	**YES**	**YES**
49	**Shoup Ave and Erwin St**	0.548	0.634	0.086	NO	0.875	0.957	0.082	**YES**	**YES**
50	**Shoup Ave and Oxnard St**	1.266	1.268	0.002	NO	1.093	1.156	0.063	**YES**	**YES**
51	Owensmouth Ave and Oxnard St	0.550	0.617	0.067	NO	0.492	0.605	0.113	NO	NO
52	**Shoup Ave and Burbank Blvd**	0.577	0.626	0.049	NO	0.786	0.838	0.052	**YES**	**YES**
53	**Shoup Ave and Ventura Blvd**	0.955	1.036	0.081	**YES**	1.170	1.346	0.176	**YES**	**YES**
54	**101 Ventura Fwy EB and Ventura Blvd**	0.900	0.907	0.007	NO	1.009	1.079	0.070	**YES**	**YES**

TABLE 4.12-23:
PROJECT INTERSECTION TRAFFIC IMPACTS BEFORE MITIGATION

ID	Intersection Name	AM Peak Hour				PM Peak Hour				Overall Project Impact? (Y/N)
		2035 AM No Project V/C	2035 AM With Project V/C	Project Share AM V/C	AM Peak Project Impact?	2035 PM No Project V/C	2035 PM With Project V/C	Project Share PM V/C	PM Peak Project Impact? (Y/N)	
55	**Topanga Canyon Blvd and 101 Fwy WB**	0.583	0.628	0.045	NO	0.760	0.848	0.088	**YES**	**YES**
56	**Topanga Canyon Blvd and Ventura Blvd**	0.911	0.959	0.048	**YES**	1.099	1.228	0.129	**YES**	**YES**
57	Canoga Ave and Ventura Blvd	0.744	0.750	0.006	NO	0.882	0.899	0.017	NO	NO
58	**De Soto Ave/Serrania Ave and Ventura Bl**	0.877	0.942	0.065	**YES**	0.904	1.058	0.154	**YES**	**YES**
59	Topanga Canyon Blvd and Martinez St	0.592	0.589	-0.003	NO	0.600	0.656	0.056	NO	NO
60	Canoga Ave and Rocketdyne Dwy (Pvt)	0.421	0.577	0.156	NO	0.482	0.595	0.113	NO	NO
61	**De Soto Ave and Kittridge St**	0.734	0.798	0.064	**YES**	0.762	0.740	-0.022	NO	**YES**
62	Topanga Canyon Blvd and Village Dwy	0.444	0.517	0.073	NO	0.471	0.552	0.081	NO	NO
63	Canoga Ave and Trillium Dwy (Pvt)	0.423	0.526	0.103	NO	0.618	0.725	0.107	NO	NO
64	De Soto Ave and Serrania Ave	0.582	0.674	0.092	NO	0.574	0.586	0.012	NO	NO
65	Canoga Ave and Warner Ranch Rd (Pvt)	0.668	0.729	0.061	NO	0.531	0.600	0.069	NO	NO
66	De Soto Ave and Burbank Bl /Kaiser Dwy	0.701	0.707	0.006	NO	0.708	0.682	-0.026	NO	NO
67	Owensmouth Ave and Promenade Dwy	0.309	0.349	0.040	NO	0.350	0.370	0.020	NO	NO
68	Owensmouth Ave and West Valley Way	0.476	0.582	0.106	NO	0.539	0.649	0.110	NO	NO
69	Canoga Ave and Busway	0.507	0.488	-0.019	NO	0.427	0.474	0.047	NO	NO
70	**AMC Dwy and Oxnard St**	0.441	0.451	0.010	NO	0.660	0.794	0.134	**YES**	**YES**
71	Eton Ave and Vanowen St	0.521	0.608	0.087	NO	0.875	0.859	-0.016	NO	NO
72	Independence Ave and Vanowen St	0.553	0.621	0.068	NO	0.846	0.814	-0.032	NO	NO
73	Variel Ave and Kittridge St	0.282	0.255	-0.027	NO	0.524	0.297	-0.227	NO	NO
74	**Variel Ave and Oxnard St**	0.437	0.562	0.125	NO	0.646	0.783	0.137	**YES**	**YES**
75	Variel Ave and Califa St	0.307	0.375	0.068	NO	0.364	0.439	0.075	NO	NO
76	Warner Center Lane and Burbank Blvd	0.378	0.381	0.003	NO	0.373	0.370	-0.003	NO	NO
77	**De Soto Ave and Clark St**	0.855	0.985	0.130	**YES**	0.613	0.693	0.080	NO	**YES**
78	Warner Ranch Rd (Pvt) and Burbank Blvd	0.269	0.260	-0.009	NO	0.343	0.381	0.038	NO	NO
79	Owensmouth Ave and Marylee St	0.328	0.249	-0.079	NO	0.592	0.331	-0.261	NO	NO
80	Topanga Canyon Blvd and Marylee St	0.505	0.477	-0.028	NO	0.737	0.604	-0.133	NO	NO
81	Topanga Canyon Blvd and Calvert St	0.539	0.632	0.093	NO	0.589	0.734	0.145	NO	NO

TABLE 4.12-23:
PROJECT INTERSECTION TRAFFIC IMPACTS BEFORE MITIGATION

ID	Intersection Name	AM Peak Hour				PM Peak Hour				Overall Project Impact? (Y/N)
		2035 AM No Project V/C	2035 AM With Project V/C	Project Share AM V/C	AM Peak Project Impact?	2035 PM No Project V/C	2035 PM With Project V/C	Project Share PM V/C	PM Peak Project Impact? (Y/N)	
82	Topanga Canyon Blvd and Bassett St	0.538	0.563	0.025	NO	0.564	0.626	0.062	NO	NO
83	Randi Ave and Victory Blvd	0.515	0.534	0.019	NO	0.481	0.546	0.065	NO	NO
84	Glade Ave and Erwin St	0.235	0.334	0.099	NO	0.323	0.408	0.085	NO	NO
85	Randi Ave/Nevada Ave and Erwin St	0.199	0.270	0.071	NO	0.281	0.354	0.073	NO	NO
86	**Topanga Canyon Blvd and Clarendon St**	0.869	0.836	-0.033	NO	1.095	1.217	0.122	**YES**	**YES**
87	**Jordan Ave and Sherman Way**	0.626	0.642	0.016	NO	0.721	0.763	0.042	**YES**	**YES**
88	**Remmet Ave and Sherman Way**	0.496	0.515	0.019	NO	0.718	0.769	0.051	**YES**	**YES**
89	**Variel Ave and Sherman Way**	0.685	0.749	0.064	**YES**	0.769	0.831	0.062	**YES**	**YES**
90	Owensmouth Ave and Gault St	0.354	0.396	0.042	NO	0.520	0.623	0.103	NO	NO
91	**Owensmouth Ave and Hart St**	0.421	0.515	0.094	NO	0.607	0.769	0.162	**YES**	**YES**
92	De Soto Ave and Hart St	0.534	0.567	0.033	NO	0.523	0.550	0.027	NO	NO
93	**Mason Ave and Vanowen St**	0.855	0.914	0.059	**YES**	0.863	0.886	0.023	**YES**	**YES**
94	Don Pio Dr and Ventura Blvd	0.672	0.663	-0.009	NO	0.687	0.709	0.022	NO	NO
95	**Owensmouth Ave and Saticoy St**	0.886	0.891	0.005	NO	0.966	0.996	0.030	**YES**	**YES**
96	**Canoga Ave and Saticoy St**	0.792	0.818	0.026	**YES**	0.953	0.989	0.036	**YES**	**YES**
97	Variel Ave and Saticoy St	0.661	0.685	0.024	NO	0.656	0.666	0.010	NO	NO
98	**De Soto Ave and Saticoy St**	1.068	1.099	0.031	**YES**	1.120	1.135	0.015	**YES**	**YES**
99	Shoup Ave and Valerio St	0.461	0.472	0.011	NO	0.462	0.475	0.013	NO	NO
100	Topanga Canyon Blvd and Valerio St	0.711	0.717	0.006	NO	0.757	0.768	0.011	NO	NO
101	**Canoga Ave and Valerio St**	0.734	0.785	0.051	**YES**	0.658	0.697	0.039	NO	**YES**
102	Lurline Ave and Sherman Way	0.464	0.502	0.038	NO	0.475	0.513	0.038	NO	NO
103	**Mason Ave and Sherman Way**	0.900	0.958	0.058	**YES**	1.028	1.088	0.060	**YES**	**YES**
104	Owensmouth Ave and Wyandotte St	0.286	0.304	0.018	NO	0.390	0.423	0.033	NO	NO
105	Sale Ave and Vanowen St	0.401	0.401	0.000	NO	0.330	0.360	0.030	NO	NO
106	**Winnetka Ave and Vanowen St**	0.955	1.000	0.045	**YES**	1.113	1.194	0.081	**YES**	**YES**
107	Sale Ave and Victory Blvd	0.369	0.396	0.027	NO	0.468	0.508	0.040	NO	NO
108	**Winnetka Ave and Victory Blvd**	1.067	1.059	-0.008	NO	1.163	1.189	0.026	**YES**	**YES**

TABLE 4.12-23:
PROJECT INTERSECTION TRAFFIC IMPACTS BEFORE MITIGATION

		AM Peak Hour				PM Peak Hour				
ID	Intersection Name	2035 AM No Project V/C	2035 AM With Project V/C	Project Share AM V/C	AM Peak Project Impact?	2035 PM No Project V/C	2035 PM With Project V/C	Project Share PM V/C	PM Peak Project Impact? (Y/N)	Overall Project Impact? (Y/N)
109	Winnetka Ave and Busway	0.349	0.366	0.017	NO	0.511	0.589	0.078	NO	NO
110	Fallbrook Ave and Oxnard St	0.663	0.682	0.019	NO	0.712	0.732	0.020	NO	NO
111	Winnetka Ave and Calvert St	0.757	0.733	-0.024	NO	0.545	0.612	0.067	NO	NO
112	**Winnetka Ave and Oxnard St**	1.000	1.017	0.017	**YES**	0.944	0.988	0.044	**YES**	**YES**
113	**Fallbrook Ave and Burbank Blvd**	0.788	0.793	0.005	NO	0.727	0.768	0.041	**YES**	**YES**
114	Winnetka Ave and Hatteras St	0.441	0.455	0.014	NO	0.557	0.592	0.035	NO	NO
115	Winnetka Ave and Clark St	0.598	0.641	0.043	NO	0.574	0.669	0.095	NO	NO
116	Winnetka Ave and 101 Ventura Fwy WB	0.616	0.627	0.011	NO	0.693	0.665	-0.028	NO	NO
117	Winnetka Ave and 101 Ventura Fwy EB	0.711	0.719	0.008	NO	0.841	0.844	0.003	NO	NO
118	**Winnetka Ave and Ventura Blvd**	0.922	0.909	-0.013	NO	1.025	1.068	0.043	**YES**	**YES**
119	Sale Ave and Ventura Blvd	0.306	0.295	-0.011	NO	0.539	0.600	0.061	NO	NO
120	**Topanga Canyon Blvd and Mullholland Dr**	1.033	1.041	0.008	NO	0.953	1.013	0.060	**YES**	**YES**
121	**Fallbrook Ave and Ventura Blvd**	0.993	1.027	0.034	**YES**	1.276	1.308	0.032	**YES**	**YES**
122	Woodlake Ave/101 Fwy WB/Ventura Bl	0.715	0.730	0.015	NO	0.876	0.867	-0.009	NO	NO
123	**Tampa Ave and Ventura Blvd**	1.017	1.011	-0.006	NO	0.878	0.910	0.032	**YES**	**YES**
124	Tampa Ave and 101 Ventura Fwy EB	0.455	0.446	-0.009	NO	0.553	0.651	0.098	NO	NO
125	Tampa Ave and 101 Ventura Fwy WB	0.770	0.748	-0.022	NO	0.609	0.668	0.059	NO	NO
126	**Vanalden Ave/101 Fwy EB and Ventura Bl**	0.939	0.912	-0.027	NO	0.794	0.840	0.046	**YES**	**YES**
127	**Topham St/Busway and Victory Blvd**	0.930	0.984	0.054	**YES**	0.864	0.924	0.060	**YES**	**YES**
128	**Corbin Ave and Victory Blvd**	1.003	1.073	0.070	**YES**	1.066	1.114	0.048	**YES**	**YES**
129	**Tampa Ave and Victory Blvd**	0.993	1.026	0.033	**YES**	1.106	1.178	0.072	**YES**	**YES**
130	**Burbank Blvd and Ventura Blvd**	1.333	1.379	0.046	**YES**	1.169	1.174	0.005	NO	**YES**
131	**Reseda Blvd and Burbank Blvd**	0.770	0.764	-0.006	NO	0.801	0.933	0.132	**YES**	**YES**
132	**Reseda Blvd and 101 Ventura Fwy EB**	0.482	0.474	-0.008	NO	0.671	0.750	0.079	**YES**	**YES**
133	**Reseda Blvd and 101 Ventura Fwy Wb**	0.751	0.734	-0.017	NO	0.675	0.746	0.071	**YES**	**YES**
134	101 Ventura Fwy EB and Burbank Blvd	0.633	0.618	-0.015	NO	0.598	0.659	0.061	NO	NO

TABLE 4.12-23:
PROJECT INTERSECTION TRAFFIC IMPACTS BEFORE MITIGATION

		AM Peak Hour				PM Peak Hour				
ID	Intersection Name	2035 AM No Project V/C	2035 AM With Project V/C	Project Share AM V/C	AM Peak Project Impact?	2035 PM No Project V/C	2035 PM With Project V/C	Project Share PM V/C	PM Peak Project Impact? (Y/N)	Overall Project Impact? (Y/N)
135	Canoga Ave and Nordhoff St	0.776	0.798	0.022	NO	0.824	0.839	0.015	NO	NO
136	**De Soto Ave and Nordhoff St**	1.040	1.046	0.006	NO	0.886	0.977	0.091	**YES**	**YES**
137	**Topanga Canyon Blvd and Parthenia St**	0.894	0.921	0.027	**YES**	1.005	1.020	0.015	**YES**	**YES**
138	Canoga Ave and Parthenia St	0.731	0.743	0.012	NO	0.968	0.948	-0.020	NO	NO
139	**De Soto Ave and Parthenia St**	0.870	0.890	0.020	**YES**	0.885	0.928	0.043	**YES**	**YES**
140	**Fallbrook Ave and Roscoe Blvd**	0.878	0.883	0.005	NO	1.064	1.117	0.053	**YES**	**YES**
141	**Shoup Ave and Roscoe Blvd**	0.894	0.887	-0.007	NO	0.892	0.908	0.016	**YES**	**YES**
142	**Canoga Ave and Roscoe Blvd**	0.747	0.758	0.011	NO	0.871	0.910	0.039	**YES**	**YES**
143	**De Soto Ave and Roscoe Blvd**	0.788	0.784	-0.004	NO	0.820	0.882	0.062	**YES**	**YES**
144	**Mason Ave and Roscoe Blvd**	0.810	0.848	0.038	**YES**	0.825	0.849	0.024	**YES**	**YES**
145	**Winnetka Ave and Roscoe Blvd**	0.806	0.839	0.033	**YES**	0.910	0.941	0.031	**YES**	**YES**
146	Fallbrook Ave and Saticoy St	0.614	0.622	0.008	NO	0.631	0.642	0.011	NO	NO
147	Shoup Ave and Saticoy St	0.619	0.626	0.007	NO	0.576	0.583	0.007	NO	NO
148	**Mason Ave and Saticoy St**	0.980	1.025	0.045	**YES**	0.991	1.065	0.074	**YES**	**YES**
149	**Winnetka Ave and Saticoy St**	0.860	0.908	0.048	**YES**	0.958	1.001	0.043	**YES**	**YES**
150	**Fallbrook Av and Sherman Way**	0.799	0.810	0.011	NO	0.793	0.833	0.040	**YES**	**YES**
151	**Winnetka Ave and Sherman Way**	1.034	1.099	0.065	YES	1.201	1.256	0.055	**YES**	**YES**
152	Woodlake Ave and Burbank Blvd	0.397	0.408	0.011	NO	0.267	0.267	0.000	NO	NO
									Total Project Traffic Impacts	**87**

Note: Project impact locations are shown in **bold**.

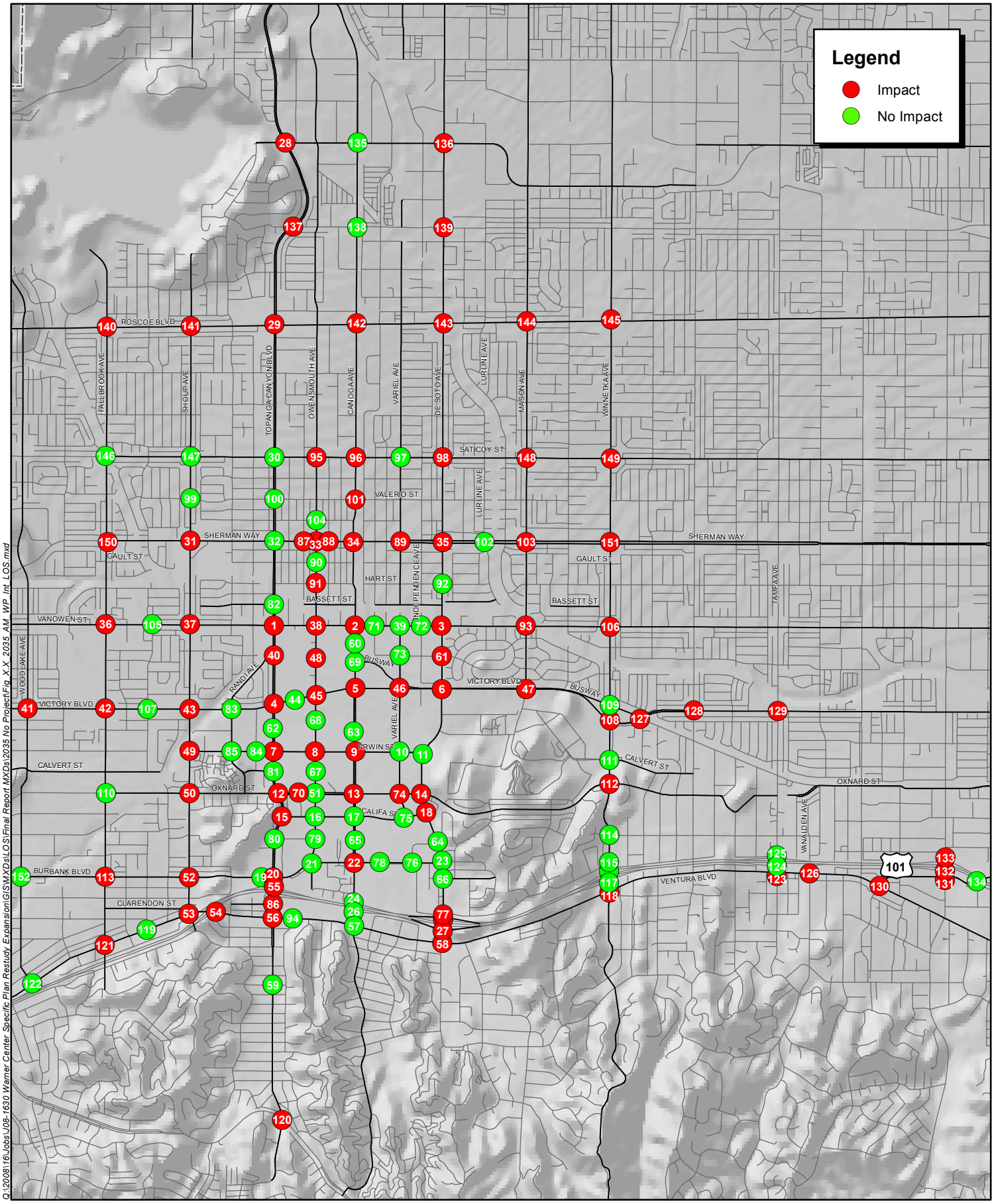

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Figure 4.12-16
2035 Project Impacts
Before Mitigation

TABLE 4.12-24:
2035 PROJECT ARTERIALTRAFFIC IMPACTS BEFORE MITIGATION

Seg #	Street Name	Segment Location	2035 No Project		2035 With Project		
			ADT (1,000's)	LOS	ADT (1,000's)	LOS	Project Impact?
12	Vanowen St	Winnetka Ave to Tampa Ave	33.4	E	35.4	F	YES
13	Vanowen St	Tampa Ave to Reseda Blvd	34.1	E	35.3	F	YES
39	Canoga Ave	Ventura Blvd to Oxnard St.	44.5	D	49.3	F	YES
41	Canoga Ave	Vanowen St. to Saticoy St.	31.9	D	34.8	F	YES

CMP Facility Impacts

CMP Intersections

For purposes of the Congestion Management Program (CMP) for Los Angeles County, designated CMP monitoring stations must be evaluated for significant impacts. The following CMP monitored intersections exist within the study area:

TABLE 4.12-25:
CMP INTERSECTIONS

Intersection Name	CMP #	WCRCCSP #
Topanga Canyon Boulevard and Victory Boulevard	68	4
Topanga Canyon Boulevard and Roscoe Boulevard	65	29
Topanga Canyon Boulevard and Ventura Boulevard	67	56
Winnetka Avenue and Victory Boulevard	82	108
Winnetka Avenue and Ventura Boulevard	77	118

Source: 2004 Congestion Management Program for Los Angeles County.

In accordance with the CMP, the lead agency may apply a more stringent impact criterion than required by the CMP. As the LADOT intersection thresholds used in this analysis exceed the stringency of CMP criteria for the above locations, the LADOT standard thresholds of significance identified above are used in place of the CMP criteria. As such, the intersection impact analysis presented in this study is referenced for the impact assessment of the above CMP intersections. Based on the impact assessment shown previously in **Table 4.12-23,** all five CMP intersections would have significant impacts requiring mitigation.

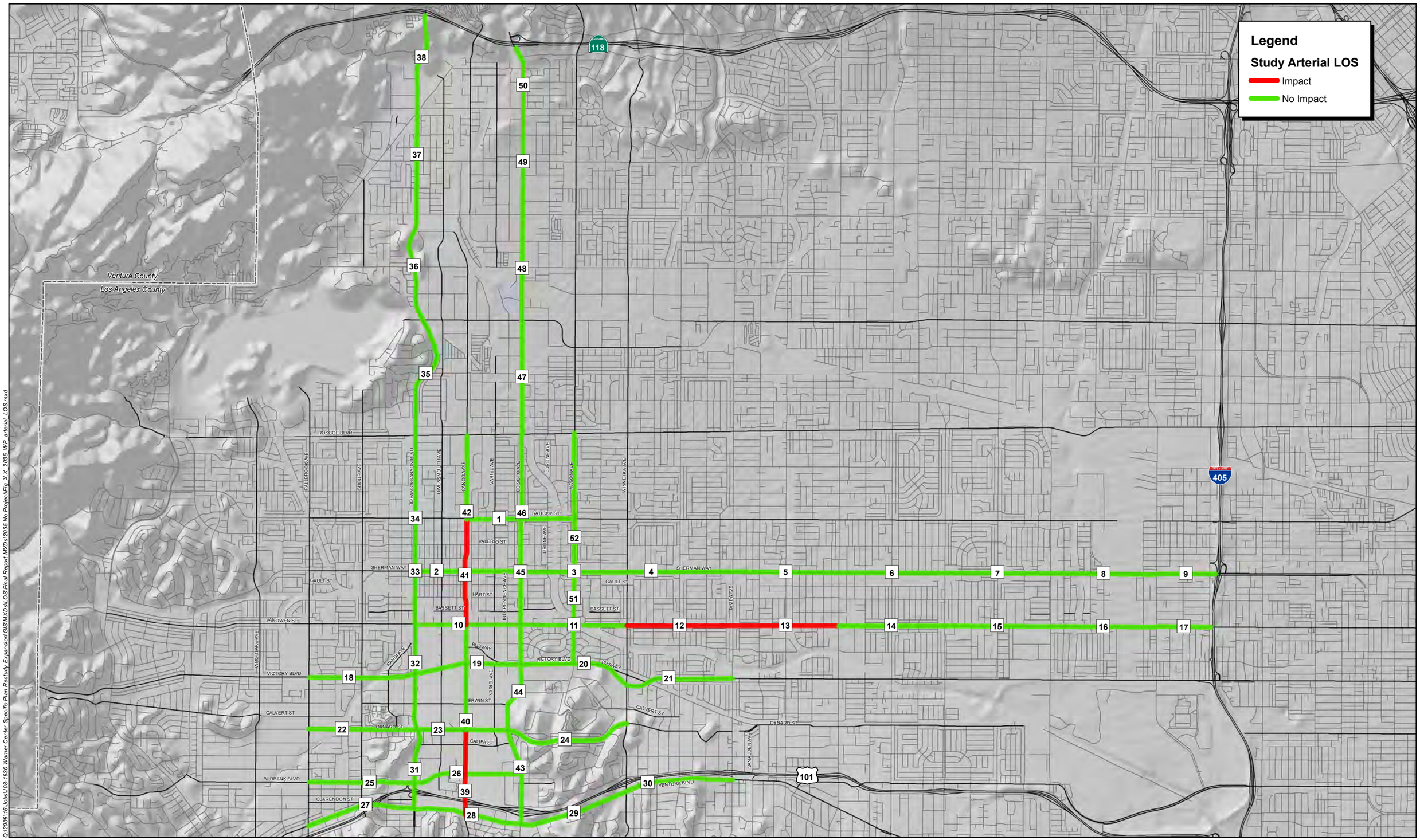

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Figure 4.12-17
2035 Study Arterial Segments
Project Impacts Before Mitigation

CMP Freeway Mainline Segment

There is only one CMP freeway mainline monitoring station within the WCRCCSP study area:

CM# 1039: US-101 Ventura Freeway at Winnetka Avenue (PM 23.4)

In accordance with the CMP, any freeway mainline monitoring station with 150 or more project generated trips in any peak hour and any direction requires impact and mitigation analysis. **Table 4.12-26** shows the directional peak hour project trips along the monitored freeway mainline.

TABLE 4.12-26:
CMP FREEWAY PROJECT TRIPS

CMP # 1039: US-101 Ventura Freeway at Winnetka Avenue (PM 23.4)		
Peak Hour	Direction	Mainline Volume Change Due to WCRCCSP
AM	EB	-41
	WB	67
PM	EB	116
	WB	-44

Project trip generation does not exceed 150 trips along the mainline, therefore there are no CMP freeway impacts.

Neighborhood Circulation Impacts

Unforeseeable neighborhood circulation impacts may occur as a result of the proposed project. Generally, with high congestion levels (LOS F), the likelihood that drivers may seek alternate routes through adjacent neighborhoods increases. Additionally, the more project trips added to a LOS F intersection, the greater the chance of the project causing a neighborhood impact. Therefore, the probability of such an impact can be generally assumed to be greatest in neighborhoods directly adjacent to LOS F intersections, combined with the greatest project-share of traffic (Project V/C). Based on the With Project analysis, before mitigations are implemented, a total of 41 intersections are both operating at LOS F and have a measurable project share of total V/C. **Table 4.12-27** lists these locations in order of potential to generate unforeseeable neighborhood circulation impacts.

TABLE 4.12-27:
POTENTIAL UNFORESEEABLE NEIGHBORHOOD CIRCULATION IMPACTS– BEFORE MITIGATIONs

Rank (Highest Impact Potential =1)	ID	Intersection Name	Project Share of V/C Before Mitigations	Peak Hour Intersection V/C – Before Mitigations
1	45	Owensmouth Ave and Victory Blvd	0.214	1.042
2	6	De Soto Ave and Victory Blvd	0.206	1.158
3	53	Shoup Ave and Ventura Blvd	0.176	1.346

TABLE 4.12-27:
POTENTIAL UNFORESEEABLE NEIGHBORHOOD CIRCULATION IMPACTS– BEFORE MITIGATIONs

Rank (Highest Impact Potential =1)	ID	Intersection Name	Project Share of V/C Before Mitigations	Peak Hour Intersection V/C – Before Mitigations
4	12	Topanga Canyon Blvd and Oxnard St	0.173	1.064
5	47	Mason Ave and Victory Blvd	0.168	1.082
6	5	Canoga Ave and Victory Blvd	0.158	1.087
7	58	De Soto Ave/Serrania Ave and Ventura Blvd	0.154	1.058
8	4	Topanga Canyon Blvd and Victory Blvd	0.149	1.154
9	56	Topanga Canyon Blvd and Ventura Blvd	0.129	1.228
10	86	Topanga Canyon Blvd and Clarendon St	0.122	1.217
11	35	De Soto Ave and Sherman Way	0.122	1.281
12	136	De Soto Ave and Nordhoff St	0.091	1.046
13	34	Canoga Ave and Sherman Way	0.087	1.238
14	3	De Soto Ave and Vanowen St	0.087	1.191
15	106	Winnetka Ave and Vanowen St	0.081	1.194
16	148	Mason Ave and Saticoy St	0.074	1.065
17	129	Tampa Ave and Victory Blvd	0.072	1.178
18	43	Shoup Ave and Victory Blvd	0.071	1.073
19	128	Corbin Ave and Victory Blvd	0.07	1.114
20	54	101 Ventura Fwy EB and Ventura Blvd	0.07	1.079
21	1	Topanga Canyon Blvd and Vanowen St	0.066	1.154
22	151	Winnetka Ave and Sherman Way	0.065	1.256
23	50	Shoup Ave and Oxnard St	0.063	1.268
24	103	Mason Ave and Sherman Way	0.06	1.088
25	120	Topanga Canyon Blvd and Mullholland Dr	0.06	1.041
26	140	Fallbrook Ave and Roscoe Blvd	0.053	1.117
27	149	Winnetka Ave and Saticoy St	0.048	1.001
28	130	Burbank Blvd and Ventura Blvd	0.046	1.379
29	112	Winnetka Ave and Oxnard St	0.044	1.017
30	118	Winnetka Ave and Ventura Blvd	0.043	1.068
31	20	Topanga Canyon Blvd and Burbank Blvd	0.041	1.013
32	29	Topanga Canyon Blvd and Roscoe Blvd	0.036	1.449
33	42	Fallbrook Ave and Victory Blvd	0.036	1.023
34	121	Fallbrook Ave and Ventura Blvd	0.034	1.308
35	123	Tampa Ave and Ventura Blvd	0.032	1.011
36	98	De Soto Ave and Saticoy St	0.031	1.135
37	137	Topanga Canyon Blvd and Parthenia St	0.027	1.02

TABLE 4.12-27:
POTENTIAL UNFORESEEABLE NEIGHBORHOOD CIRCULATION IMPACTS– BEFORE MITIGATIONs

Rank (Highest Impact Potential =1)	ID	Intersection Name	Project Share of V/C Before Mitigations	Peak Hour Intersection V/C – Before Mitigations
38	28	Topanga Canyon Blvd and Nordhoff St	0.027	1.041
39	108	Winnetka Ave and Victory Blvd	0.026	1.189
40	31	Shoup Ave and Sherman Way	0.023	1.002
41	30	Topanga Canyon Blvd and Saticoy St	0.007	1.326

Interim Traffic Impacts

Temporary (that could extend for a number of years) interim significant traffic impacts may occur if:

- Incremental implementation of mitigation measures does not precisely match specific impacts generated as development occurs;
- Mitigation measures lag behind development, or;
- Construction of new development and/or construction of mitigation measures adversely affects traffic.

Parking Impacts

The goal of the WCRCCSP is to reduce the need for driving and, therefore, parking. In accordance with the WCRCCSP area's designation as a State Enterprise Zone (SEZ), City of Los Angeles parking requirements for WCRCCSP development would be 2 spaces per 1,000 square feet of non-residential development. Residential parking requirements would range between approximately 1 and 1.5 spaces per dwelling unit, depending on use and the specific potential shared parking opportunities.

With the proposed densities and mixed use TOD's, the parking demand generated by WCRCCSP buildout is projected to reduce by approximately 50% for nonresidential development, when compared to a typical standalone developments. Additionally, centralized shared parking would be encouraged and facilitated under the WCRCCSP. A shared parking credit system for public parking structures would allow 1.5 credits per parking space. Parking requirements are also reduced for ancillary uses in a mixed-use or large-scale project.

Given the above goals of the WCRCCSP, significant parking impacts are not anticipated and the proposed parking requirements are projected to meet anticipated demand.

Accident and Emergency Access Impacts

2035 No Project accident rates in the region are forecasted at 0.39 daily fatalities per million persons, which do not significantly differ from existing rates.[11] The decrease in the rate of auto trips and increased utilization of transit and other alternative modes of the WCRCCSP would potentially reduce system-wide injury and fatality rates.

After mitigation measures are imposed, the WCRCCSP buildout is not expected to impact emergency access throughout the study area as only one intersection (Variel and Victory), and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street) would remain significantly impacted; and these impacts would not significantly affect emergency vehicles compared to today.

CUMULATIVE IMPACTS

Cumulative impacts are measured from the total increment of growth anticipated to occur on the study area network between Existing 2008 conditions and 2035 With Project conditions (cumulative growth). The cumulative growth expected for the study area network consists of two components: traffic growth attributed to the buildout of the WCRCCSP, and the ambient (background) traffic growth expected to occur through year 2035 regardless of the WCRCCSP. Based on cumulative impact analysis (**Appendix G.7)**, the study area roadway network is anticipated to experience significant growth in traffic due to cumulative development. The project contribution to the cumulative impact is anticipated to be cumulatively considerable at one intersection (Variel and Victory), and along one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street).

MITIGATION MEASURES

An intersection is considered to be significantly affected by the project (and/or make a significant contribution to a cumulative impact) if the project could cause an increase in traffic above the threshold of significance, as defined in **Table 4.12-11**. This criteria results in 87 intersections with significant impacts. The mitigation measures to follow were developed to address the project impacts to the transportation system.

System Wide Mitigation Measure

Large-scale corridor improvements, specifically ones which create new roadways or roadway connections, can shift vehicle travel patterns beyond the physical limits of the improvement. Such a shift can potentially have far-reaching effects on intersection operations and the subsequent improvements necessary to mitigate project related impacts. The following mitigation measure was analyzed for its affect on intersections and the need for mitigation throughout the study area:

TRS-1: Variel Avenue Corridor Improvement. This mitigation would connect Variel

11 Table 3.14-14, 2008 RTP EIR, SCAG, January, 2008.

Avenue across the Los Angeles River and across the Metro Orange Line Busway, and would improve traffic operations throughout the study area. Currently there exist two disconnects along Variel Avenue within Warner Center:

- The Metro Orange Line Busway, to the north of Victory Blvd, and;
- The Los Angeles River, to north of Vanowen Street.

The Variel Avenue Corridor Improvement includes:

- Construction of a new crossing (either at-grade or separated) of the Metro Orange Line Busway along Variel Avenue;
- Construction of a new 4-lane bridge crossing the Los Angeles River (replacing the current pedestrian bridge in the same location), and;
- Widening of Variel Avenue to a 4-lane cross-section between Victory Boulevard and Bassett Street.

The effects of the Variel Avenue Corridor Improvement as a mitigation measure were assessed using the SCAG Model. The shifts in volumes due to the improvement were applied to study intersections using the post-process methodology. Intersection V/C was calculated using the Circular 212 Planning Analysis Methodology. The complete LOS worksheets are included in **Appendix G.2**.

Intersection Improvements

The approach used to develop intersection mitigation measures was to first consider traffic signal operational improvements and second to consider physical improvements. Operational improvements included signal control and phasing changes. If that approach did not mitigate the impacts, physical improvements to the intersection were then developed. Typical recommendations include signalization, additional turn lanes, and additional through lanes.

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

Due to the close proximity of many of the study intersections, improvements which added through lanes were sometimes required to extend beyond the physical limitations of the intersection. In total, seven intersections having no significant project impacts would be modified as a result of capacity improvements at adjacent intersections.

Improvements for the 87 impacted intersections are listed below and 2035 With Project Mitigated geometries and turning movement volumes are included in **Appendix G.1**. Intersections mitigated by the Variel Avenue Corridor Improvement and improvements which were created in conjunction with improvements for other locations are also noted below.

TR-1: Topanga Canyon Boulevard and Vanowen Street (#1)

- Add a second dedicated northbound right turn lane.
- Add a second dedicated northbound left turn lane.
- Remove the eastbound right turn lane for a shared through-right lane and add a 2nd eastbound left turn lane.
- Add a dedicated westbound right turn lane.

TR-2: Canoga Avenue and Vanowen Street (#2)

- Add a third eastbound and westbound through lane.

TR-3: De Soto Avenue and Vanowen Street (#3)

- Add a third eastbound and westbound through lane.

TR-4: Topanga Canyon Boulevard and Victory Boulevard (#4)

- Add a fourth eastbound through lane.
- Add a second dedicated northbound left turn lane.
- Add a dedicated northbound right turn lane.
- Add a dedicated westbound right turn lane.
- Add a second dedicated southbound left turn lane.
- Add a dedicated southbound right turn lane.

TR-5: Canoga Avenue and Victory Boulevard (#5)

- Add a dedicated eastbound shared through-right turn lane.
- Add a dedicated northbound right turn lane.
- Add a second dedicated westbound left turn lane.
- Add a second dedicated southbound left turn lane.

TR-6: De Soto Avenue and Victory Boulevard (#6)

- Add a dedicated eastbound right turn lane.
- Add a dedicated northbound right turn lane.
- Add a second dedicated northbound left turn lane.
- Add a westbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane.
- Add a second dedicated southbound left turn lane.
- Add a fourth southbound through lane.
- Add a dedicated southbound right turn lane.
- Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street.

TR-7: Topanga Canyon Boulevard and Erwin Street (#7)

- Add a dedicated northbound right turn lane.
- Add a dedicated westbound right turn lane.
- Add a second dedicated westbound left turn lane.

TR-8: Owensmouth Avenue and Erwin Street (#8)

- Add a dedicated northbound right turn lane.
- Add a second dedicated northbound left turn lane.
- Add a dedicated eastbound right turn lane.
- Add a second dedicated eastbound left turn lane.
- Add a dedicated westbound right turn lane.
- Change southbound left turn lane signal control from protected to permitted/protected.
- Add dual southbound dedicated right turn lanes

TR-9: Canoga Avenue and Erwin Street (#9)

- Add a second dedicated northbound left turn lane.
- Add a dedicated eastbound right turn lane.
- Add a second dedicated eastbound left turn lane.
- Add a dedicated westbound right turn lane.
- Add a second dedicated westbound left turn lane.

TR-10: DeSoto Avenue and Erwin Street (#11):

In conjunction with mitigations TR-6 and TR-13

- Add a second northbound through lane.
- Add a fourth southbound through lane.
- Add a dedicated southbound right turn lane.
- Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street.

TR-11: Topanga Canyon Boulevard and Oxnard Street (#12)

- Add a dedicated northbound right turn lane.
- Add a second dedicated westbound left turn lane.

TR-12: Canoga Avenue and Oxnard Street (#13)

- Add a dedicated northbound right turn lane.
- Add a dedicated westbound right turn lane.
- Add a dedicated southbound right turn lane.
- Add a second dedicated northbound left turn lane.

TR-13: De Soto Avenue and Oxnard Street (#14)

- Add a dedicated northbound right turn lane.
- Add a dedicated southbound right turn lane.
- Add a fourth southbound through lane.
- Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street.

TR-14: Topanga Canyon Boulevard and Calfia Street (#15)

- Add a traffic signal.

- Add a dedicated northbound right turn lane.
- Add second dedicated westbound right turn lane.

TR-15: DeSoto Avenue and Calfia Street (#18)

- Add a traffic signal
- Add a dedicated southbound right turn lane.
- Add second dedicated eastbound right turn lane.

TR-16: US-101 Ventura Freeway Westbound Ramp and Burbank Boulevard (#19):

In conjunction with improvements at intersection TR-17:

- Add a second westbound through lane.

TR-17: Topanga Canyon Boulevard and Burbank Boulevard (#20)

- Add a third westbound through lane.
- Add a northbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane.
- Add a second dedicated northbound left turn lane.

TR-18: Canoga Avenue and Burbank Boulevard (#22):

- Add dual dedicated northbound right turn lanes.
- Add a second dedicated northbound left turn lane.

TR-19: De Soto Avenue and US-101 Ventura Freeway Westbound Ramp (#25):

- Add a third northbound through lane.
- Add a second dedicated southbound right turn lane.

TR-20: De Soto Avenue and US-101 Ventura Freeway Eastbound Ramp (#27):

- Add a fourth northbound through lane.

TR-21: Topanga Canyon Boulevard and Nordhoff Street (#28):

- Add a second dedicated westbound left turn lane.

TR-22: Topanga Canyon Boulevard and Roscoe Boulevard (#29):

- Add a second dedicated southbound right turn lane.
- Add a second dedicated northbound left turn lane.

TR-23: Shoup Avenue and Sherman Way (#31):

- Add a dedicated northbound right turn lane.
- Change southbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period.

TR-24: Owensmouth Avenue and Sherman Way (#33):

- Add a second dedicated westbound left turn lane.

TR-25: Canoga Avenue and Sherman Way (#34):

- Add protected left turn signal control for northbound and westbound left turn lanes.
- Add a second dedicated westbound left turn lane.

TR-26: De Soto Avenue and Sherman Way (#35):

- Add a dedicated northbound right turn lane.
- Add a dedicated southbound right turn lane.

TR-27: Fallbrook Avenue and Vanowen Street (#36):

- Add a northbound shared through-right turn lane as third through lane, to replace dedicated right turn lane.
- Add a southbound shared through-right turn lane as third through lane, to replace dedicated right turn lane.
- Requires relocation of existing Metro bus stops along Fallbrook Avenue at the northeast and southwest corners.

TR-28: Shoup Avenue and Vanowen Street (#37):

- Add a dedicated eastbound right turn lane.

TR-29: Owensmouth Avenue and Vanowen Street (38):

- Add a third eastbound through lane.
- Add a third westbound through lane.
- Add a second dedicated westbound left turn lane.
- Add a dedicated southbound right turn lane.

TR-30: Variel Avenue and Vanowen Street (#39):

Variel Avenue Corridor Improvement:

- Add a second northbound through lane.
- Add a dedicated northbound left turn lane.
- Add a second southbound through lane.
- Add a dedicated southbound left turn lane.

In conjunction with improvements at intersections TR-2 and TR-3:

- Add a third eastbound through lane.
- Add a third westbound through lane.

TR-31: Topanga Canyon Boulevard and Kittridge Street (#40):

- Mitigated by Variel Avenue Corridor Improvement

TR-32: Woodlake Avenue and Victory Boulevard (#41):

- Add a northbound shared through-left lane and shared through-right lane, to replace existing single share left-through-right lane.

TR-33: Fallbrook Avenue and Victory Boulevard (#42):

- Add a second dedicated southbound left turn lane.
- Add a dedicated westbound right turn lane.

TR-34: Shoup Avenue and Victory Boulevard (#43):

- Add a third eastbound through lane.
- Add a third westbound through lane.

TR-35: Owensmouth Avenue and Victory Boulevard (#45):

- Add a third northbound through lane.
- Add a third southbound through lane.
- Add a second dedicated southbound left turn lane.
- Add a fourth westbound through lane.
- Add a fourth estbound through lane.

TR-36: Variel Avenue and Victory Boulevard (#46):

- Add eastbound shared through-right turn lane.
- Add a second dedicated westbound left turn lane.

Variel Avenue Corridor Improvement:

- Add a second northbound through lane.
- Add a dedicated northbound right turn lane.
- Add a dedicated eastbound left turn lane
- Add a westbound shared through-right turn lane.
- New southbound approach: two through lanes, one dedicated left turn lane, and one dedicated right turn lane.

TR-37: Mason Avenue and Victory Boulevard (#47):

- Add a second dedicated eastbound left turn lane.
- Add a second southbound left turn lane.
- Add a dedicated northbound right turn lane.
- Add a second southbound right turn lane by converting the existing through lane into a shared through-right lane.

TR-38: Owensmouth Avenue and Canyon Creek Drive (#48):

- Add a second dedicated northbound left turn lane.
- Add a second dedicated eastbound right turn lane.
- Add a dedicated southbound right turn lane.

TR-39: Shoup Avenue and Erwin Street (#49):

- Add a dedicated northbound right turn lane.

TR-40: Shoup Avenue and Oxnard Street (#50):

- Add a dedicated northbound right turn lane.

TR-41: Shoup Avenue and Burbank Boulevard (#52):

- Change westbound left turn phasing from permitted to protected.
- Change northbound left turn phasing from permitted to protected.

TR-42: Shoup Avenue and Ventura Boulevard (#53):

- Reconfigure phasing on eastbound and westbound approach to remove split phasing and add protected left turn phasing.
- Add a second westbound right turn lane by converting the existing through lane into a shared through-right lane.

TR-43: US-101 Ventura Freeway and Ventura Boulevard (#54):

- Add a second dedicated eastbound left turn lane.

TR-44: US-101 Ventura Freeway WB Off Ramp to Northbound to Northbound Topanga Canyon Boulevard (#55):

- Within existing right-of-way, restripe and construct an island to change the WB-off-ramp (two stop controlled right turn lanes) into 1 free-flowing channelized right turn lane, merging into 3 lanes northbound on Topanga Canyon Boulevard

TR-45: Topanga Canyon Boulevard and Ventura Boulevard (#56):

- Add second dedicated eastbound left turn lane.
- Add second dedicated southbound left turn lane.
- Add second dedicated southbound right turn lane.
- Add second dedicated westbound right turn lane.

TR-46: De Soto Avenue/Serrania Avenue and Ventura Boulevard (#58):

- Add a dedicated northbound right turn lane.

TR-47: De Soto Avenue and Kittridge Street (#61):

- Mitigated by Variel Avenue Corridor Improvement

TR-48: AMC Driveway and Oxnard Street (#70):

- Add a dedicated northbound right turn lane.
- Add a dedicated northbound left turn lane.

TR-49: Eton Avenue and Vanowen Street (#71):

In conjunction with improvements at intersections TR-2 and TR-3:

- Add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane.
- Add a third eastbound through lane.

TR-50: Independence Avenue and Vanowen Street (#72):

In conjunction with improvements at intersections TR-2 and TR-3:

- Add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane.

- Add a third eastbound through lane.

TR-51: Variel Avenue and Kittridge Street (#73):

In conjunction with Variel Avenue Corridor Improvement:

- Add a traffic signal.
- Add a second northbound through lane.
- Add a dedicated northbound left turn lane.
- Add a second southbound through lane.
- Add a dedicated southbound left turn lane.

TR-52: Variel Avenue and Oxnard Street (#74):

- Add a traffic signal.
- Add a dedicated westbound left turn lane.
- Add a dedicated eastbound left turn lane.

TR-53: De Soto Avenue and Clark Street (#77):

- Add a dedicated northbound right turn lane.
- Add a third northbound through lane.

TR-54: Randi Avenue and Victory Boulevard (#83):

In conjunction with improvements at intersections TR-4 and TR-34:

- Add a third eastbound through lane.
- Add a third westbound through lane.

TR-55: Topanga Canyon Boulevard and Clarendon Street (#86):

- Add a second dedicated eastbound left turn lane.
- Add a second dedicated westbound right turn lane.

TR-56: Jordan Avenue and Sherman Way (#87):

- Add a dedicated northbound left turn lane.
- Add a dedicated southbound left turn lane.

TR-57: Remmet Avenue and Sherman Way (#88):

- Add a dedicated northbound left turn lane.
- Add a dedicated southbound left turn lane.
- Add a dedicated westbound right turn lane.

TR-58: Variel Avenue and Sherman Way (#89):

- Add a dedicated northbound left turn lane.
- Add a dedicated northbound right turn lane.
- Add a dedicated southbound left turn lane.
- Add a dedicated eastbound right turn lane.

TR-59: Owensmouth Avenue and Hart Street (#91):

- Mitigated by Variel Avenue Corridor Improvement

TR-60: Mason Avenue and Vanowen Street (#93):

- Add a dedicated northbound right turn lane.
- Add a dedicated southbound right turn lane.
- Add a dedicated eastbound right turn lane.
- Add a dedicated westbound right turn lane.
- The additional westbound right turn lane capacity would require the relocation of an existing Metro bus stop.

TR-61: Owensmouth Avenue and Saticoy Street (#95):

- Add a dedicated northbound left turn lane.

TR-62: Canoga Avenue and Saticoy Street (#96):

- Add a second dedicated southbound left turn lane.
- Add a dedicated eastbound right turn lane.

TR-63: De Soto Avenue and Saticoy Street (#98):

- Add a dedicated eastbound right turn lane.
- Add a dedicated westbound right turn lane.

TR-64: Canoga Avenue and Valerio Street (#101):

- Add westbound protected left turn signal control, change northbound left turn signal control from protected to permitted.

TR-65: Mason Avenue and Sherman Way (#103):

- Change southbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period.
- Change westbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period.
- Change northbound left turn lane signal control to permitted for AM peak period and protected/permitted for PM peak period.
- Change eastbound left turn lane signal control to permitted for AM peak period and protected/permitted for PM peak period.

TR-66: Winnetka Avenue and Vanowen Street (#106):

- Add a dedicated southbound right turn lane.
- Add a dedicated northbound right turn lane.

TR-67: Winnetka Avenue and Victory Boulevard (#108):

- Add second dedicated northbound left turn lane.
- Add second dedicated eastbound left turn lane.
- Add second dedicated southbound left turn lane.
- Add second dedicated westbound left turn lane.

TR-68: Winnetka Avenue and Oxnard Street (#112):

- Add a dedicated westbound right turn lane.

TR-69: Fallbrook Avenue and Burbank Boulevard (#113):

- Add protected left turn signal control to northbound and westbound approaches.

TR-70: Winnetka Avenue and Ventura Boulevard (#118):

- Add a westbound shared through-right turn lane as third through lane, to replace the existing dedicated right turn lane.

TR-71: Topanga Canyon Boulevard and Mullholland Drive (#120):

- Add a dedicated southbound right turn lane.

TR-72: Fallbrook Avenue and Ventura Boulevard (#121):

- Change eastbound left turn control to strictly protected.

TR-73: Tampa Avenue and Ventura Boulevard (#123):

- Change eastbound left turn control to strictly protected.

TR-74: Vanalden Avenue and US-101 Ventura Freeway Eastbound Ramp (#126):

- Add a third westbound through lane.

TR-75: Topham Street/Busway and Victory Boulevard (#127):

- Reconfigure Topham Street (northbound) approach for one dedicated left turn lane and one shared left-through-right lane.

TR-76: Corbin Avenue and Victory Boulevard (#128):

- Add a third eastbound through lane.
- Add a third westbound through lane.

TR-77: Tampa Avenue and Victory Boulevard (#129):

- Add a third eastbound through lane.
- Add a third westbound through lane.

TR-78: Burbank Boulevard and Ventura Boulevard (#130):

- Add protected southbound left turn control.

TR-79: Reseda Boulevard and Burbank Boulevard (#131):

- Add a dedicated eastbound right turn lane.
- Add a third northbound through lane.
- Add a second dedicated northbound right turn lane.

TR-80: Reseda Boulevard and US-101 Ventura Freeway Eastbound Ramp (#132):

- Add a second dedicated eastbound left turn lane.

TR-81: Reseda Boulevard and US-101 Ventura Freeway Westbound Ramp (#133):

- Remove westbound shared left-through-right lane to add a second left turn lane and a second right turn lane.
- Add a third northbound through lane.

TR-82: De Soto Avenue and Nordhoff Street (#136):

- Add a second dedicated eastbound left turn lane.
- Change southbound left turn lane signal control to protected.

TR-83: Topanga Canyon Boulevard and Parthenia Street (#137):

- Add a third southbound through lane.
- Add a third northbound through lane.

TR-84: De Soto Avenue and Parthenia Street (#139):

- Add a dedicated eastbound right turn lane.
- Add a dedicated westbound right turn lane.

TR-85: Fallbrook Avenue and Roscoe Boulevard (#140):

- Add a shared right turn to existing northbound through lane.

TR-86: Shoup Avenue and Roscoe Boulevard (#141):

- Add protected northbound left turn control.

TR-87: Canoga Avenue and Roscoe Boulevard (#142):

- Add protected northbound left turn control.

TR-88: De Soto Avenue and Roscoe Boulevard (#143):

- Add a dedicated northbound right turn lane.
- Add a dedicated westbound right turn lane.

TR-89: Mason Avenue and Roscoe Boulevard (#144):

- Add a dedicated northbound right turn lane.
- Add a dedicated southbound right turn lane.

TR-90: Winnetka Avenue and Roscoe Boulevard (#145:

- Add a third northbound through lane.
- Add a third southbound through lane.

TR-91: Mason Avenue and Saticoy Street (#148):

- Add a dedicated northbound right turn lane.
- Add a dedicated southbound right turn lane.
- Add a dedicated eastbound right turn lane.
- Add a dedicated westbound right turn lane.

TR-92: Winnetka Avenue and Saticoy Street (#149):

- Add a third northbound through lane.
- Add a third southbound through lane.

TR-93: Fallbrook Avenue and Sherman Way (#150):

- Add protected southbound left turn control.

TR-94: Winnetka Avenue and Sherman Way (#151):

- Add a third northbound through lane.
- Add a third southbound through lane.

Implementation of Peak Hour On-Street Parking Restrictions

Peak hour on-street parking restrictions are proposed in order to achieve some portions of the above intersection mitigation measures, and are identified where applicable. The loss of peak hour on-street parking is not considered significant, as it is not a complete removal of parking supply. In addition, the areas with proposed restrictions consist of predominantly residential land uses, which tend to require less parking during peak periods and more parking during off-peak periods (when restrictions will be lifted).

The following describes the mitigation measures that would result in peak hour parking restrictions:

- Along Winnetka Avenue between Sherman Way and Roscoe Boulevard:
  The addition of northbound and southbound through capacity is achieved through a combination of restriping and peak hour on-street parking restrictions, in order to fully mitigate the following intersections:
  - #145 Winnetka Avenue and Roscoe Boulevard
  - #149 Winnetka Avenue and Saticoy Street
  - #151 Winnetka Avenue and Sherman Way

- Along Victory Boulevard between Sale Avenue and Randi Avenue:
  The addition of eastbound and westbound through capacity is achieved through the implementation of peak hour on-street parking restrictions, in order to fully mitigate the following intersections:
  - #4 Topanga Canyon Boulevard and Victory Boulevard
  - #43 Victory Boulevard and Shoup Avenue

- Along Victory Boulevard between the Orange Line Busway and Tampa Avenue:
  The addition of eastbound and westbound through capacity is achieved through peak hour on-street parking restrictions, in order to fully mitigate the following intersections:
  - #128 Corbin Avenue and Victory Boulevard
  - #129 Tampa Avenue and Victory Boulevard

- At the northbound and southbound approach of Mason Avenue and Roscoe Boulevard: Right turn lane capacity is added through restriping and implementation of peak hour on-street parking restrictions, in order to fully mitigate the following intersection:
    - #144 Mason Avenue and Roscoe Boulevard:

Arterial Segment Improvements

The Variel Avenue Corridor Improvement directly improves operations along study arterials and acts dually as an intersection and arterial segment improvement. Additional arterial segment improvements are also proposed as aggregations of the previously listed intersection improvements.

The following arterial improvements are proposed, with their corresponding intersection improvements where applicable:

TR-95: Segment # 10 – Vanowen Street from Topanga Canyon Boulevard to DeSoto Avenue:
Add third eastbound and westbound through lanes.
Improvement included as part of: TR-2, TR-3, TR-30, TR-49, TR-50

TR-96: Segment #44 – Desoto Avenue from Victory Boulevard to Oxnard Street:
Add a fourth southbound through lane.
Improvement included as part of: TR-6, TR-10, TR-13

TR-97: Segment #21 – Victory Boulevard from Corbin Avenue to Tampa Avenue:
Add third through lane in each direction.
Improvement included as part of TR-76, TR-77

TR-98: Segments #12 and #13 – Vanowen Street from Winnetka Avenue to Reseda Boulevard:
Implement peak hour parking restrictions for added eastbound and westbound through lanes.

Transit

The transit component included in the WCRCCSP calls for the addition of a local serving transit service capable of accommodating 6,740 PM peak hour transit trips at its full anticipated buildout. To achieve this, the WCRCCSP includes the implementation of a 40 bus local circulator system gradually over the life of the plan, as well as the construction of a fourth Orange Line Bus Rapid Transit Terminal Station in WCRCCSP area. Both of these measures are included in the development assumptions of the WCRCCSP and are provided a dedicated funding component through implementation of the WCRCCSP Mobility Fee. These improvements are necessary to meet the forecasted transit demand, and to provide the forecasted TOD coverage throughout the project area. It is expected that there will also be a regular increase in the Metro bus transit services in Warner Center as part of Metro's on-going regional and local service expansion in response to growth in ridership demand. This component is expected to be funded through standard Metro funding sources and is not covered by the WCRCCSP mobility fee.

Measures to Address Potential Interim Impacts

Throughout the life of the WCRCCSP a mitigation monitoring and reporting program outlined in the WCRCCSP will help to reduce the potential for interim impacts as well as congruency with WCRCCSP analysis. The program:

TR-99: Implement the WCRCCSP Mitigation Assignment Process.

The mitigation assignment process is intended to ensure appropriate mitigation measures, both in scale and location of improvement, are assigned to each individual project. The process is comprised of the following components:

1. Trip Monitoring:
    a. Each TAZ is assigned a trip value based on the modeled WCRCCSP trips reported in **Appendix G.6** and are then aggregated into the six districts defined by the WCRCCSP. The City shall keep record of total trip generation by TAZ for all approved projects under the updated WCRCCSP, through use of WCRCCSP study trip generation rates. If after the addition of a proposed project's trips, the district does not exceed its threshold, the project may continue with the WCRCCSP Mitigation Assignment Process.
    b. If the proposed project's trips cause its district to exceed its trip threshold, the project will require further consideration by City Planning staff before use of WCRCCSP mitigation measures is approved. City staff may consider the potential for trip capacity swaps from TAZs of nearby districts with excess trip capacity.
    c. If it is determined that a proposed project's trip generation exceeds aggregate WCRCCSP assumptions, the project would be required to identify additional impacts and mitigations resulting from the portion of trips exceeding WCRCCSP TAZ assumptions. The focused analysis may employ components of the WCRCCSP model, such as "select zone" analysis, and would be consistent with the applicable WCRCCSP analysis methodologies.

2. Mitigation Assignment:
    a. Once approved for the use of WCRCCSP mitigations, each project is first assessed a total Mobility Fee, as defined in the WCRCCSP, and based on the land use type and development intensity.
    b. Based on their roadway component of the assessed Mobility Fee, each project is assigned to a fee category, with each category defined by a dollar value range. Each fee category corresponds to the set of mitigation measures with individual costs that fall within the dollar value range of the category. The purpose of this process is to ensure the assigned mitigation measures are appropriately scaled with respect to the size of the project.
    c. To fulfill the roadway component of their assessed Mobility Fee, the project is assigned mitigation measures by the following process:
        i. Mitigations along the project's TAZ boundaries are first considered, regardless of fee category.

ii. Available mitigations in the project's fee category are selected by weighing the operational need of the location. Intersections with high operational needs (highest volumes and V/C ratios) are considered to have the highest priority.
iii. Physical mitigation measures comprise 38% of the mobility fee. If the fee category has been depleted of all mitigations or the mitigations remaining exceed the remaining Mobility Fee fulfillment of the project, the next lowest fee category will be considered. This process is repeated until the project has fulfilled its Mobility Fee.

Construction Mitigation Measures

TR-100: Require proposed WCRCCSP projects to assess construction impacts prior to project approval. Each project will be required to develop and, if necessary, implement a construction traffic management plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.

Neighborhood Circulation Mitigation Measures

TR-101: Implement a WCRCCSP Neighborhood Protection Program. In accordance with the updated WCRCCSP, a portion of the new Mobility Fee will be dedicated to fund a Neighborhood Protection Program to promptly assess and mitigate unforeseeable neighborhood circulation impacts as they arise. The Neighborhood Protection Program will address and mitigate any unforeseeable traffic impacts resulting from a potential increase in overflow or cut-through traffic along study area neighborhood streets caused by the WCRCCSP development or its mitigation measures.

Based on the analysis of 2035 With Project intersection operations after mitigations, a total of 15 intersections had a measured project share of intersection V/C and were also projected to operate at LOS F. This is a substantial improvement over the 41 locations originally identified prior to mitigation. Shown in **Table 4.12-28**, the intersections are sorted based on their project share of total V/C, with the highest share having the highest potential for an adjacent neighborhood impact. While all neighborhoods identified in the WCRCCSP would be monitored, those that are in direct proximity of the listed intersections should be considered at a higher risk of circulation impacts. The highest risk neighborhood areas based on the locations of these intersections are directly adjacent to the north and northeast of the project area, and also to the southwest.

TABLE 4.12-28:
POTENTIAL INTERSECTIONS WITH UNFORESEEABLE CIRCULATION IMPACTS TO ADJACENT NEIGHBORHOODS – AFTER MITIGATION

Rank (Highest Impact Potential =1)	ID	Intersection Name	Project Share of V/C After Mitigations	Peak Hour Intersection V/C – After Mitigations
1	53	Shoup Ave and Ventura Blvd	0.176	1.035
2	35	De Soto Ave and Sherman Way	0.147	1.100

TABLE 4.12-28:
POTENTIAL INTERSECTIONS WITH UNFORESEEABLE CIRCULATION IMPACTS TO ADJACENT NEIGHBORHOODS – AFTER MITIGATION

Rank (Highest Impact Potential =1)	ID	Intersection Name	Project Share of V/C After Mitigations	Peak Hour Intersection V/C – After Mitigations
3	86	Topanga Canyon Blvd and Clarendon St	0.122	1.076
4	3	De Soto Ave and Vanowen St	0.090	1.007
5	151	Winnetka Ave and Sherman Way	0.064	1.083
6	50	Shoup Ave and Oxnard St	0.063	1.292
7	1	Topanga Canyon Blvd and Vanowen St	0.059	1.056
8	106	Winnetka Ave and Vanowen St	0.052	1.115
9	130	Burbank Blvd and Ventura Blvd	0.046	1.279
10	118	Winnetka Ave and Ventura Blvd	0.043	1.013
11	29	Topanga Canyon Blvd and Roscoe Blvd	0.036	1.189
12	121	Fallbrook Ave and Ventura Blvd	0.034	1.262
13	98	De Soto Ave and Saticoy St	0.031	1.090
14	34	Canoga Ave and Sherman Way	0.028	1.091
15	30	Topanga Canyon Blvd and Saticoy St	0.007	1.326

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

This section describes the 2035 With Project conditions after implementation of the mitigation measures identified above.

Intersection Levels of Service

Year 2035 mitigated intersection geometrics were updated to reflect the implementation of the proposed mitigation measures. **Figures 4.12-18 and 4.12-19** display the intersections and corresponding LOS for the complete intersection mitigation package, including the Variel Avenue Corridor Improvement. The mitigated intersection geometrics are included in **Appendix G.1**. **Table 4.12-29** summarizes and compares the intersection LOS totals for each scenario. The complete LOS analysis worksheets corresponding with this impact assessment are included in the **Appendix G.2** to this report.

TABLE 4.12-29:
2035 WITH PROJECT MITIGATED INTERSECTION PEAK HOUR LOS SUMMARY

Peak Hour		Total Intersections in Each LOS Category					
		A	B	C	D	E	F
AM	Without Mitigation	41	24	26	24	19	18
	With Mitigation	49	28	36	24	9	6
PM	Without Mitigation	28	21	20	24	20	39
	With Mitigation	32	33	26	29	17	15

Table 4.12-30 presents a summary comparison of 2035 intersection operating conditions and impact assessments for the 2035 With Project condition, with and without mitigation. In total, 86 of 87 intersections with significant project related impacts would be mitigated through the proposed mitigation measures. **Figure 4.12-20** shows the location of the single intersection impact remaining for the 2035 With Project conditions after mitigation measures are implemented (Intersection # 46: Variel Avenue and Victory Boulevard).

If the Variel Avenue Corridor Improvement were not implemented as a system-wide mitigation measure, an additional three locations would have unavoidable significant adverse impacts, as identified in **Table 4.12-30**:

#34: Canoga Avenue and Sherman Way
#95: Owensmouth Avenue and Saticoy Street
#106: Winnetka Avenue and Vanowen Street

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
1	Topanga Canyon Blvd and Vanowen St	AM	0.754	C	0.820	D	0.066	YES	0.736	C	-0.018	NO	0.726	C	-0.028	NO
		PM	1.089	F	1.154	F	0.065	YES	1.062	F	-0.027	NO	1.056	F	-0.033	NO
2	Canoga Ave and Vanowen St	AM	0.845	D	0.935	E	0.090	YES	0.837	D	-0.008	NO	0.738	C	-0.107	NO
		PM	0.858	D	0.910	E	0.052	YES	0.806	D	-0.052	NO	0.777	C	-0.081	NO
3	De Soto Ave and Vanowen St	AM	0.831	D	0.913	E	0.082	YES	0.760	C	-0.071	NO	0.772	C	-0.059	NO
		PM	1.104	F	1.191	F	0.087	YES	1.007	F	-0.097	NO	1.007	F	-0.097	NO
4	Topanga Canyon Blvd and Victory Blvd	AM	0.808	D	0.851	D	0.043	YES	0.715	C	-0.093	NO	0.716	C	-0.092	NO
		PM	1.005	F	1.154	F	0.149	YES	0.898	D	-0.107	NO	0.890	D	-0.115	NO
5	Canoga Ave and Victory Blvd	AM	0.652	B	0.785	C	0.133	YES	0.609	B	-0.043	NO	0.661	B	0.009	NO
		PM	0.929	E	1.087	F	0.158	YES	0.841	D	-0.088	NO	0.909	E	-0.020	NO
6	De Soto Ave and Victory Blvd	AM	0.791	C	0.997	E	0.206	YES	0.783	C	-0.008	NO	0.777	C	-0.014	NO
		PM	0.960	E	1.158	F	0.198	YES	0.923	E	-0.037	NO	0.858	D	-0.102	NO
7	Topanga Canyon Blvd and Erwin St	AM	0.591	A	0.701	C	0.110	NO	0.677	B	0.086	NO	0.677	B	0.086	NO
		PM	0.789	C	0.861	D	0.072	YES	0.801	D	0.012	NO	0.801	D	0.012	NO
8	Owensmouth Ave and Erwin St	AM	0.502	A	0.753	C	0.251	YES	0.531	A	0.029	NO	0.531	A	0.029	NO
		PM	0.650	B	0.980	E	0.330	YES	0.640	B	-0.010	NO	0.640	B	-0.010	NO
9	Canoga Ave and Erwin St	AM	0.578	A	0.697	B	0.119	NO	0.594	A	0.016	NO	0.594	A	0.016	NO
		PM	0.740	C	0.919	E	0.179	YES	0.736	C	-0.004	NO	0.736	C	-0.004	NO
10	Variel Ave and Erwin St	AM	0.312	A	0.489	A	0.177	NO	0.489	A	0.177	NO	0.473	A	0.161	NO
		PM	0.456	A	0.535	A	0.079	NO	0.535	A	0.079	NO	0.607	B	0.151	NO
11	De Soto Ave and Erwin St	AM	0.732	C	0.769	C	0.037	NO	0.593	A	-0.139	NO	0.601	B	-0.131	NO
		PM	0.608	B	0.637	B	0.029	NO	0.637	B	0.029	NO	0.645	B	0.037	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
12	Topanga Canyon Blvd and Oxnard St	AM	0.695	B	0.794	C	0.099	YES	0.713	C	0.018	NO	0.713	C	0.018	NO
		PM	0.891	D	1.064	F	0.173	YES	0.855	D	-0.036	NO	0.855	D	-0.036	NO
13	Canoga Ave and Oxnard St	AM	0.562	A	0.662	B	0.100	NO	0.624	B	0.062	NO	0.624	B	0.062	NO
		PM	0.754	C	0.824	D	0.070	YES	0.758	C	0.004	NO	0.758	C	0.004	NO
14	De Soto Ave and Oxnard St	AM	0.852	D	0.928	E	0.076	YES	0.747	C	-0.105	NO	0.747	C	-0.105	NO
		PM	0.771	C	0.804	D	0.033	YES	0.759	C	-0.012	NO	0.759	C	-0.012	NO
15	Topanga Canyon Blvd and Califa St	AM	0.450	A	0.566	A	0.116	NO	0.522	A	0.072	NO	0.522	A	0.072	NO
		PM	0.665	B	0.764	C	0.099	YES	0.699	B	0.034	NO	0.699	B	0.034	NO
16	Owensmouth Ave and Califa St	AM	0.343	A	0.400	A	0.057	NO	0.400	A	0.057	NO	0.400	A	0.057	NO
		PM	0.477	A	0.541	A	0.064	NO	0.541	A	0.064	NO	0.541	A	0.064	NO
17	Canoga Ave and Califa St	AM	0.542	A	0.636	B	0.094	NO	0.636	B	0.094	NO	0.636	B	0.094	NO
		PM	0.746	C	0.767	C	0.021	NO	0.767	C	0.021	NO	0.767	C	0.021	NO
18	De Soto Ave and Califa St	AM	0.776	C	0.868	D	0.092	YES	0.769	C	-0.007	NO	0.769	C	-0.007	NO
		PM	0.681	B	0.779	C	0.098	YES	0.665	B	-0.016	NO	0.665	B	-0.016	NO
19	101 Ventura Fwy WB and Burbank Blvd	AM	0.634	B	0.618	B	-0.016	NO	0.618	B	-0.016	NO	0.618	B	-0.016	NO
		PM	0.582	A	0.613	B	0.031	NO	0.613	B	0.031	NO	0.613	B	0.031	NO
20	Topanga Canyon Blvd and Burbank Blvd	AM	0.871	D	0.912	E	0.041	YES	0.827	D	-0.044	NO	0.827	D	-0.044	NO
		PM	0.972	E	1.013	F	0.041	YES	0.747	C	-0.225	NO	0.747	C	-0.225	NO
21	Owensmouth Ave and Burbank Blvd	AM	0.544	A	0.637	B	0.093	NO	0.637	B	0.093	NO	0.637	B	0.093	NO
		PM	0.862	D	0.852	D	-0.010	NO	0.852	D	-0.010	NO	0.852	D	-0.010	NO
22	Canoga Ave and Burbank Blvd	AM	0.811	D	0.860	D	0.049	YES	0.704	C	-0.107	NO	0.704	C	-0.107	NO
		PM	0.790	C	0.884	D	0.094	YES	0.809	D	0.019	NO	0.809	D	0.019	NO
23	De Soto Ave and Burbank Blvd (N)	AM	0.729	C	0.768	C	0.039	NO	0.768	C	0.039	NO	0.768	C	0.039	NO
		PM	0.759	C	0.788	C	0.029	NO	0.788	C	0.029	NO	0.788	C	0.029	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
24	Canoga Ave and 101 Ventura Fwy WB	AM	0.614	B	0.651	B	0.037	NO	0.651	B	0.037	NO	0.651	B	0.037	NO
		PM	0.591	A	0.606	B	0.015	NO	0.606	B	0.015	NO	0.606	B	0.015	NO
25	De Soto Ave 101 Ventura Fwy WB	AM	0.726	C	0.795	C	0.069	YES	0.612	B	-0.114	NO	0.612	B	-0.114	NO
		PM	0.801	D	0.833	D	0.032	YES	0.682	B	-0.119	NO	0.682	B	-0.119	NO
26	Canoga Ave and 101 Ventura Fwy EB	AM	0.381	A	0.390	A	0.009	NO	0.390	A	0.009	NO	0.390	A	0.009	NO
		PM	0.585	A	0.580	A	-0.005	NO	0.580	A	-0.005	NO	0.580	A	-0.005	NO
27	De Soto Ave and 101 Ventura Fwy EB	AM	0.847	D	0.891	D	0.044	YES	0.841	D	-0.006	NO	0.841	D	-0.006	NO
		PM	0.743	C	0.710	C	-0.033	YES	0.710	C	-0.033	NO	0.710	C	-0.033	NO
28	Topanga Canyon Blvd and Nordhoff St	AM	0.900	E	0.886	D	-0.014	NO	0.819	D	-0.081	NO	0.819	D	-0.081	NO
		PM	1.014	F	1.041	F	0.027	YES	0.932	E	-0.082	NO	0.932	E	-0.082	NO
29	Topanga Canyon Blvd and Roscoe Blvd	AM	1.367	F	1.360	F	-0.007	NO	1.128	F	-0.239	NO	1.128	F	-0.239	NO
		PM	1.413	F	1.449	F	0.036	YES	1.189	F	-0.224	NO	1.189	F	-0.224	NO
30	Topanga Canyon Blvd and Saticoy St	AM	1.027	F	1.032	F	0.005	NO	1.032	F	0.005	NO	1.032	F	0.005	NO
		PM	1.319	F	1.326	F	0.007	NO	1.326	F	0.007	NO	1.326	F	0.007	NO
31	Shoup Ave and Sherman Way	AM	0.858	D	0.881	D	0.023	YES	0.808	D	-0.050	NO	0.808	D	-0.050	NO
		PM	0.991	E	1.002	F	0.011	YES	0.968	E	-0.023	NO	0.968	E	-0.023	NO
32	Topanga Canyon Blvd and Sherman Way	AM	1.319	F	1.316	F	-0.003	NO	1.316	F	-0.003	NO	1.316	F	-0.003	NO
		PM	1.301	F	1.235	F	-0.066	NO	1.235	F	-0.066	NO	1.235	F	-0.066	NO
33	Owensmouth Ave and Sherman Way	AM	0.736	C	0.788	C	0.052	YES	0.716	C	-0.020	NO	0.716	C	-0.020	NO
		PM	0.767	C	0.830	D	0.063	YES	0.784	C	0.017	NO	0.784	C	0.017	NO
34	Canoga Ave and Sherman Way	AM	0.821	D	0.865	D	0.044	YES	0.844	D	0.023	**YES**	0.840	D	0.019	NO
		PM	1.151	F	1.238	F	0.087	YES	1.135	F	-0.016	NO	1.091	F	-0.060	NO
35	De Soto Ave and Sherman Way	AM	0.845	D	0.904	E	0.059	YES	0.806	D	-0.039	NO	0.843	D	-0.002	NO
		PM	1.159	F	1.281	F	0.122	YES	1.088	F	-0.071	NO	1.100	F	-0.059	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
36	Fallbrook Ave and Vanowen St	AM	0.829	D	0.849	D	0.020	YES	0.687	B	-0.142	NO	0.792	C	-0.037	NO
		PM	0.958	E	0.955	E	-0.003	YES	0.776	C	-0.182	NO	0.881	D	-0.077	NO
37	Shoup Ave and Vanowen St	AM	0.776	C	0.821	D	0.045	YES	0.772	C	-0.004	NO	0.771	C	-0.005	NO
		PM	0.871	D	0.905	E	0.034	YES	0.885	D	0.014	NO	0.879	D	0.008	NO
38	Owensmouth Ave and Vanowen St	AM	0.827	D	0.900	D	0.073	YES	0.699	B	-0.128	NO	0.665	B	-0.162	NO
		PM	0.804	D	0.928	E	0.124	YES	0.777	C	-0.027	NO	0.720	C	-0.084	NO
39	Variel Ave and Vanowen St	AM	0.513	A	0.570	A	0.057	NO	0.416	A	-0.097	NO	0.478	A	-0.035	NO
		PM	0.834	D	0.812	D	-0.022	NO	0.607	B	-0.227	NO	0.648	B	-0.186	NO
40	Topanga Canyon Blvd and Kittridge St	AM	0.443	A	0.491	A	0.048	NO	0.491	A	0.048	NO	0.481	A	0.038	NO
		PM	0.695	B	0.757	C	0.062	YES	0.757	C	0.062	NO	0.738	C	0.043	NO
41	Woodlake Ave and Victory Blvd	AM	0.836	D	0.880	D	0.044	YES	0.788	C	-0.048	NO	0.788	C	-0.048	NO
		PM	0.921	E	0.878	D	-0.043	YES	0.724	C	-0.197	NO	0.724	C	-0.197	NO
42	Fallbrook Ave and Victory Blvd	AM	0.833	D	0.846	D	0.013	NO	0.846	D	0.013	NO	0.846	D	0.013	NO
		PM	0.987	E	1.023	F	0.036	YES	0.960	E	-0.027	NO	0.960	E	-0.027	NO
43	Shoup Ave and Victory Blvd	AM	0.966	E	1.037	F	0.071	YES	0.899	D	-0.067	NO	0.899	D	-0.067	NO
		PM	1.002	F	1.073	F	0.071	YES	0.938	E	-0.064	NO	0.938	E	-0.064	NO
44	Westfield Way (Pvt) and Victory Blvd	AM	0.258	A	0.310	A	0.052	NO	0.310	A	0.052	NO	0.328	A	0.070	NO
		PM	0.583	A	0.659	B	0.076	NO	0.659	B	0.076	NO	0.669	B	0.086	NO
45	Owensmouth Ave and Victory Blvd	AM	0.696	B	0.828	D	0.132	YES	0.684	B	-0.012	NO	0.674	B	-0.022	NO
		PM	0.828	D	1.042	F	0.214	YES	0.805	D	-0.023	NO	0.792	C	-0.036	NO
46	Variel Ave and VictoryBlvd	AM	0.557	A	0.807	D	0.250	YES	0.578	A	0.021	YES	0.823	D	0.266	YES
		PM	0.809	D	0.999	E	0.190	YES	0.905	E	0.096	YES	0.937	E	0.128	YES
47	Mason Ave and Victory Blvd	AM	0.842	D	0.977	E	0.135	YES	0.822	D	-0.020	NO	0.803	D	-0.039	NO
		PM	0.914	E	1.082	F	0.168	YES	0.836	D	-0.078	NO	0.838	D	-0.076	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
48	Owensmouth Ave and Canyon Creek Dr (Pvt)	AM	0.437	A	0.691	B	0.254	NO	0.631	B	0.194	NO	0.598	A	0.161	NO
		PM	0.587	A	0.825	D	0.238	YES	0.601	B	0.014	NO	0.604	B	0.017	NO
49	Shoup Ave and Erwin St	AM	0.548	A	0.634	B	0.086	NO	0.545	A	-0.003	NO	0.545	A	-0.003	NO
		PM	0.875	D	0.957	E	0.082	YES	0.801	D	-0.074	NO	0.801	D	-0.074	NO
50	Shoup Ave and Oxnard St	AM	1.266	F	1.268	F	0.002	NO	1.292	F	0.026	NO	1.292	F	0.026	NO
		PM	1.093	F	1.156	F	0.063	YES	0.975	E	-0.118	NO	0.975	E	-0.118	NO
51	Owensmouth Ave and Oxnard St	AM	0.550	A	0.617	B	0.067	NO	0.617	B	0.067	NO	0.617	B	0.067	NO
		PM	0.492	A	0.605	B	0.113	NO	0.605	B	0.113	NO	0.605	B	0.113	NO
52	Shoup Ave and Burbank Blvd	AM	0.577	A	0.626	B	0.049	NO	0.540	A	-0.037	NO	0.540	A	-0.037	NO
		PM	0.786	C	0.838	D	0.052	YES	0.721	C	-0.065	NO	0.721	C	-0.065	NO
53	Shoup Ave and Ventura Blvd	AM	0.955	E	1.036	F	0.081	YES	0.830	D	-0.125	NO	0.830	D	-0.125	NO
		PM	1.170	F	1.346	F	0.176	YES	1.035	F	-0.135	NO	1.035	F	-0.135	NO
54	101 Ventura Fwy EB and Ventura Blvd	AM	0.900	E	0.907	E	0.007	NO	0.621	B	-0.279	NO	0.621	B	-0.279	NO
		PM	1.009	F	1.079	F	0.070	YES	0.759	C	-0.250	NO	0.759	C	-0.250	NO
55	Topanga Canyon Blvd and 101 Ventura Fwy WB	AM	0.583	A	0.628	B	0.045	NO	0.447	A	-0.136	NO	0.447	A	-0.136	NO
		PM	0.760	C	0.848	D	0.088	YES	0.534	A	-0.226	NO	0.534	A	-0.226	NO
56	Topanga Canyon Blvd and Ventura Blvd	AM	0.911	E	0.959	E	0.048	YES	0.810	D	-0.101	NO	0.810	D	-0.101	NO
		PM	1.099	F	1.228	F	0.129	YES	0.961	E	-0.138	NO	0.961	E	-0.138	NO
57	Canoga Ave and Ventura Blvd	AM	0.744	C	0.750	C	0.006	NO	0.750	C	0.006	NO	0.750	C	0.006	NO
		PM	0.882	D	0.899	D	0.017	NO	0.899	D	0.017	NO	0.899	D	0.017	NO
58	De Soto Ave/Serrania Ave and Ventura Blvd	AM	0.877	D	0.942	E	0.065	YES	0.854	D	-0.023	NO	0.854	D	-0.023	NO
		PM	0.904	E	1.058	F	0.154	YES	0.840	D	-0.064	NO	0.840	D	-0.064	NO
59	Topanga Canyon Blvd	AM	0.592	A	0.589	A	-0.003	NO	0.589	A	-0.003	NO	0.589	A	-0.003	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
	and Martinez St	PM	0.600	B	0.656	B	0.056	NO	0.656	B	0.056	NO	0.656	B	0.056	NO
60	Canoga Ave and Rocketdyne Dwy (Pvt)	AM	0.421	A	0.577	A	0.156	NO	0.577	A	0.156	NO	0.537	A	0.116	NO
		PM	0.482	A	0.595	A	0.113	NO	0.595	A	0.113	NO	0.551	A	0.069	NO
61	De Soto Ave and Kittridge St	AM	0.734	C	0.798	C	0.064	YES	0.798	C	0.064	NO	0.701	C	-0.033	NO
		PM	0.762	C	0.740	C	-0.022	YES	0.740	C	-0.022	NO	0.693	B	-0.069	NO
62	Topanga Canyon Blvd and Village Dwy	AM	0.444	A	0.517	A	0.073	NO	0.517	A	0.073	NO	0.517	A	0.073	NO
		PM	0.471	A	0.552	A	0.081	NO	0.552	A	0.081	NO	0.552	A	0.081	NO
63	Canoga Ave and Trillium Dwy (Pvt)	AM	0.423	A	0.526	A	0.103	NO	0.526	A	0.103	NO	0.526	A	0.103	NO
		PM	0.618	B	0.725	C	0.107	NO	0.725	C	0.107	NO	0.725	C	0.107	NO
64	De Soto Ave and Warner Center Lane (Pvt)/Serrania Ave	AM	0.582	A	0.674	B	0.092	NO	0.674	B	0.092	NO	0.674	B	0.092	NO
		PM	0.574	A	0.586	A	0.012	NO	0.586	A	0.012	NO	0.586	A	0.012	NO
65	Canoga Ave and Warner Ranch Rd (Pvt)	AM	0.668	B	0.729	C	0.061	NO	0.729	C	0.061	NO	0.729	C	0.061	NO
		PM	0.531	A	0.600	A	0.069	NO	0.600	A	0.069	NO	0.600	A	0.069	NO
66	De Soto Ave and Burbank Blvd (S)/Kaiser Dwy (Pvt)	AM	0.701	C	0.707	C	0.006	NO	0.707	C	0.006	NO	0.707	C	0.006	NO
		PM	0.708	C	0.682	B	-0.026	NO	0.682	B	-0.026	NO	0.682	B	-0.026	NO
67	Owensmouth Ave and Promenade Dwy (Pvt)	AM	0.309	A	0.349	A	0.040	NO	0.349	A	0.040	NO	0.349	A	0.040	NO
		PM	0.350	A	0.370	A	0.020	NO	0.370	A	0.020	NO	0.370	A	0.020	NO
68	Owensmouth Ave and West Valley Way (Pvt)	AM	0.476	A	0.582	A	0.106	NO	0.582	A	0.106	NO	0.582	A	0.106	NO
		PM	0.539	A	0.649	B	0.110	NO	0.649	B	0.110	NO	0.649	B	0.110	NO
69	Canoga Ave and Busway	AM	0.507	A	0.488	A	-0.019	NO	0.488	A	-0.019	NO	0.488	A	-0.019	NO
		PM	0.427	A	0.474	A	0.047	NO	0.474	A	0.047	NO	0.474	A	0.047	NO
70	AMC Dwy and Oxnard St	AM	0.441	A	0.451	A	0.010	NO	0.406	A	-0.035	NO	0.406	A	-0.035	NO
		PM	0.660	B	0.794	C	0.134	YES	0.587	A	-0.073	NO	0.587	A	-0.073	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
71	Eton Ave and Vanowen St	AM	0.521	A	0.608	B	0.087	NO	0.430	A	-0.091	NO	0.346	A	-0.175	NO
		PM	0.875	D	0.859	D	-0.016	NO	0.603	B	-0.272	NO	0.550	A	-0.325	NO
72	Independence Ave and Vanowen St	AM	0.553	A	0.621	B	0.068	NO	0.462	A	-0.091	NO	0.436	A	-0.117	NO
		PM	0.846	D	0.814	D	-0.032	NO	0.596	A	-0.250	NO	0.555	A	-0.291	NO
73	Variel Ave and Kittridge St	AM	0.282	A	0.255	A	-0.027	NO	0.255	A	-0.027	NO	0.302	A	0.020	NO
		PM	0.524	A	0.297	A	-0.227	NO	0.297	A	-0.227	NO	0.425	A	-0.099	NO
74	Variel Ave and Oxnard St	AM	0.437	A	0.562	A	0.125	NO	0.527	A	0.090	NO	0.527	A	0.090	NO
		PM	0.646	B	0.783	C	0.137	YES	0.657	B	0.011	NO	0.657	B	0.011	NO
75	Variel Ave and Califa St	AM	0.307	A	0.375	A	0.068	NO	0.375	A	0.068	NO	0.375	A	0.068	NO
		PM	0.364	A	0.439	A	0.075	NO	0.439	A	0.075	NO	0.439	A	0.075	NO
76	Warner Center Lane and Burbank Blvd	AM	0.378	A	0.381	A	0.003	NO	0.381	A	0.003	NO	0.381	A	0.003	NO
		PM	0.373	A	0.370	A	-0.003	NO	0.370	A	-0.003	NO	0.370	A	-0.003	NO
77	De Soto Ave and Clark St	AM	0.855	D	0.985	E	0.130	YES	0.684	B	-0.171	NO	0.676	B	-0.179	NO
		PM	0.613	B	0.693	B	0.080	YES	0.451	A	-0.162	NO	0.452	A	-0.161	NO
78	Warner Ranch Rd (Pvt) and Burbank Blvd	AM	0.269	A	0.260	A	-0.009	NO	0.260	A	-0.009	NO	0.260	A	-0.009	NO
		PM	0.343	A	0.381	A	0.038	NO	0.381	A	0.038	NO	0.381	A	0.038	NO
79	Owensmouth Ave and Marylee St	AM	0.328	A	0.249	A	-0.079	NO	0.249	A	-0.079	NO	0.249	A	-0.079	NO
		PM	0.592	A	0.331	A	-0.261	NO	0.331	A	-0.261	NO	0.331	A	-0.261	NO
80	Topanga Canyon Blvd and Marylee St	AM	0.505	A	0.477	A	-0.028	NO	0.477	A	-0.028	NO	0.477	A	-0.028	NO
		PM	0.737	C	0.604	B	-0.133	NO	0.604	B	-0.133	NO	0.604	B	-0.133	NO
81	Topanga Canyon Blvd and Calvert St	AM	0.539	A	0.632	B	0.093	NO	0.632	B	0.093	NO	0.632	B	0.093	NO
		PM	0.589	B	0.734	C	0.145	NO	0.613	B	0.024	NO	0.613	B	0.024	NO
82	Topanga Canyon Blvd and Bassett St	AM	0.538	A	0.563	A	0.025	NO	0.563	A	0.025	NO	0.551	A	0.013	NO
		PM	0.564	A	0.626	B	0.062	NO	0.626	B	0.062	NO	0.605	B	0.041	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
83	Randi Ave and Victory Blvd	AM	0.515	A	0.534	A	0.019	NO	0.393	A	-0.122	NO	0.393	A	-0.122	NO
		PM	0.481	A	0.546	A	0.065	NO	0.409	A	-0.072	NO	0.409	A	-0.072	NO
84	Glade Ave and Erwin St	AM	0.235	A	0.334	A	0.099	NO	0.334	A	0.099	NO	0.334	A	0.099	NO
		PM	0.323	A	0.408	A	0.085	NO	0.408	A	0.085	NO	0.408	A	0.085	NO
85	Randi Ave/Nevada Ave and Erwin St	AM	0.199	A	0.270	A	0.071	NO	0.270	A	0.071	NO	0.270	A	0.071	NO
		PM	0.281	A	0.354	A	0.073	NO	0.354	A	0.073	NO	0.354	A	0.073	NO
86	Topanga Canyon Blvd and Clarendon St	AM	0.869	D	0.836	D	-0.033	NO	0.784	C	-0.085	NO	0.784	C	-0.085	NO
		PM	1.095	F	1.217	F	0.122	YES	1.076	F	-0.019	NO	1.076	F	-0.019	NO
87	Jordan Ave and Sherman Way	AM	0.626	B	0.642	B	0.016	NO	0.610	B	-0.016	NO	0.610	B	-0.016	NO
		PM	0.721	C	0.763	C	0.042	YES	0.721	C	0.000	NO	0.721	C	0.000	NO
88	Remmet Ave and Sherman Way	AM	0.496	A	0.515	A	0.019	NO	0.529	A	0.033	NO	0.529	A	0.033	NO
		PM	0.718	C	0.769	C	0.051	YES	0.691	B	-0.027	NO	0.691	B	-0.027	NO
89	Variel Ave and Sherman Way	AM	0.685	B	0.749	C	0.064	YES	0.693	B	0.008	NO	0.690	B	0.005	NO
		PM	0.769	C	0.831	D	0.062	YES	0.724	C	-0.045	NO	0.778	C	0.009	NO
90	Owensmouth Ave and Gault St	AM	0.354	A	0.396	A	0.042	NO	0.396	A	0.042	NO	0.396	A	0.042	NO
		PM	0.520	A	0.623	B	0.103	NO	0.623	B	0.103	NO	0.623	B	0.103	NO
91	Owensmouth Ave and Hart St	AM	0.421	A	0.515	A	0.094	NO	0.515	A	0.094	NO	0.497	A	0.076	NO
		PM	0.607	B	0.769	C	0.162	YES	0.769	C	0.162	NO	0.729	C	0.122	NO
92	De Soto Ave and Hart St	AM	0.534	A	0.567	A	0.033	NO	0.567	A	0.033	NO	0.578	A	0.044	NO
		PM	0.523	A	0.550	A	0.027	NO	0.550	A	0.027	NO	0.574	A	0.051	NO
93	Mason Ave and Vanowen St	AM	0.855	D	0.914	E	0.059	YES	0.829	D	-0.026	NO	0.829	D	-0.026	NO
		PM	0.863	D	0.886	D	0.023	YES	0.850	D	-0.013	NO	0.850	D	-0.013	NO
94	Don Pio Dr and Ventura Blvd	AM	0.672	B	0.663	B	-0.009	NO	0.663	B	-0.009	NO	0.663	B	-0.009	NO
		PM	0.687	B	0.709	C	0.022	NO	0.709	C	0.022	NO	0.709	C	0.022	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
95	Owensmouth Ave and Saticoy St	AM	0.886	D	0.891	D	0.005	NO	0.891	D	0.005	NO	0.891	D	0.005	NO
		PM	0.966	E	0.996	E	0.030	YES	0.976	E	0.010	YES	0.975	E	0.009	NO
96	Canoga Ave and Saticoy St	AM	0.792	C	0.818	D	0.026	YES	0.783	C	-0.009	NO	0.783	C	-0.009	NO
		PM	0.953	E	0.989	E	0.036	YES	0.924	E	-0.029	NO	0.924	E	-0.029	NO
97	Variel Ave and Saticoy St	AM	0.661	B	0.685	B	0.024	NO	0.685	B	0.024	NO	0.685	B	0.024	NO
		PM	0.656	B	0.666	B	0.010	NO	0.666	B	0.010	NO	0.666	B	0.010	NO
98	De Soto Ave and Saticoy St	AM	1.068	F	1.099	F	0.031	YES	1.074	F	0.006	NO	1.074	F	0.006	NO
		PM	1.120	F	1.135	F	0.015	YES	1.090	F	-0.030	NO	1.090	F	-0.030	NO
99	Shoup Ave and Valerio St	AM	0.461	A	0.472	A	0.011	NO	0.472	A	0.011	NO	0.472	A	0.011	NO
		PM	0.462	A	0.475	A	0.013	NO	0.475	A	0.013	NO	0.475	A	0.013	NO
100	Topanga Canyon Blvd and Valerio St	AM	0.711	C	0.717	C	0.006	NO	0.717	C	0.006	NO	0.717	C	0.006	NO
		PM	0.757	C	0.768	C	0.011	NO	0.768	C	0.011	NO	0.768	C	0.011	NO
101	Canoga Ave and Valerio St	AM	0.734	C	0.785	C	0.051	YES	0.761	C	0.027	NO	0.761	C	0.027	NO
		PM	0.658	B	0.697	B	0.039	YES	0.697	B	0.039	NO	0.697	B	0.039	NO
102	Lurline Ave and Sherman Way	AM	0.464	A	0.502	A	0.038	NO	0.502	A	0.038	NO	0.526	A	0.062	NO
		PM	0.475	A	0.513	A	0.038	NO	0.513	A	0.038	NO	0.528	A	0.053	NO
103	Mason Ave and Sherman Way	AM	0.900	E	0.958	E	0.058	YES	0.864	D	-0.036	NO	0.856	D	-0.044	NO
		PM	1.028	F	1.088	F	0.060	YES	0.816	D	-0.212	NO	0.823	D	-0.205	NO
104	Owensmouth Ave and Wyandotte St	AM	0.286	A	0.304	A	0.018	NO	0.304	A	0.018	NO	0.304	A	0.018	NO
		PM	0.390	A	0.423	A	0.033	NO	0.423	A	0.033	NO	0.423	A	0.033	NO
105	Sale Ave and Vanowen St	AM	0.401	A	0.401	A	0.000	NO	0.401	A	0.000	NO	0.405	A	0.004	NO
		PM	0.330	A	0.360	A	0.030	NO	0.360	A	0.030	NO	0.345	A	0.015	NO
106	Winnetka Ave and Vanowen St	AM	0.955	E	1.000	E	0.045	YES	0.956	E	0.001	NO	0.947	E	-0.008	NO
		PM	1.113	F	1.194	F	0.081	YES	1.141	F	0.028	YES	1.115	F	0.002	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
107	Sale Ave and Victory Blvd	AM	0.369	A	0.396	A	0.027	NO	0.396	A	0.027	NO	0.396	A	0.027	NO
		PM	0.468	A	0.508	A	0.040	NO	0.508	A	0.040	NO	0.508	A	0.040	NO
108	Winnetka Ave and Victory Blvd	AM	1.067	F	1.059	F	-0.008	NO	0.906	E	-0.161	NO	0.917	E	-0.150	NO
		PM	1.163	F	1.189	F	0.026	YES	0.971	E	-0.192	NO	0.969	E	-0.194	NO
109	Winnetka Ave and Busway	AM	0.349	A	0.366	A	0.017	NO	0.366	A	0.017	NO	0.348	A	-0.001	NO
		PM	0.511	A	0.589	A	0.078	NO	0.589	A	0.078	NO	0.529	A	0.018	NO
110	Fallbrook Ave and Oxnard St	AM	0.663	B	0.682	B	0.019	NO	0.682	B	0.019	NO	0.682	B	0.019	NO
		PM	0.712	C	0.732	C	0.020	NO	0.732	C	0.020	NO	0.732	C	0.020	NO
111	Winnetka Ave and Calvert St	AM	0.757	C	0.733	C	-0.024	NO	0.733	C	-0.024	NO	0.733	C	-0.024	NO
		PM	0.545	A	0.612	B	0.067	NO	0.612	B	0.067	NO	0.612	B	0.067	NO
112	Winnetka Ave and Oxnard St	AM	1.000	F	1.017	F	0.017	YES	0.955	E	-0.045	NO	0.955	E	-0.045	NO
		PM	0.944	E	0.988	E	0.044	YES	0.907	E	-0.037	NO	0.907	E	-0.037	NO
113	Fallbrook Ave and Burbank Blvd	AM	0.788	C	0.793	C	0.005	NO	0.802	D	0.014	NO	0.802	D	0.014	NO
		PM	0.727	C	0.768	C	0.041	YES	0.670	B	-0.057	NO	0.670	B	-0.057	NO
114	Winnetka Ave and Hatteras St	AM	0.441	A	0.455	A	0.014	NO	0.455	A	0.014	NO	0.455	A	0.014	NO
		PM	0.557	A	0.592	A	0.035	NO	0.592	A	0.035	NO	0.592	A	0.035	NO
115	Winnetka Ave and Clark St	AM	0.598	A	0.641	B	0.043	NO	0.641	B	0.043	NO	0.636	B	0.038	NO
		PM	0.574	A	0.669	B	0.095	NO	0.669	B	0.095	NO	0.660	B	0.086	NO
116	Winnetka Ave and 101 Ventura Fwy WB	AM	0.616	B	0.627	B	0.011	NO	0.627	B	0.011	NO	0.627	B	0.011	NO
		PM	0.693	B	0.665	B	-0.028	NO	0.665	B	-0.028	NO	0.665	B	-0.028	NO
117	Winnetka Ave and 101 Ventura Fwy EB	AM	0.711	C	0.719	C	0.008	NO	0.719	C	0.008	NO	0.719	C	0.008	NO
		PM	0.841	D	0.844	D	0.003	NO	0.844	D	0.003	NO	0.844	D	0.003	NO
118	Winnetka Ave and Ventura Blvd	AM	0.922	E	0.909	E	-0.013	NO	0.870	D	-0.052	NO	0.870	D	-0.052	NO
		PM	1.025	F	1.068	F	0.043	YES	1.013	F	-0.012	NO	1.013	F	-0.012	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
119	Sale Ave and Ventura Blvd	AM	0.306	A	0.295	A	-0.011	NO	0.295	A	-0.011	NO	0.295	A	-0.011	NO
		PM	0.539	A	0.600	A	0.061	NO	0.600	A	0.061	NO	0.600	A	0.061	NO
120	Topanga Canyon Blvd and Mullholland Dr	AM	1.033	F	1.041	F	0.008	NO	0.828	D	-0.205	NO	0.828	D	-0.205	NO
		PM	0.953	E	1.013	F	0.060	YES	0.770	C	-0.183	NO	0.770	C	-0.183	NO
121	Fallbrook Ave and Ventura Blvd	AM	0.993	E	1.027	F	0.034	YES	0.991	E	-0.002	NO	0.991	E	-0.002	NO
		PM	1.276	F	1.308	F	0.032	YES	1.262	F	-0.014	NO	1.262	F	-0.014	NO
122	Woodlake Ave/101 Ventura Fwy WB and Ventura Blvd	AM	0.715	C	0.730	C	0.015	NO	0.730	C	0.015	NO	0.730	C	0.015	NO
		PM	0.876	D	0.867	D	-0.009	NO	0.867	D	-0.009	NO	0.867	D	-0.009	NO
123	Tampa Ave and Ventura Blvd	AM	1.017	F	1.011	F	-0.006	NO	0.962	E	-0.055	NO	0.962	E	-0.055	NO
		PM	0.878	D	0.910	E	0.032	YES	0.856	D	-0.022	NO	0.856	D	-0.022	NO
124	Tampa Ave and 101 Ventura Fwy EB	AM	0.455	A	0.446	A	-0.009	NO	0.446	A	-0.009	NO	0.446	A	-0.009	NO
		PM	0.553	A	0.651	B	0.098	NO	0.651	B	0.098	NO	0.651	B	0.098	NO
125	Tampa Ave and 101 Ventura Fwy WB	AM	0.770	C	0.748	C	-0.022	NO	0.748	C	-0.022	NO	0.748	C	-0.022	NO
		PM	0.609	B	0.668	B	0.059	NO	0.668	B	0.059	NO	0.668	B	0.059	NO
126	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd	AM	0.939	E	0.912	E	-0.027	NO	0.912	E	-0.027	NO	0.912	E	-0.027	NO
		PM	0.794	C	0.840	D	0.046	YES	0.747	C	-0.047	NO	0.747	C	-0.047	NO
127	Topham St/Busway and Victory Blvd	AM	0.930	E	0.984	E	0.054	YES	0.874	D	-0.056	NO	0.874	D	-0.056	NO
		PM	0.864	D	0.924	E	0.060	YES	0.827	D	-0.037	NO	0.827	D	-0.037	NO
128	Corbin Ave and Victory Blvd	AM	1.003	F	1.073	F	0.070	YES	0.873	D	-0.130	NO	0.873	D	-0.130	NO
		PM	1.066	F	1.114	F	0.048	YES	0.913	E	-0.153	NO	0.913	E	-0.153	NO
129	Tampa Ave and Victory Blvd	AM	0.993	E	1.026	F	0.033	YES	0.844	D	-0.149	NO	0.844	D	-0.149	NO
		PM	1.106	F	1.178	F	0.072	YES	0.995	E	-0.111	NO	0.995	E	-0.111	NO
130	Burbank Blvd and	AM	1.333	F	1.379	F	0.046	YES	1.279	F	-0.054	NO	1.279	F	-0.054	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
	Ventura Blvd	PM	1.169	F	1.174	F	0.005	YES	1.075	F	-0.094	NO	1.075	F	-0.094	NO
131	Reseda Blvd and Burbank Blvd	AM	0.770	C	0.764	C	-0.006	NO	0.658	B	-0.112	NO	0.658	B	-0.112	NO
		PM	0.801	D	0.933	E	0.132	YES	0.809	D	0.008	NO	0.809	D	0.008	NO
132	Reseda Blvd and 101 Ventura Fwy EB	AM	0.482	A	0.474	A	-0.008	NO	0.474	A	-0.008	NO	0.474	A	-0.008	NO
		PM	0.671	B	0.750	C	0.079	YES	0.701	C	0.030	NO	0.701	C	0.030	NO
133	Reseda Blvd and 101 Ventura Fwy Wb	AM	0.751	C	0.734	C	-0.017	NO	0.684	B	-0.067	NO	0.684	B	-0.067	NO
		PM	0.675	B	0.746	C	0.071	YES	0.674	B	-0.001	NO	0.674	B	-0.001	NO
134	101 Ventura Fwy EB and Burbank Blvd	AM	0.633	B	0.618	B	-0.015	NO	0.618	B	-0.015	NO	0.618	B	-0.015	NO
		PM	0.598	A	0.659	B	0.061	NO	0.659	B	0.061	NO	0.659	B	0.061	NO
135	Canoga Ave and Nordhoff St	AM	0.776	C	0.798	C	0.022	NO	0.798	C	0.022	NO	0.798	C	0.022	NO
		PM	0.824	D	0.839	D	0.015	NO	0.839	D	0.015	NO	0.839	D	0.015	NO
136	De Soto Ave and Nordhoff St	AM	1.040	F	1.046	F	0.006	NO	0.862	D	-0.178	NO	0.862	D	-0.178	NO
		PM	0.886	D	0.977	E	0.091	YES	0.857	D	-0.029	NO	0.857	D	-0.029	NO
137	Topanga Canyon Blvd and Parthenia St	AM	0.894	D	0.921	E	0.027	YES	0.731	C	-0.163	NO	0.731	C	-0.163	NO
		PM	1.005	F	1.020	F	0.015	YES	0.803	D	-0.202	NO	0.803	D	-0.202	NO
138	Canoga Ave and Parthenia St	AM	0.731	C	0.743	C	0.012	NO	0.743	C	0.012	NO	0.743	C	0.012	NO
		PM	0.968	E	0.948	E	-0.020	NO	0.948	E	-0.020	NO	0.948	E	-0.020	NO
139	De Soto Ave and Parthenia St	AM	0.870	D	0.890	D	0.020	YES	0.879	D	0.009	NO	0.879	D	0.009	NO
		PM	0.885	D	0.928	E	0.043	YES	0.826	D	-0.059	NO	0.826	D	-0.059	NO
140	Fallbrook Ave and Roscoe Blvd	AM	0.878	D	0.883	D	0.005	NO	0.765	C	-0.113	NO	0.765	C	-0.113	NO
		PM	1.064	F	1.117	F	0.053	YES	0.963	E	-0.101	NO	0.963	E	-0.101	NO
141	Shoup Ave and Roscoe Blvd	AM	0.894	D	0.887	D	-0.007	NO	0.911	E	0.017	NO	0.911	E	0.017	NO
		PM	0.892	D	0.908	E	0.016	YES	0.887	D	-0.005	NO	0.887	D	-0.005	NO
142	Canoga Ave and Roscoe	AM	0.747	C	0.758	C	0.011	NO	0.798	C	0.051	NO	0.798	C	0.051	NO

TABLE 4.12-30:
FINAL PROJECT-RELATED INTERSECTION TRAFFIC IMPACTS

			No Mitigations						With Mitigations							
			2035 No Project		2035 With Project				2035 With Project - With Intersection Improvements				2035 With Project - With Intersection Improvements and Variel Ave. Corridor Improvement			
Int #	Intersection Name	Peak hour	V/C	LOS	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?	V/C	LOS	Project V/C Change	Project Related Impact?
	Blvd	PM	0.871	D	0.910	E	0.039	YES	0.858	D	-0.013	NO	0.858	D	-0.013	NO
143	De Soto Ave and Roscoe Blvd	AM	0.788	C	0.784	C	-0.004	NO	0.774	C	-0.014	NO	0.774	C	-0.014	NO
		PM	0.820	D	0.882	D	0.062	YES	0.823	D	0.003	NO	0.823	D	0.003	NO
144	Mason Ave and Roscoe Blvd	AM	0.810	D	0.848	D	0.038	YES	0.792	C	-0.018	NO	0.792	C	-0.018	NO
		PM	0.825	D	0.849	D	0.024	YES	0.808	D	-0.017	NO	0.808	D	-0.017	NO
145	Winnetka Ave and Roscoe Blvd	AM	0.806	D	0.839	D	0.033	YES	0.710	C	-0.096	NO	0.710	C	-0.096	NO
		PM	0.910	E	0.941	E	0.031	YES	0.819	D	-0.091	NO	0.819	D	-0.091	NO
146	Fallbrook Ave and Saticoy St	AM	0.614	B	0.622	B	0.008	NO	0.622	B	0.008	NO	0.622	B	0.008	NO
		PM	0.631	B	0.642	B	0.011	NO	0.642	B	0.011	NO	0.642	B	0.011	NO
147	Shoup Ave and Saticoy St	AM	0.619	B	0.626	B	0.007	NO	0.626	B	0.007	NO	0.626	B	0.007	NO
		PM	0.576	A	0.583	A	0.007	NO	0.583	A	0.007	NO	0.583	A	0.007	NO
148	Mason Ave and Saticoy St	AM	0.980	E	1.025	F	0.045	YES	0.936	E	-0.044	NO	0.936	E	-0.044	NO
		PM	0.991	E	1.065	F	0.074	YES	0.979	E	-0.012	NO	0.979	E	-0.012	NO
149	Winnetka Ave and Saticoy St	AM	0.860	D	0.908	E	0.048	YES	0.788	C	-0.072	NO	0.788	C	-0.072	NO
		PM	0.958	E	1.001	F	0.043	YES	0.880	D	-0.078	NO	0.880	D	-0.078	NO
150	Fallbrook Av and Sherman Way	AM	0.799	C	0.810	D	0.011	NO	0.759	C	-0.040	NO	0.759	C	-0.040	NO
		PM	0.793	C	0.833	D	0.040	YES	0.798	C	0.005	NO	0.798	C	0.005	NO
151	Winnetka Ave and Sherman Way	AM	1.034	F	1.099	F	0.065	YES	0.924	E	-0.110	NO	0.924	E	-0.110	NO
		PM	1.201	F	1.256	F	0.055	YES	1.089	F	-0.112	NO	1.083	F	-0.118	NO
152	Woodlake Ave and Burbank Blvd	AM	0.397	A	0.408	A	0.011	NO	0.408	A	0.011	NO	0.408	A	0.011	NO
		PM	0.267	A	0.267	A	0.000	NO	0.267	A	0.000	NO	0.267	A	0.000	NO
	TOTAL INTERSECTIONS WITH PROJECT IMPACTS				**87**				**4**				**1**			

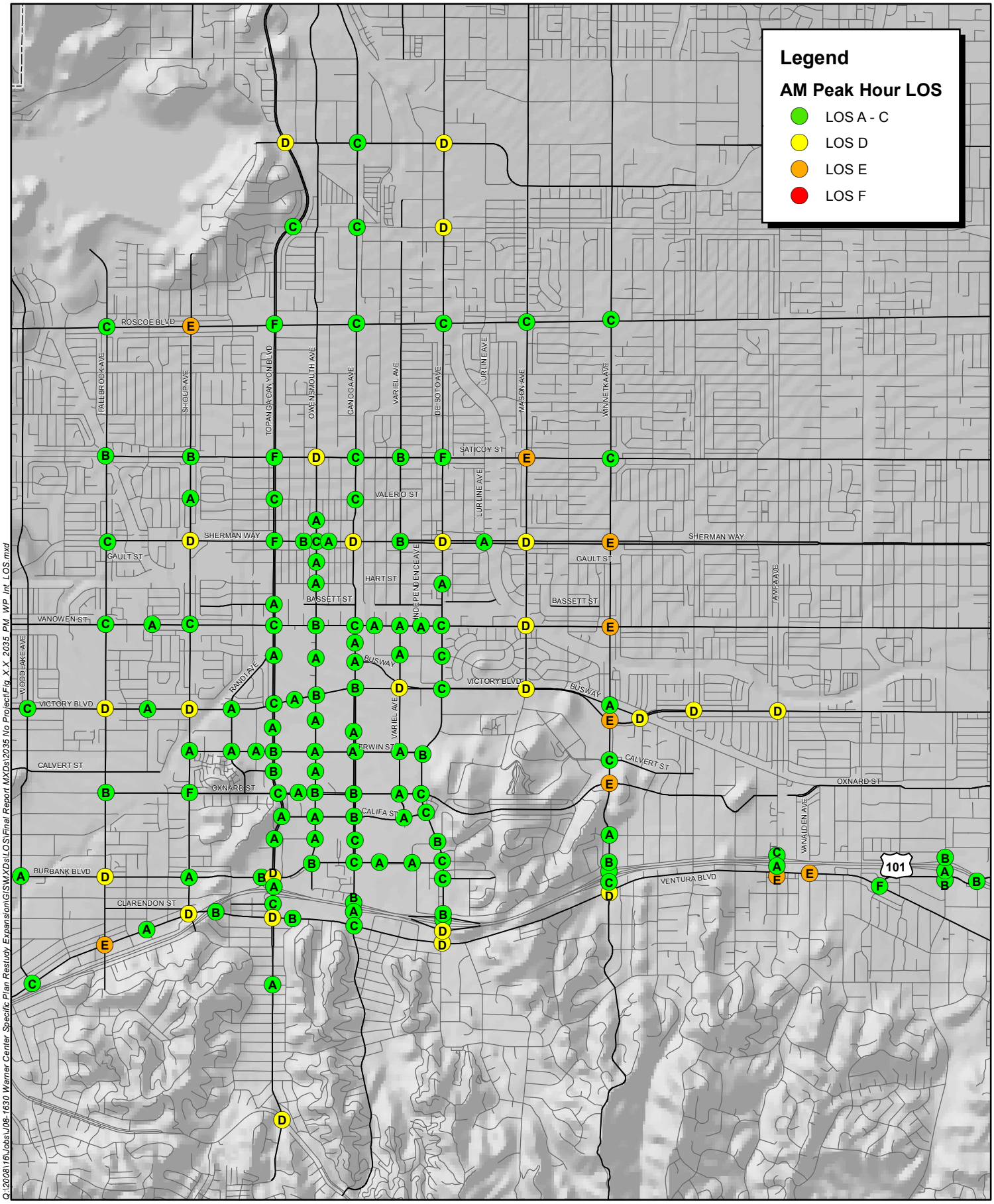

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Figure 4.12-18
2035 AM With Project Mitigated Intersection LOS

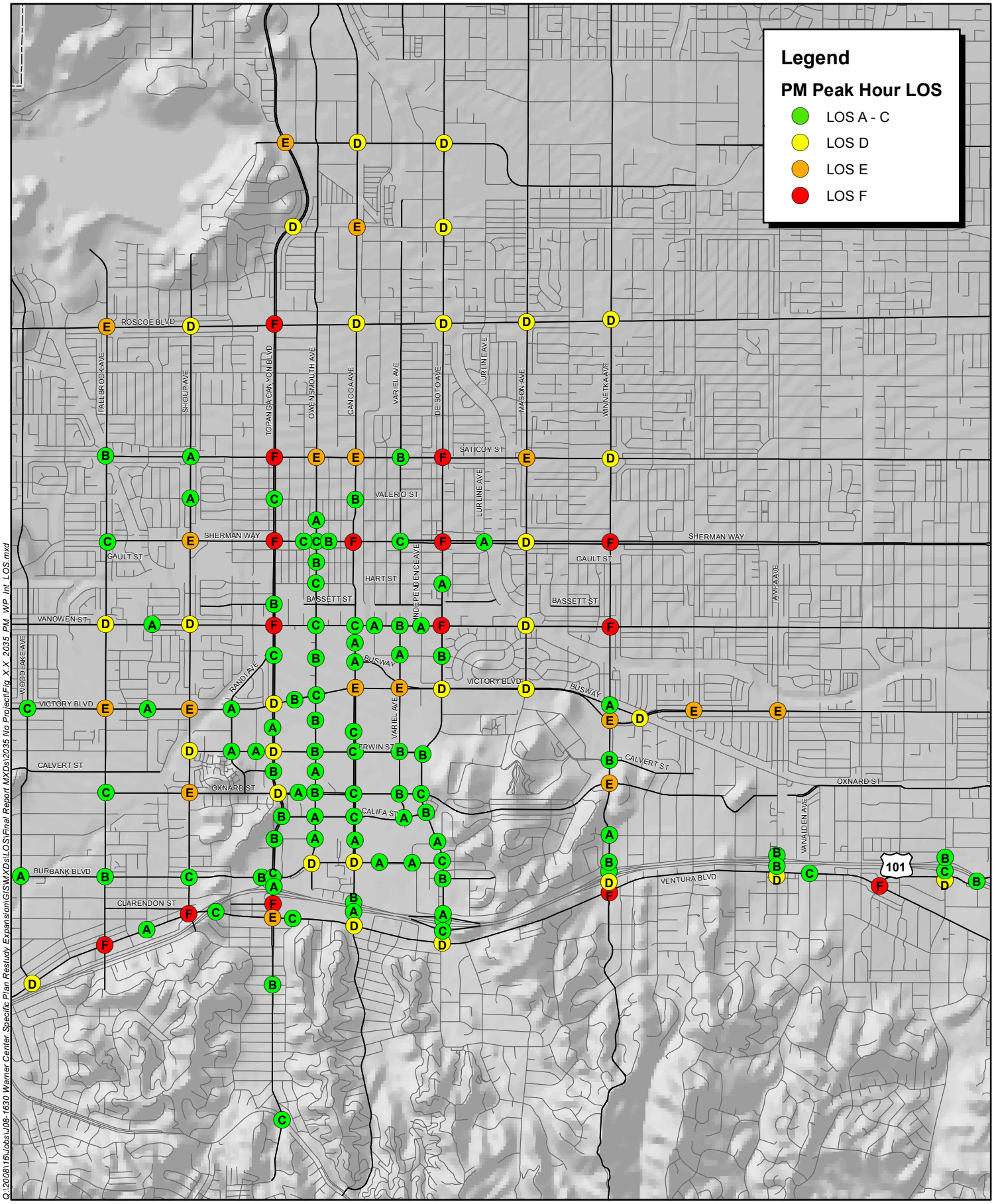

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Figure 4.12-19
2035 PM With Project Mitigated Intersection LOS

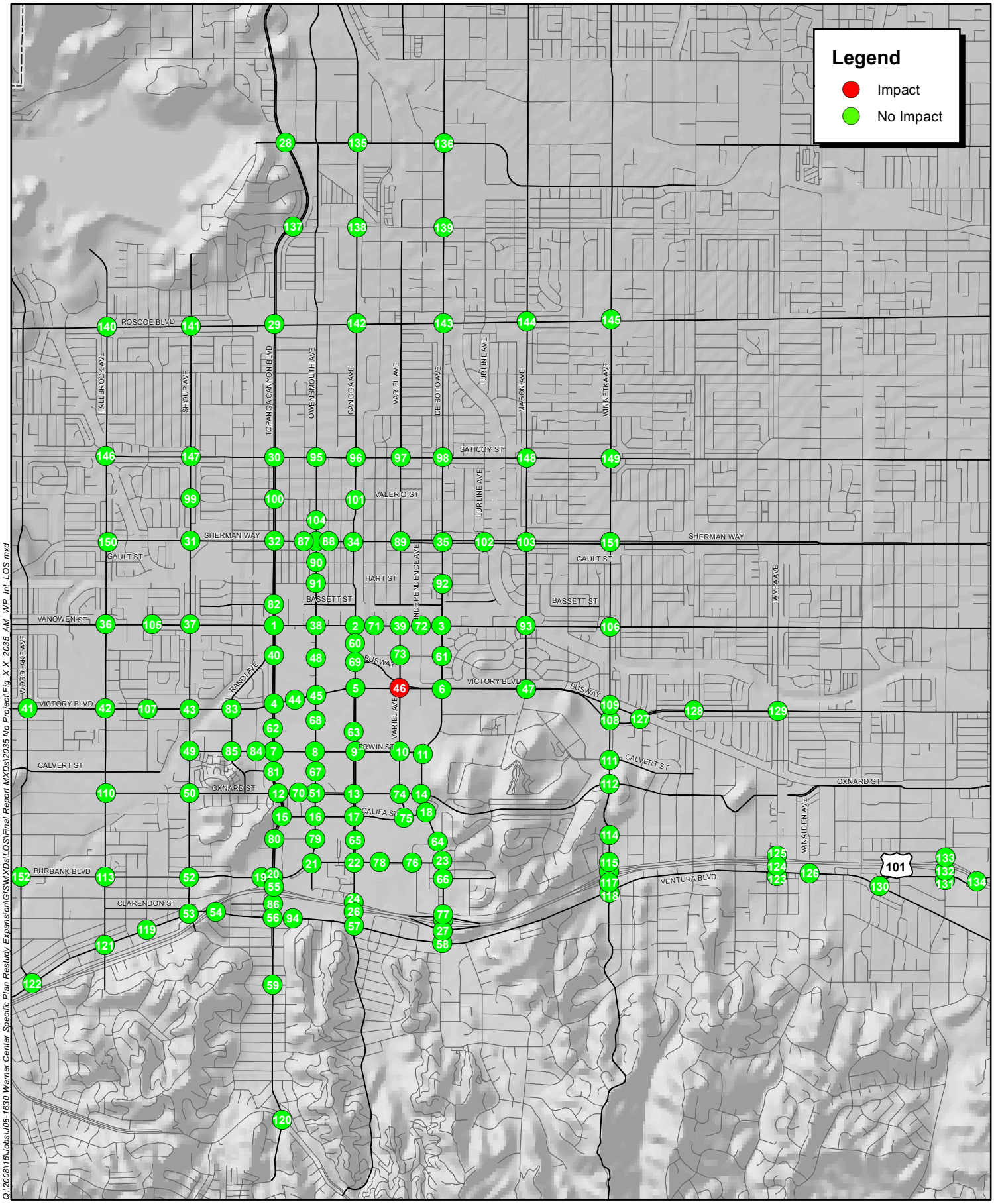

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Figure 4.12-20
Unmitigated Significant Adverse Project Impacts

The intersection of Variel Avenue and Victory Boulevard attracts heavy regional traffic as well as significant project-generated traffic. As a Los Angeles County Congestion Management Program (CMP) arterial and a City of Los Angeles designated Class I Major Arterial, Victory Boulevard is recognized as a regionally significant thoroughfare in the greater San Fernando Valley. The local and regional utility of Victory Boulevard is further amplified by east-west capacity constraints along the eastern border of the WCRCCSP area. As a result, Victory Boulevard serves as the principal gateway between Warner Center and the rest of the San Fernando Valley.

With development anticipated under the WCRCCSP, and all necessary mitigation improvements, Victory Boulevard would be fully built to its designated classification and as such has no reasonable potential for additional roadway capacity. Any further mitigation along Victory Boulevard would need to result from a greater reduction of automobile trip generation. This could be achieved by way of an even more robust transit system than already included the WCRCCSP. In addition, Victory Boulevard's combination of regional connectivity and direct local access to the WCRCCSP area could provide a unique opportunity to expand multi-modal connectivity and transit capacity along the corridor. The potential for additional transit-oriented improvements along Victory Boulevard should be evaluated as part of future WCRCCSP transportation re-studies as required at 33.3 percent intervals of the buildout of the WCRCCSP, and not to exceed 10 years between restudies.

Arterial Average Daily Traffic Operations

As **Table 4.12-31** shows, one arterial segment would have significant adverse impacts after mitigation (# 39: Canoga Avenue from Ventura Boulevard to Oxnard Street). **Figure 4.12-21** displays the study arterials and corresponding LOS for the complete mitigation package. **Figure 4.12-22** shows the location of the single arterial impact after mitigations.

TABLE 4.12-31
FINAL PROJECT-RELATED ARTERIAL TRAFFIC IMPACT ASSESSMENT

Seg #	Street Name	Segment Location	2035 No Project		2035 With Project			2035 With Project - Mitigated		
			ADT (1,000's)	LOS	ADT (1,000's)	LOS	Project Impact?	ADT (1,000's)	LOS	Project Impact?
12	Vanowen St	Winnetka Ave to Tampa Ave	33.4	E	35.4	F	YES	35.3	E	NO
13	Vanowen St	Tampa Ave to Reseda Blvd	34.1	E	35.3	F	YES	35.2	E	NO
39	**Canoga Ave**	**Ventura Blvd to Oxnard St.**	**44.5**	**D**	**49.3**	**F**	**YES**	**49.6**	**F**	**YES**
41	Canoga Ave	Vanowen St. to Saticoy St.	31.9	D	34.8	F	YES	34.4	E	NO

Note: Project impacts after mitigations are shown in **bold**.

The segment of Canoga Avenue from Ventura Boulevard to Oxnard Street traverses the core of the study area, and as such is subject to heavy project generated traffic volumes associated with the anticipated buildout of the WCRCCSP. Furthermore, the urban design and mixed uses included in the WCRCCSP are intended to promote more walk trips and generally increased pedestrian activity along the corridor. As such, the expansion of vehicle-serving roadway capacity along the corridor to mitigate future impacts would be in direct conflict with the policies of the WCRCCSP. Considering its central location, the higher levels of congestion associated with the impacted segment of Canoga Avenue could potentially be addressed through the expansion of local serving transit along the corridor. This potential is highlighted by WCRCCSP urban design, which identifies Canoga Avenue as a desirable location for a future street car line. With these considerations, the potential for additional transit-oriented improvements along Canoga Avenue should be evaluated as part of future WCRCCSP transportation re-studies as required at 33.3 percent intervals of the buildout of the WCRCCSP, and not to exceed 10 years between restudies.

VMT and VHT

Significant total VMT and VHT growth is projected to occur on study area arterials as a result of the anticipated WCRCCSP buildout. However, the proposed development densities, mixed use and transit systems of the WCRCCSP are projected to significantly reduce the generation of VMT and VHT per unit of new development. In this way, as WCRCCSP development occurs, incremental addition of VMT and VHT added to the network are projected to diminish when compared to those of the 2035 No Project conditions. As such, With Project conditions represent a far more efficient transportation system, benefiting from shorter trips and less travel time per trip than 2035 No Project conditions.

Transit

The transit component included in the WCRCCSP was developed to accommodate the 6,740 PM peak hour transit trip growth anticipated with full buildout of the Plan. No additional transit capacity requirements are anticipated for the 2035 buildout of the WCRCCSP and the implementation of the proposed mitigation measures. The WCRCCSP does not preclude implementation of an alternative mode of transit of equal or greater capacity than the proposed bus circulator; such as a fixed street car system. Any alternative mode of transit other than the assumed local bus circulator system would require a focused re-study for potential traffic impacts.

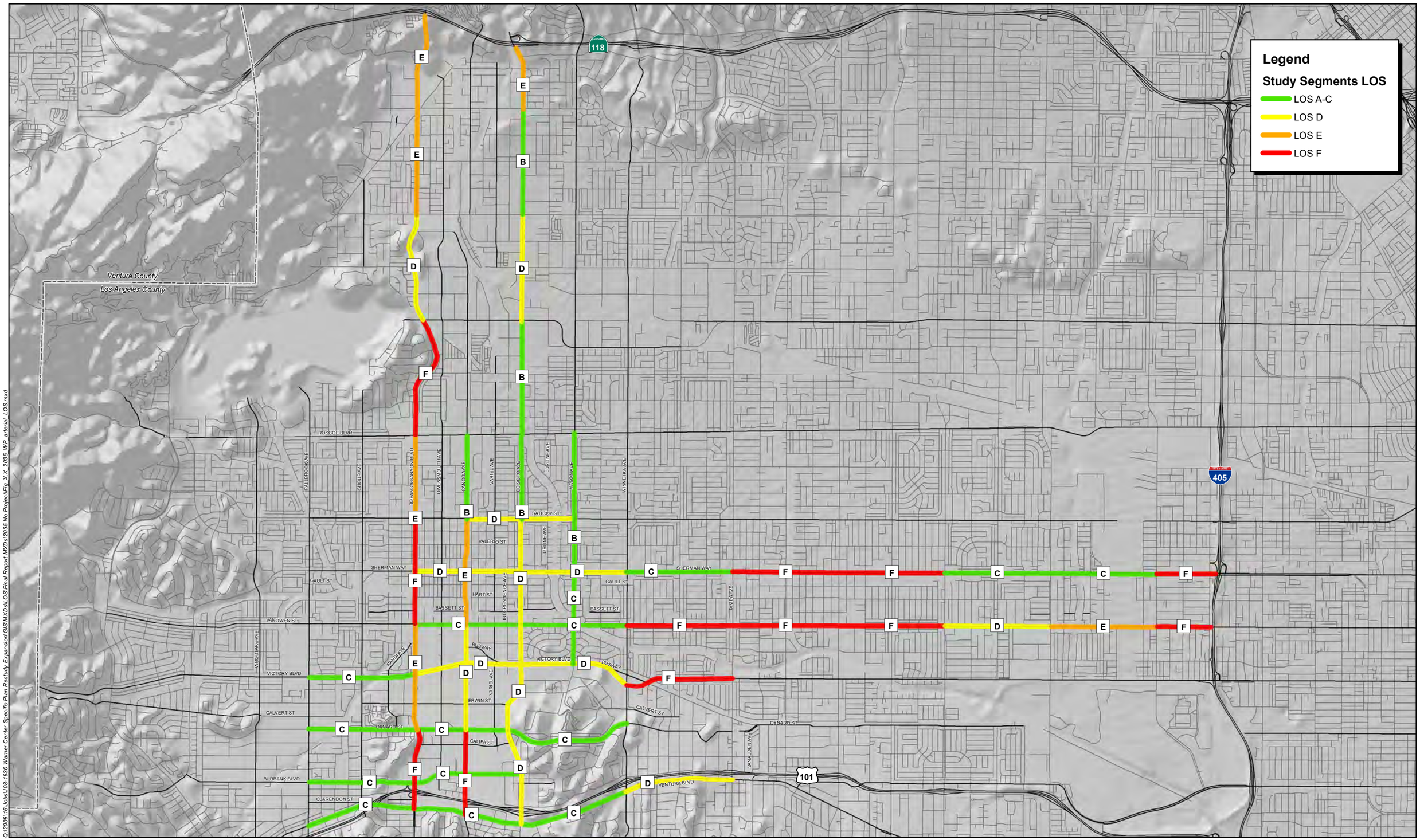

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Figure 4.12-21
2035 With Project Mitigated Arterial Segment LOS

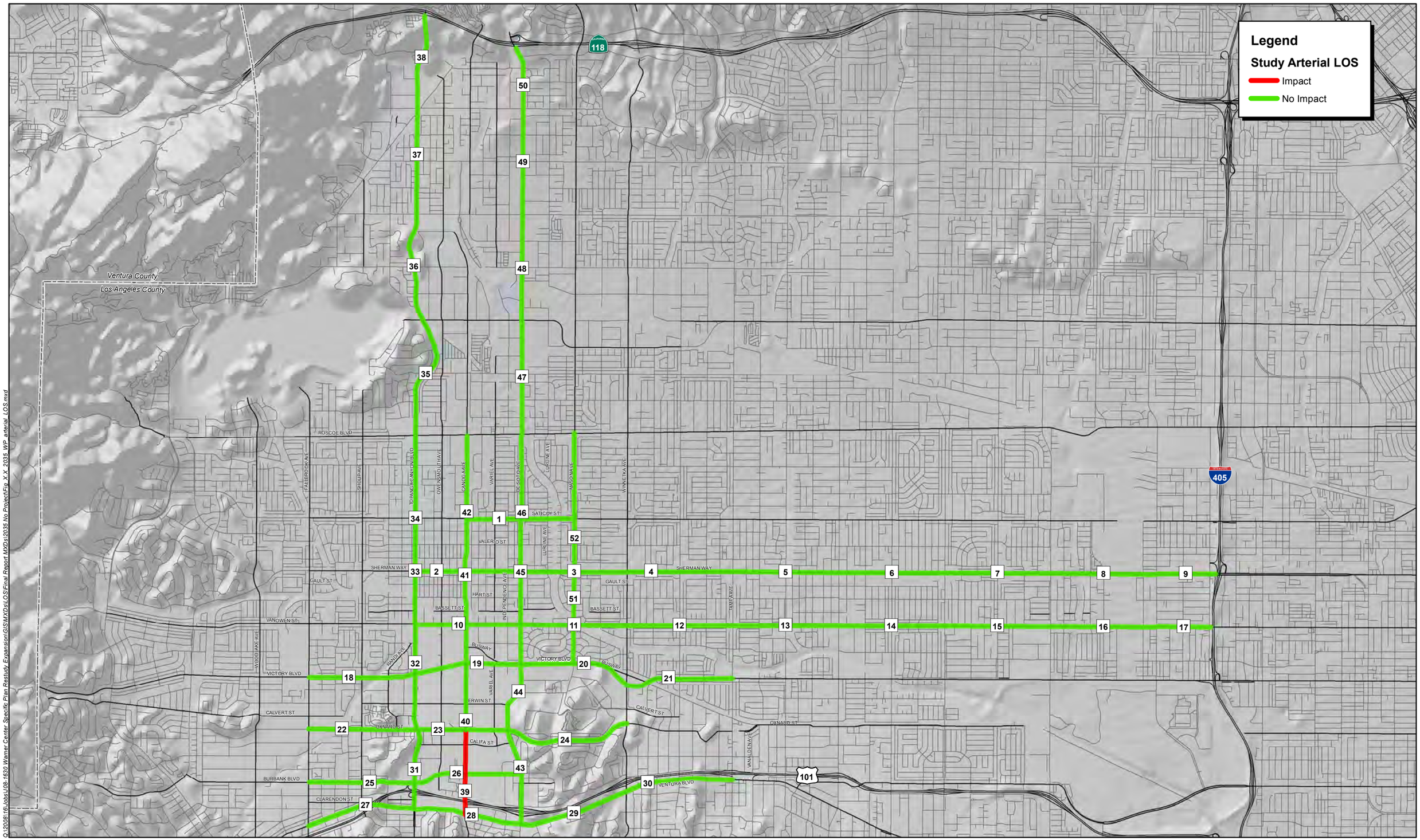

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Figure 4.12-22
2035 Study Arterial Segments
Project Impact With Mitigations

4.13 UTILITIES

This section addresses the potential impacts to utilities from implementation of the WCRCCSP. Specifically, this section assesses the impacts of the WCRCCSP to the local sewer system, regional wastewater treatment facilities, water supply and delivery systems, solid waste disposal facilities, and energy consumption.

WASTEWATER

EXISTING CONDITIONS

The City of Los Angeles Department of Public Works, Bureau of Sanitation provides sewer conveyance infrastructure and wastewater treatment services to the proposed project area. The City operates four treatment and water reclamation plants that serve over four million people. Two of these facilities, the Donald C. Tillman Reclamation Plant and the Hyperion Treatment Plant serve the project area.

The Donald C. Tillman Water Reclamation Plant (TWRP) has a plant treatment capacity of 80 million gallons per day (mgd) and serves the western San Fernando Valley. The TWRP is located at the intersection of Victory Boulevard and Woodley Avenue, on the edge of the Sepulveda Flood Control Basin; it has a current design capacity of 80 mgd, and provides tertiary treatment and recycles approximately 26 million gallons a day.[1] The TWRP is an upstream plant that treats constant flows, since it has the ability to bypass flow to the HTP for treatment. The TWRP receives its influent wastewater from the Additional Valley Outfall Relief Sewer (AVORS) as well as the East Valley Interceptor Sewer (LCSFVRS) tunnel and the downstream system. This hydraulic relief eliminates dry weather overflows from the North Outfall Treatment Facility (NOTG) into Ballona Creek in Culver City. The tertiary effluent from TWRP is used by the City for irrigating nearby parks, golf courses, greenbelt areas, and for filling the manmade Balboa Lake, or is discharged to the Los Angeles River. All waste solids are returned to AVORS for transport to HTP.

The Hyperion Treatment Plant is located adjacent to Santa Monica Bay, at the southwest corner of Los Angeles International Airport. The Hyperion Treatment Plant is the City's oldest and largest wastewater treatment facility. The plant has been operating since 1894. The Hyperion Treatment Plant has been designed to treat 450 mgd and currently treats an average of 362 mgd to primary and secondary treatment standards, using three levels of filtration treatment before discharging the treated wastewater five miles offshore. The remaining capacity of the Hyperion Treatment Plant is, therefore, approximately 88 mgd.

The project area is connected to the City's wastewater treatment system. The on-site sewer infrastructure serving the proposed project area consists of small diameter pipes (laterals) that flow into larger sewer mains that run under the local streets, alleys, or other rights-of-way. Sewer mains then convey sewer flows to larger collectors and trunk lines and eventually to interceptor sewers

1 http://www.lasewers.org/treatment_plants/tillman/index.htm. Accessed June 8, 2009.

(often eight feet in diameter). Flows are then treated at either the City's Donald C. Tillman Water Reclamation Plant or Hyperion Treatment Plant.

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

The sewer lines within the proposed project area mainly consist of secondary lines. The secondary reaches run along Topanga Canyon Boulevard, Owensmouth Avenue, Variel Avenue, DeSoto Avenue, Victory Boulevard, Erwin Street, Oxnard Street, Califa Street, and Burbank Boulevard. The primary sewer reaches run along Topanga Canyon Boulevard, Canoga Avenue, DeSoto Avenue, Vanowen Street and Victory Boulevard. Outfall sewer lines within the project area run along Vanowen Street and consist of the Valley Outfall Relief Sewer (VORS), North Outfall Sewer (NOS), and Additional Valley Outfall Relief Sewer (AVORS) lines. Gauging within the project area show relatively low flows which indicates the existing sewer system might be able to accommodate future flows.2

The Bureau maintains a sewer gauging database obtained from permanent flow monitoring stations. The Bureau identifies proposed sewer project improvements based upon sewer gauging analysis results (i.e., capacity deficiency). The Bureau has an ongoing program to inspect sewers via closed circuit television. As a result, the Bureau has a database of sewer inspections that enable the City to determine the condition of existing sewers. In addition, all new developments in the city are required to obtain a sewer capacity clearance from the Engineering District office at the time that a sewer connection permit application is submitted. Sewer capacity clearance is obtained from the Bureau.[3]

Table 4.13-1 shows current daily estimated wastewater generation in Warner Center.

TABLE 4.13-1:
EXISTING ESTIMATED WARNER CENTER DAILY WASTEWATER GENERATION

Land Use	Existing Development (sf/units)	Generation Factor (Gallons/day/ 1000 sf)	Total Gallons/day
Non-Residential			
Office	10,027,947	180	1,805,030.46
Industrial	2,837,333	80	226,986.46
Retail	3,193,298	80	255,463.84
Residential	6,200	250	1,550,000.00
Total			**3,837,480.94**

Source: Sirius Environmental, Inc., 2010 and City of Los Angeles CEQA Guidelines, 2006, Exhibit M.2-12

2 Ali Poosti, Acting Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, January 5, 2011

3 Source: City of Los Angeles, Bureau of Engineering, Sewer Design Manual, Part F 131 (Sewer Deficiency/Capacity), 2007.

There are a number of existing non-residential land uses within the proposed project area that are required to comply with the City's Industrial Waste Control Ordinance that requires these businesses to obtain an Industrial Waste Permit.[4]

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact if it resulted in either of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

IMPACT ASSESSMENT

The implementation of planned land uses identified within the proposed project would occur incrementally with build out to the anticipated development levels by 2035. **Table 4.13-2** shows total estimated daily wastewater generation at build out in the project area (i.e., existing, plus proposed). The table shows almost a three fold increase in wastewater generation in the project area (an increase of about 7.3 million gallons per day).

As with other developers within the City, applicants within Warner Center would be required to coordinate with the Department of Public Works, Bureau of Sanitation in order to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. As noted previously, all new developments in the City are required to obtain a sewer capacity clearance from the Department of Public Works at the time that a sewer connection permit application is submitted. For each project in the City (including in Warner Center) the Department of Public Works identifies specific on- and off-site improvements needed to ensure that impacts related to wastewater conveyance are addressed prior to operation.

Since specific development proposals (including location, timing and intensity) within the proposed project area are not known at this time, it is not possible to determine if existing specific sewer

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[4] Note: Industrial Wastewater is any water carrying waste other than domestic wastewater. Wastewater generated from household type operations performed at commercial establishments for or to support commercial purposes is industrial wastewater. Source: City of Los Angeles' Industrial Waste Management Division, http://www.ci.la.ca.us/san/iwmd/biz_industry/permit.htm, access on October 10, 2010.

conveyance facilities are capable of accommodating increases in specific lines. It is anticipated that new sewer conveyance facilities will need to be constructed throughout the project area to accommodate the anticipated increase in wastewater. Therefore, impacts related to wastewater conveyance capacity are considered potentially significant.

The Tillman Water Reclamation Plant and Hyperion Treatment Plant are designed to meet Citywide population projections and they are anticipated to have sufficient capacity to treat the anticipated wastewater to be generated by the proposed project. No additional wastewater treatment facilities or the expansion of existing facilities are anticipated. Therefore, there is currently adequate wastewater treatment capacity to serve the proposed project and impacts would be less than significant.

It should also be noted that the both the Tillman Water Reclamation Plant and Hyperion Treatment Plant are regulated by law to treat wastewater consistent with the requirements and standards of the Los Angeles Regional Water Quality Control Board (RWQCB). Thus, implementation of the proposed project would not result in an exceedance of the RWQCB requirements and standards and therefore, impacts would be less than significant.

TABLE 4.13-2:
ESTIMATED WARNER CENTER DAILY WASTEWATER GENERATION (2035)

Land Use	Generation Factor (Gallons/day/ 1,000 sf)	2035 Plan Forecast (Total units/sf)	WCRCCSP Gallons Per Day Generated	No Project Forecast (Total units/sf)	No Project Gallons Per Day Generated
Non-Residential					
Office	180	22,580,935.00	4,064,568.30	13,123,356.00	2,362,204.08
Industrial	80	2,049,569.00	163,965.52	3,117,684.00	249,414.72
Retail	80	5,486,621.00	438,929.68	4,236,912.00	338,952.96
Residential	250	26,048	6,512,000	6,731	1682750
TOTAL			**11,179,463.50**		**4,633,321.76**

Source: Sirius Environmental, Inc., 2010 and City of Los Angeles CEQA Guidelines, 2006, Exhibit M.2-12

The proposed project would include land uses that would be connected to the City wastewater conveyance and treatment system. Some of these non-residential land uses may generate wastewater requiring permitting under the City's Industrial Wastewater Permit Program. This existing program would allow the City to regulate and monitor these new waste streams and to ensure that it can properly treat the constituents generated by these land uses in compliance with its statutory requirements. Therefore, implementation of the proposed project would not exceed wastewater treatment requirements of the RWQCB.

CUMULATIVE IMPACTS

Development within proposed project would be constructed incrementally with build out to the anticipated development levels occurring by 2035. At the same time other areas of the City and region are anticipated to develop and result in substantial increases in wastewater. However, as noted above, individual projects within the City that contribute to the same wastewater treatment plant would be required to coordinate with the Department of Public Works, Bureau of Sanitation in order

to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements for each project. Moreover, required improvements, including mitigation measures would be identified and implemented as part of sewer capacity clearance from the Wastewater Division. The implementation of these required improvements and measures would therefore, reduce cumulative impacts to less than significant levels.

MITIGATION MEASURES

U1: The City shall require that the project applicant for each project within the WCRCCSP be required to coordinate with the Department of Public Works, Bureau of Sanitation in order to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. In coordination with the Bureau of Engineering, each applicant shall be required to identify specific on- and off-site improvements needed to ensure that impacts related to wastewater conveyance capacity are addressed prior to issuance of plans. Sewer capacity clearance from the Department of Public Works will be required at the time that a sewer connection permit application is submitted.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of Mitigation Measure U-1 (as well as mitigation measures to reduce water consumption, see below) would reduce impacts to wastewater generation and conveyance to less than significant levels.

WATER SUPPLY

EXISTING CONDITIONS

Water is provided by the City of Los Angeles Department of Water and Power (LADWP) to the proposed project area. Water is supplied to the City from four primary sources: the Los Angeles Aqueducts (LAA), the Metropolitan Water District of Southern California (MWD), local groundwater, and recycled water. In fiscal year 2009-10, LADWP had an available water supply of 535,217 acre feet (AF), of which approximately 37 percent of LADWP's water supply was from the LAA, approximately 13 percent from local groundwater, approximately 49 percent from the MWD, and approximately one percent from recycled water.[5] Additionally, less than one percent was taken and stored in the reservoir system. Details of the City's water supply system and challenges facing the system are available from the LADWP web site (www.ladwp.com) and MWD's web site (www.mwdh2o.com).

In response to water supply uncertainties, including those impacting the MWD, the Mayor and LADWP released a Water Supply Action Plan (Action Plan) on May 15, 2008.6 The plan, entitled "Securing L.A.'s Water Supply," serves as a blueprint for creating sustainable sources of water for

[5] Los Angeles Department of Water and Power, Water Resources Division, 2010.
[6] http://www.ladwpnews.com/go/doc/1475/203045/

the future of Los Angeles to reduce dependence on imported supplies.[7] The Action Plan's approach includes the following:

- investments in state-of-the-art technology;
- a combination of rebates and incentives;
- the installation of smart sprinklers,
- efficient washers and urinals;
- and long-term measures such as expansion of water recycling and investment in cleaning up the local groundwater supply.

The Action Plan also takes into account the potential impacts of climate change and the necessary response to drought and dry weather.

Water Storage is essential for LADWP to supply water during high demand conditions and for firefighting and emergencies. The City Water System includes 114 tanks and reservoirs ranging in size from 10,000 to 60 billion gallons with a total capacity of over 109 billion gallons.[8] LADWP has instituted a number of water conservation measures, including:

- "Water Closet, Urinal, and Showerhead Regulation" (LAMC Sections 122.00-125.00) – Reduces Water Consumption by requiring new buildings to include water conservation fixtures, such as ultra-low flush toilets, urinals, taps, and showerheads and plumbing fixtures that reduce water loss from leakage in order to obtain City building permits. In addition, there are provisions requiring xeriscaping (i.e., the use of low maintenance, drought resistant plants).

- "The Emergency Water Conservation Plan of the City of Los Angeles" (LAMC Section 121) – Provides for the implementation for citywide phases water conservation program to respond to dry weather periods based on the LADWP's evaluation of the projected supply and demand of City water supplies. The phased conservation program provides for mandatory water conservation measures at the user level and customer curtailment of normal water usage.

The project site is connected to the City's water conveyance system. The conveyance infrastructure serving the proposed project area consists of small diameter pipes (laterals) that are fed from larger facilities under the local streets, alleys, or other rights-of-way.

Population growth in the State of California has resulted in increased water demand on water systems. The State legislature has enacted laws to ensure that the increased demands are adequately addressed and that a firm source of water supply is available prior to approval of certain new developments. This has resulted in regulations that include Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221). SB 610 and SB 221 are companion measures that seek to promote more collaborative planning between local water suppliers and cities and counties. SB 610 and SB 221 amended State

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7 http://www.ladwp.com/ladwp/cms/ladwp010588.jsp

8 City of Los Angeles, Draft L.A. CEQA Thresholds Guide, 2006.

law, California Water Code Sections 10910-10912, to require detailed information regarding water availability to be provided to city and county land use planners prior to approval of certain specified large land use development projects.

The City is required under California Water Code (Sections 10610 to 10656) to assess citywide water supply and demand over the next 20 years in 5-year increments. **Table 4.13-3** shows the projected water demand from the year 2010 through 2030 for the City of Los Angeles from the most recent (2005) Urban Water Management Plan (UWMP) for the City of Los Angeles; the 2010 UWMP is in preparation and is anticipated to be available in mid-2011.

TABLE 4.13-3:
CITY WATER DEMAND PROJECTIONS BASED ON HYDROLOGICAL CONDITIONS
(Thousand acre-feet per year [Thousand AFY])

YEAR					
	2010	**2015**	**2020**	**2025**	**2030**
Hydrological Conditions					
Average Year	683	705	731	755	776
Single Dry Year	717	739	766	792	813
Hydrological Conditions	**2006**	**2007**	**2008**	**2009**	**2010**
Multi-Dry Year (2006 - 2010)	697.8	702.2	706.6	711	717
Hydrological Conditions	**2011**	**2012**	**2013**	**2014**	**2015**
Multi-Dry Year (2011 - 2015)	721.4	725.8	730.2	734.6	739
Hydrological Conditions	**2016**	**2017**	**2018**	**2019**	**2020**
Multi-Dry Year (2016 - 2020)	744.4	749.8	755.2	760.6	766
Hydrological Conditions	**2021**	**2022**	**2023**	**2024**	**2025**
Multi-Dry Year (2021 - 2025)	771.2	776.4	781.6	786.8	792
Hydrological Conditions	**2026**	**2027**	**2028**	**2029**	**2030**
Multi-Dry Year (2025 - 2030)	796.2	800.4	804.6	808.8	813

Source: Los Angeles Department of Water and Power, Urban Water Management Plan (2005).

The California Water Code, Section 10912 requires that a detailed report (Water Supply Assessment) regarding water availability and planning for additional water supplies be included for the following types of projects:

- A proposed residential development of more than 500 dwelling units;

- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

In addition, Government Code Section 66473.7 requires that adequate water supplies be demonstrated as available for the following:

- A proposed residential development of more than 500 dwelling units, if the public water supplier (PWS) has more than 5,000 service connections.
- Any proposed development that increases connections by 10% or more, if the PWS has fewer than 5,000 connections.

Table 4.13-4 indicates current daily estimated water consumption in Warner Center.

TABLE 4.13-4:
EXISTING ESTIMATED WARNER CENTER DAILY WATER CONSUMPTION

Land Use	Existing Development (sf/units)	Consumption Factor (Gallons/1,000 sf or/unit per day)	Existing Gallons Per Day Consumed
Non-Residential			
Office	10,027,947	230.4	2,310,438.99
Industrial	2,837,333	102.4	290,542.90
Retail	3,193,298	102.4	326,993.72
Residential	6,200	295	1,829,000.00
TOTAL			**4,756,975.60**

Source: Sirius Environmental, Inc., 2010 and City of Los Angeles CEQA Guidelines, 2006, Exhibit M.2-24
Note: Assumes that water demand would be greater than wastewater generation rates: 28% for non-residential and 18% for multi-family residential.

The proposed project area site currently has adequate fire suppression flows for existing land uses.

REGULATORY FRAMEWORK

State

California Urban Water Management Plan Act. The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, Sections 10610-10656) addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The Act also requires water suppliers to develop water management plans every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet per year of water must adopt an Urban Water Management Plan (UWMP).

Senate Bill 610 and Senate Bill 221. State legislation addressing water supply, Senate Bill (SB) 610 (Costa) and SB 221 (Kuehl), became effective January 1, 2002. SB 610, codified in CWC §10910 et seq., describes requirements for both water supply assessments (WSAs) and UWMPs applicable to the California Environmental Quality Act (CEQA) process. SB 610 requires that for specified projects subject to CEQA, the urban water supplier must prepare a WSA that determines whether the projected water demand associated with a proposed project is included as part of the most recently adopted UWMP. Specifically, a WSA shall identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' water deliveries received by the public water system. In addition, it must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry years. In accordance with SB 610 and Section 10912 of the CWC, projects subject to CEQA requiring submittal of a WSA include the following:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- Mixed-use projects that include one or more of the projects specified in this subdivision; or
- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

The WSA must be approved by the public water system at a regular or special meeting and must be incorporated into the CEQA document. The lead agency must then make certain findings related to water supply based on the WSA.

In addition, under SB 610, an urban water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of

water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past five years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

SB 221 also addresses water supply in the land use planning process and focuses on new residential subdivisions in non-urban areas. SB 221 requires that written verification from the water service provider be submitted indicating sufficient water supply is available to serve a proposed subdivision, or the local agency shall make a specified finding that sufficient water supplies are or will be available prior to completion of a project. SB 221 specifically applies to residential subdivisions of 500 units or more. In addition, Government Code Section 66473.7(i) exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses; or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses; or housing projects that are exclusively for very low and low-income households."

The proposed project is subject to the requirements of SB 610 as it includes commercial office uses in excess of 250,000 square feet and a combination of uses that would generate a water demand equivalent to or greater than that required by a 500 dwelling unit project. Therefore, a WSA is required from the water supplier to demonstrate the proposed project's water demand is included as part of the most recently adopted UWMP. Water Supply Assessments are required by LADWP when a specific project scope has been prepared that identifies detailed water demand calculations. A WSA is not required at this preliminary planning stage.

California Code of Regulations. Title 24, Part 5 of the California Code of Regulations (CCR), establishes the California Plumbing Code (last updated in 2007). The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. Accordingly, the maximum flow rate for showerheads is 2.5 gallons per minute (gpm) at 80 pounds per square inch (psi). The maximum flow rate for lavatory faucets, kitchen faucets, and replacement aerators is 2.2 gpm at 60 psi. In addition, all water closets (i.e., flush toilets) are limited to 1.6 gallons per flush and urinals are limited to 1 gallon per flush. After July 1, 2011, all water closets would be limited to 1.28 gallons per flush and urinals would be limited to 0.5 gallon per flush. In addition, Section 1605.3(h) establishes state efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves. In some cases City Ordinances require greater water efficiency than those required by State Code.

Regional

Based on the water supply planning requirements imposed on its member agencies and ultimate customers, such as the requirements to adopt urban water management plans, water supply assessments and written verifications, MWD has adopted a series of official reports on the state of its water supplies. As described further below, in response to recent developments in the Delta, MWD is engaged in identifying solutions that, when combined with the rest of its supply portfolio, will

ensure a reliable long-term water supply for its member agencies. MWD will continue to rely on the plans and policies outlined in its Regional Urban Water Management Plan, Integrated Resources Plan, Water Surplus and Drought Management Plan, Water Supply Allocation Plan, and Five Year Supply Plan to address water supply shortages and interruptions (including potential shut downs of SWP pumps) to meet water demands.

MWD 2005 Regional Urban Water Management Plan (RUWMP). Pursuant to the Urban Water Management Planning Act, MWD prepared the 2005 Regional Urban Water Management Plan (RUWMP), which addresses the future of MWD's water supplies and demand through the year 2030. Campaigns for voluntary conservation, curtailment of replenishment water and agricultural water delivery are some of the actions outlined in the RUWMP to meet future water demand. If necessary, reduction in municipal and industrial water use and mandatory water allocation could be implemented. The RUWMP incorporates many of the actions and policies provided in MWD's Water Surplus and Drought Management Plan and Integrated Resources Plan.

MWD Integrated Resources Plan. MWD first adopted its Integrated Resources Plan (IRP) in 1996. The IRP is updated every five years. The most recent IRP, which was adopted in 2004, discussed local water supply initiatives (e.g., local groundwater conjunctive use programs) and established a buffer supply to mitigate against the risks associated with implementation of local and imported water supply programs. The 2004 IRP noted that future water supply reliability depends not only upon actions by MWD to secure reliable imported supplies, but also further development of local projects by local agencies. MWD supported this conclusion by providing detailed updates for each of its resource categories, restating dry year IRP targets and examining current considerations, changed conditions, implementation strategies and identified programs, implementation challenges and cost information.

MWD recently adopted their 2010 IRP. The updated IRP addresses existing and new challenges such as the continued drought conditions as well as Delta smelt litigation and climate change. Collaboration between LADWP and MWD has been critical in ensuring that the City of Los Angeles' anticipated water demands are incorporated into the development of MWD's updated Integrated Resources Plan. MWD's IRP directs a continuous regional effort to develop regional water resources involving all of MWD's member agencies. Successful implementation of MWD's IRP has resulted in a reliable supplemental water supply for the City of Los Angeles from MWD. MWD established a policy objective for water supply reliability as part of its updated IRP.

MWD Water Surplus and Drought Management Plan. In 1999, MWD incorporated the water shortage contingency analysis that is required as part of any urban water management plan into a separate, more detailed plan, called the Water Surplus and Drought Management Plan (WSDM). That plan provides policy guidance to manage MWD's supplies and achieve the goals laid out in the agency's Integrated Resources Plan. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water, first inside then outside of the region.

The shortage actions of the WSDM Plan are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as a part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of MWD's resource management strategy through all categories. Under Shortage conditions, MWD may make withdrawals based on location and ability to access and interrupt groundwater replenishment deliveries. Under Severe Shortage conditions, MWD will call for extraordinary drought conservation, reduce agricultural water deliveries, exercise available options for water transfers and seek other water purchases. Under Extreme Shortage conditions, MWD will allocate or reduce water deliveries to its member agencies.

Additionally, the MWD announced a strategic approach in 2008 regarding its WSDM Plan. MWD's major strategies are as follows:

- Continue conservation campaign;
- Maximize recovery of water from Central Valley storage and banking programs;
- Purchase additional supplies to augment existing supplies; and
- Develop and implement a shortage allocation plan (discussed below).

MWD Water Supply Allocation Plan. While the WSDM included a set of general actions and considerations for MWD staff to address during shortage conditions, it did not include a detailed water supply allocation plan or implementation approach. Therefore, MWD adopted a water supply plan called the Water Supply Allocation Plan in February 2008. This plan includes a formula for determining reductions of water deliveries to member agencies during extreme water shortage in MWD's service area conditions (i.e., drought conditions or unforeseen cuts in water supplies). The formula was derived for three scenarios of regional water shortage levels (10, 20, and 40 percent shortage) and is based on a methodology that cuts water allocations all across the board (i.e., to all member agencies) with adjustments for the member agency's dependency on MWD's water supplies and the agency's water conservation savings from programs and devices. The formula also calls for Interruptible Agricultural Water Program I water reductions of between 30 to 100 percent, depending on the severity of the shortage conditions. The allocation period covers 12 months from July of a given year through the following June. Member agency allocations would be enforced through a penalty rate structure.

In April 2009, the Board approved the implementation of the WSAP at a Regional Shortage Level 2. The implementation was effective from July 1, 2009, through June 30, 2010, and ultimately determined how much water supply a member agency has access to without the imposition of penalty rates. Additionally, in April 2010, the MWD Board approved the extension of the Level 2 allocation through June 2011 primarily for the purposes of restoring the storage balances in MWD's groundwater and surface storage facilities. Water supplies are allocated to each of MWD's water agencies using the WSAP formulas, which are based on a combination of the historical MWD water deliveries, historical local supply production within the member agency service area, and actual local supply production during the allocation year. Historical data from 2004-06 are used as the base period data. The MWD allocation is calculated using available actual supplies and projected supplies during the allocation year.

Relative to a member agency's preferential water rights, the Water Supply Allocation Plan provides for a discounted penalty rate schedule for member agencies exceeding their allocations under the plan's formula but not exceeding their preferential rights. The Water Supply Allocation Plan would be reviewed and revised in three years following the February 2008 adoption as well as 12 months after a shortage.[9]

MWD Five Year Supply Plan. In April 2008, MWD staff began working with MWD's member agencies on a Five Year Supply Plan (Supply Plan) to identify specific resource and conservation actions over the next five years to manage water deliveries under continued drought conditions and court ordered restrictions. The Supply Plan focuses on the following six categories of resource options to improve MWD's reliability over the next five years: water conservation, Colorado River Transactions, Near Term Delta Actions, SWP Transactions, Groundwater Recovery, and local resources.

Local

Los Angeles Department of Water and Power 2005 Urban Water Management Plan. In accordance with the California Urban Water Management Planning Act, Los Angeles Department of Water and Power (LADWP) has prepared the 2005 Urban Water Management Plan (UWMP). The UWMP details LADWP's efforts to promote the efficient use and management of its water resources. LADWP's UWMP used a service area-wide method in developing its water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the City of Los Angeles through the year 2030.

As previously stated, the UWMP is required to be updated every five years. LADWP is currently in the process of updating its 2010 UWMP. In the new 2010 UWMP, the LADWP will develop a revised demand forecast that will factor in the water demand for which all water supply assessments have been prepared in addition to future demands. Water supply planning will be based on meeting these long-term demands. The 2010 UWMP is anticipated to be released in mid-2011.

LADWP's Securing L.A.'s Water Supply. The City of Los Angeles is faced with various ongoing challenges in securing its future water supplies due to droughts, environmental restrictions, and climate change. In response to these uncertainties, including those impacting MWD, the Mayor and LADWP prepared and released a Water Supply Action Plan entitled "Securing L.A.'s Water Supply" dated May 15, 2008. The plan serves as a template for creating sustainable sources of water for the future of the City to reduce dependence on imported supplies. This plan incorporates an aggressive multi-pronged approach that includes: investments in state-of-the-art technology; a combination of rebates and incentives; the installation of smart sprinklers, efficient washers and urinals; and long-term measures such as expansion of water recycling and investment in cleaning up the local

[9] In April 2008, the Central Basin Municipal Water District filed a lawsuit to overturn the Water Supply Allocation Plan on the basis that it was inequitable and was not subject to environmental review. MWD has filed the administrative record, which Central Basin moved to strike and is preparing to file appropriate responses. The litigation is pending. Despite this litigation, the MWD intends to continue implementing the plan.

groundwater supply. This plan also takes into account the impacts of climate change and the necessary response to drought and dry weather.

The plan outlines short-term conservation strategies as well as long-term conservation and recycling measures. Short-term conservation strategies include enforcing prohibited uses of water, expanding the prohibited uses of water, extending outreach efforts, and encouraging regional conservation measures. Long-term conservation and recycling measures include increasing water conservation through reduction of outdoor water use and technology, maximizing water recycling, enhancing stormwater capture, accelerating clean-up of the San Fernando groundwater basin, and expanding groundwater storage.

In total, the City anticipates that the plan will conserve or recycle 32.6 billion gallons of water a year. Half of all new demand is estimated to be filled by a six-fold increase in recycled water supplies and the other half will be met through ramped-up conservation efforts.

The plan also addresses current and future SWP supply shortages. The DWR estimates that the December 15, 2008 USFWS Biological Opinion on Delta Smelt will limit MWD exports of their anticipated SWP supply by up to 50 percent in a normal water year. However, the Action Plan concludes that MWD's actions in response to this threat will ensure continued reliability of its water deliveries.

Los Angeles Municipal Code. The City of Los Angeles has adopted several ordinances in the LAMC in an effort to reduce water consumption. Specifically, the City of Los Angeles Plumbing Code (Chapter IX, Article 4, of the LAMC) incorporates by reference the California Plumbing Code. As previously described, maximum flow rates for water fixtures are established under the California Plumbing Code.

Ordinance No. 180,822 was recently adopted and establishes water efficiency requirements for new development and renovation of existing buildings and mandates installation of high efficiency plumbing fixtures in residential and commercial buildings, effective December 1, 2009. In addition, City Ordinance No. 163,532 (Chapter XII, Article IV of the LAMC) requires a 10 percent reduction in irrigation for large turf areas (three acres of turf or greater), among other water-conserving measures.

The City's Water Rate Ordinance establishes water rates based on a two tier system to encourage water conservation. The motivation for the two-tier rate structure of LADWP is (1) to induce efficient water use, and (2) to confront future droughts without having to increase rates for those customers practicing conservation and thus remaining within the first tier usage block. Under the rate structure, LADWP customer class (e.g., single dwelling unit customer; multiple dwelling unit customer; commercial industrial and governmental customer) are given a Tier 1 water allotment. If the customer's water consumption falls within that Tier 1 water allotment, the lower Tier 1 water rates apply. Customers who exceed their Tier 1 water allotment are charged the higher Tier 2 water rates. As of June 1, 2009, LADWP implemented Shortage Year Rates that are applied to all LADWP customers. Under Shortage Year Rates, the Tier 1 water allotments of all customers were

reduced by 15 percent. The intent of the Shortage Year Rates is to provide an incentive for customers to save money by conserving water.[10]

Additionally, in response to recent water supply shortages, the City has recently begun enforcement of prohibited water uses as defined in the City's Emergency Water Conservation Plan Ordinance (Chapter XII, Article I, of the LAMC). The ordinance sets forth six different phases of water conservation, which shall be implemented based on water conditions. Ordinance No. 181288, effective August 25, 2010, reduced the number of water conservation phases from six to five and merged Phases II and III into one phase, Phase II, and modified the schedule of the allowed irrigation days from two days per week to three days per week, and implemented odd / even schedules.[11] In determining which phase of water conservation shall be implemented, LADWP will monitor and evaluate the projected water supply and demand by its customers on a monthly basis, and will recommend to the Mayor and City Council the extent of the conservation required. The Mayor will, in turn, independently evaluate such recommendation and notify the Council of the Mayor's determination as to the particular phase of water conservation that should be implemented.

Phase I, which became permanent in August 2008, sets forth the following prohibitions for LADWP customers:[12]

- No use of water to wash down hard surfaces (e.g., sidewalks, walkways, driveways, or parking areas);
- No use of water to clean, fill, or maintain decorative fountains unless the water is part of a recycling system;
- No serving of water to customers in eating establishments, unless requested;
- Leaks from any pipe or fixture shall not go unattended;
- No washing/rinsing vehicles with a hose when the hose does not have a functioning self-closing nozzle attached or allowing the hose to run continuously;
- No irrigating during periods of rain;
- No watering or irrigating lawn, landscape, or other vegetated areas between the hours of 9:00 a.m. and 4:00 p.m;
- No irrigating with potable water using stream rotator-type or gear-driven sprinklers for more than fifteen (15) minutes per watering day per station, or more than ten (10) minutes per watering day per station for all other types of sprinklers. Exempt from these landscape irrigation restrictions are irrigation systems using very low-flow drip-type irrigation when no emitter produces more than two (2) gallons of water per hour;
- No watering or irrigating of any lawn, landscape, or other vegetated area in a manner that causes or allows excess or continuous water flow or runoff onto an adjoining sidewalk, driveway, street, gutter or ditch;
- No installation of single pass cooling systems in buildings requesting new water service;
- No installation of non-recirculating systems in new conveyor car wash and new commercial laundry systems;

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[10] Los Angeles Department of Water and Power, Water Rates, http://www.ladwp.com/ladwp/cms/ladwp001155.jsp; accessed August 3, 2010.

[11] http://www.ladwp.com/ladwp/cms/ladwp012434.pdf

[12] The prohibited uses set forth do not apply to Gray Water.

- Operators of hotels and motels shall provide guests with the option of choosing not to have towels and linens laundered daily. The hotel or motel shall prominently display notice of this option in each bathroom using clear and easily understood language; and
- No large landscape areas, such as parks and open fields, shall have irrigation systems without rain sensors that shut off the irrigation systems.

Phase II includes the restrictions of Phase I and further prohibits landscape irrigation on any day other than Monday, Wednesday, or Friday.

Phase III includes the restrictions of Phases I and II and further prohibits landscape irrigation on any day other than Monday for odd numbered addresses or Tuesday for even numbered addresses.

Phase IV includes the restrictions of Phases I, II, and III and further prohibits all landscape irrigation.

Phase V includes the restrictions of Phases I, II, III, and IV and further the Board of Water and Power Commissioners is authorized to implement additional prohibited uses of water based on the water supply situation. Any additional prohibition would be published at least once in a daily newspaper of general circulation and would become effective immediately upon such publication and remain in effect until cancelled.

On April 21, 2009, the Phase III of the Conservation Ordinance was implemented (equivalent to the current Phase II), which was designed to place further restrictions on wasteful uses of water. On June 1, 2009, Phase III (after combining Phases II and III, this phase is now Phase II) became effective, which contained all of the prohibitions set forth in Phase III plus the following prohibitions: landscape irrigation on specified days between the hours of 9 A.M. and 4 P.M. and irrigation for more than 15 minutes per watering station prohibited. Shortage Year Rates were also passed with Phase III (now Phase II) and are designed to send a price signal to customers who use more than their normal allocation of water. Customers were required to reduce their usage by 15%. Those who did, saw no increased water rates whereas consumption above the 15% reduction was charged at an increased rate.

On July 24, 2009 an ordinance was passed by the City to include a hardship variance process for qualifying customers. This process allowed large landscaped customers to submit an application for review on a case-by-case basis, to determine whether a variance from the Phase III water restrictions may be granted.

On August 11, 2009, the City's Emergency Water Conservation Plan became effective. It provided a mandatory water conservation plan to minimize the effect of a shortage of water to the customers of the City and adopted provisions that significantly reduced the consumption of water over an extended period of time. The Conservation Plan required that available water resources be put to the maximum beneficial use to the extent capable, and that the waste or unreasonable method of use of water be prevented.

On December 1, 2009 a plumbing ordinance became effective, which mandated the installation of high water efficient plumbing fixtures and appliances in residential and commercial buildings. The

plumbing ordinance sets forth a water flow standard for each plumbing device and applies to plumbing installations in new developments and renovations or retrofits of plumbing fixtures in existing buildings.

Shortage Year Rates and higher phases of the Emergency Water Conservation Plan Ordinance are expected to remain in effect until it is determined that the water supply currently available to the City is found sufficient for normal demands.

The imposition of Shortage Year Rates and conservation has reduced water demands to 1991 conditions, when the City first implemented water rationing and associated financial penalties for overuse of water. The imposition of Shortage Year Rates and higher phases of the Ordinance resulted in reducing the total customer water usage, on average, by approximately 19.3-percent for the months of June 2009 through September 2010.

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact if it resulted in either of the following:

- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- Have insufficient water supplies available to serve the project from existing entitlements and resources, or if new or expanded entitlements would be needed.

IMPACT ASSESSMENT

Minor amounts of water would be required during construction for dust suppression, but these would not result in significant impact to water supplies and as such, impacts during construction would be less than significant.

As in other areas of the City, developers within the proposed project area are required to coordinate with LADWP to ensure that existing and/or planned water conveyance facilities are capable of meeting consumption and pressure flow requirements for each project. All new developments in the City are required to obtain appropriate clearance from LADWP at the time that a water connection permit application is submitted. Coordination with LADWP could identify specific on- and off-site improvements needed to ensure that impacts related to water supply and pressure conveyance capacity are addressed prior to issuance of permits.

Because future specific development (including timing and intensity) within the proposed project is not known at this time, it is unclear if existing on- or off-site water conveyance facilities would be capable of accommodating increased demand, and therefore, impacts related to water conveyance capacity would be potentially adverse and significant.

The implementation of planned land uses identified within the proposed project would be developed incrementally with build out to anticipated levels occurring by 2035. **Table 4.13-5** indicates total estimated daily water consumption at the anticipated 2035 level of development build out (i.e., existing, plus proposed). The project could result in an increased demand for water of up to approximately 7.9 million gallons per day (although this number is anticipated to be substantially less with implementation of water conservation required as mitigation).

As previously shown in **Table 4.13-3**, in 2030 during average year hydrological conditions, the City's water demand is forecasted to be approximately 776,000 acre feet per year (AFY). This forecast is based on demographic data from the Southern California Association of Governments' (SCAG) 2004 Regional Transportation Plan, as well as billing data for each major customer class, weather, and conservation.

Utilizing the current demand per capita provides a conservative estimate of projected future water demand to ensure that water supplies are available to meet projected demands. The 2005 UWMP anticipates adequate water supplies would be available to the service areas under normal, single-dry, and multi-dry year conditions through 2030. The 2010 Urban Water Management Plan is in preparation; it is anticipated to show the same to be true for 2035 assuming City growth remains consistent with SCAG projections. It is anticipated that City growth will remain consistent with SCAG projections although some redistribution of growth within the City is anticipated compared to past growth forecasts. Warner Center, because of its proximity to transit, designation as a center and mix of uses is anticipated to be more dense than anticipated in the past, but other areas of the City would not grow as much as previous forecasts have indicated.

TABLE 4.13-5:
ESTIMATED WARNER CENTER DAILY WATER CONSUMPTION (2035)

	Consumption Factor (Gallons/1,000 sf or /unit per day)	2035 Plan Forecast (total sf/units)	WCRCCSP Gallons Per Day Consumed	No Project Forecast (total sf/units)	No Project Gallons Per Day Consumed
Non-Residential					
Office	230.4	22,580,935.00	5,202,647.42	13,123,356.00	3,023,621.22
Industrial	102.4	2,049,569.00	209,875.87	3,117,684.00	319,250.84
Retail	102.4	5,486,621.00	561,829.99	4,236,912.00	433,859.79
Residential	295	26,048	7,684,160	6,731	1985645
TOTAL			**13,658,513.28**		**5,762,376.85**

Source: Sirius Environmental, Inc., 2010 and City of Los Angeles CEQA Guidelines, 2006, Exhibit M.2-24
Note: Assumes that water demand would be greater than wastewater generation rates: 28%for non-residential and 18% for residential.

It should be noted that individual projects will be subject to review by the LADWP and individual Water Supply Assessments will be required. Therefore, the proposed project would not have a significant impact related to insufficient water supplies and is not anticipated to necessitate the expansion or construction of a new water treatment facility.

It should be noted that projects within the proposed project area as with projects elsewhere in the City, would be subject to City water conservation measures (see above regulatory framework and mitigation below). In addition, the Warner Center Specific Plan Design Guide would require the use of native and/or drought tolerant landscaping for development projects. The Design Guide also identifies installing high-efficiency "smart" irrigation systems, which include a weather-based controller and, where feasible, in-line drip and bubblers, rather than overhead spray to be implemented. These measures would reduce overall water demand within the project area.

In addition projects may be required to use recycled water for irrigation uses. The nearest existing line to the Warner Center Specific Plan boundary is approximately six miles away at Victory Boulevard and Woodley Avenue. The LADWP is currently working on a project that would put a line about five miles away (Balboa Boulevard and Victory Boulevard); that project is scheduled to be completed by mid-2012. In addition individual projects may be conditioned to include package wastewater treatment plants.

Fire flow requirements typically dictate whether an existing water infrastructure is adequate. If the existing water infrastructure is able to accommodate fire flow demands, then the domestic water demands can also be accommodated as fire flow demands are typically higher and more conservative than domestic water demands. Fire flow requirements are set by the City of Los Angeles Fire Department and Building Safety Department. Future development within Warner Center would be subject to a number of City conditions of approval to ensure Los Angeles Fire Department and Building and Safety Department standards for water flow rates are met. Prior to issuance of building permits, applicants of future development within the project site would be required to submit plans for approval to these agencies in order to ensure these water flow requirements are met. In addition, all fire water supplies for new construction are inspected, tested, and accepted as witnessed by these agencies prior to occupancy. However, because future development proposals (including location, timing and intensity) associated with the proposed project are not known at this time, it is not possible to determine if existing on- or off-site fire hydrants would be capable of supplying adequate fire flows, and therefore, impacts related to fire flow would be potentially adverse and significant.

CUMULATIVE IMPACTS

The proposed project would be constructed incrementally with build out to anticipated levels occurring by 2035. At the same time other areas of the City and region are anticipated to develop and result in substantial increases in demand for water. However, as noted above, proposed projects would individually be required to coordinate with LADWP in order to ensure that existing and/or planned water supply, conveyance and treatment facilities are capable of meeting water demand/pressure requirements (including fire flow). Moreover, required improvements, including mitigation measures would be identified and implemented as part of water supply, conveyance demand/pressure clearance from the Department of Water and Power. The implementation of these required improvements and measures would therefore, reduce cumulative impacts to less than significant levels.

MITIGATION MEASURES

U2: The City shall require that each applicant coordinate with the City of Los Angeles Department of Water and Power (LADWP) in order to ensure that existing and/or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. In accordance with State Law, a Water Supply Assessment shall be required for projects that meet the size requirements specified in the regulations. In coordination with the Department of Water and Power, each Applicant/Contractor will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from LADWP will be required at the time that a water connection permit application is submitted.

U3: The City shall require each applicant to coordinate with the City of Los Angeles Fire Department and Building Safety Department in order to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits will be dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the City of Los Angeles Fire Department and Building Safety Department prior to occupancy.

U-4: The City shall require that each applicant implement water conservation measures in new development that shall include but not be limited to the following:

- Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush.
- High-efficiency urinals (0.125 gallons per flush or less, includes waterless)
- Restroom faucet flow rate of 1.5 gallons per minute or less
- Public restroom faucet flow rate of 0.5 gallons per minute or less and self-closing
- Showerhead flow rate of 2.0 gallons per minute or less
- Limit of one showerhead per shower stall
- High efficiency clothes washers (water factor of 4.0 or less)
- High efficiency dishwashers (Energy Star rated)
- Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration
- Install on-site water recycling as feasible
- Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary)
- Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines)
- Irrigation shall include;

  - ✓ Weather-based irrigation controller with rain shutoff
  - ✓ Flow sensor and master valve shutoff (for large landscaped areas)
  - ✓ Matched precipitation (flow) rates for sprinkler heads
  - ✓ Drip/microspray/subsurface irrigation where appropriate
  - ✓ Minimum irrigation system distribution uniformity of 75%

- ✓ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
- ✓ Use of landscape contouring to minimize precipitation runoff

U-5: The City shall require that prior to the issuance of a building permit, each applicant shall consult with LADWP to identify feasible and reasonable measures to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available in Warner Center), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted UBC requirements.

U-6: The City shall require that each project incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan including prohibiting hose watering of driveways and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner.

U-7: The City shall require that each project comply with any additional mandatory water use restrictions imposed as a result of drought conditions.

U-8: The City shall require automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation.

U-9: Prior to issuance of building permits, applicants shall pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements.

U-10: Development within Warner Center must remain within Citywide water budgets established by LADWP. As required by LADWP projects may be required to provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from Warner Center does not exceed the calculated demand anticipated for the City and/or Warner Center as appropriate and as documented in the City's most recent Urban Water Management Plan.

U-11 Any pumping and discharge or disposal of groundwater is considered to be a consumptive use. The City requires that any pumping of groundwater be reported to the Watermaster and LADWP shall be compensated for any loss of groundwater. In addition, reasonable efforts shall be used by project applicants to beneficially use any extracted groundwater (for example cooling or irrigation).

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of Mitigation Measures U-2 through U-11 would reduce impacts to water supply, conveyance facilities, and pressure requirements to less than significant levels.

SOLID WASTE

EXISTING CONDITIONS

Demand for landfill capacity is continually evaluated by Los Angeles County (County) through preparation of the Los Angeles County Integrated Waste Management Plan (CoIWMP) annual reports. The 2008 ColWMP Annual Report, which is the most recent report available, was completed in October 2009. As with previous annual reports, the 2008 CoIWMP Annual Report assesses future landfill disposal needs over a 15-year planning horizon based, in part, on forecasted waste generation and available landfill capacity from 2008 to 2023. Several factors are used in the 2008 ColWMP Annual Report to determine landfill capacity, including: (1) the expiration of various landfill permits (e.g., land use permits, waste discharge requirements permits, solid waste facilities permits, and air quality permits), (2) restrictions on the processing of waste generated outside given landfills' jurisdictions and/or watershed boundaries, and (3) operational constraints.

As discussed in the 2008 ColWMP, without changes in the status quo, a shortage of permitted solid waste disposal capacity at in-County Class III landfills is projected by 2014. This calculated shortage is due in part to a lack of suitable sites for developing new landfills, and limited expansion potential of existing landfills. Nonetheless, the 2008 ColWMP Annual Report anticipates that future disposal needs can be adequately met through 2023 via scenarios that include some combination of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through new or existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail facilities; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling.

The remaining disposal capacity for the County's Class III landfills is estimated at 154.386 million tons, which includes the recently approved capacity at the City and County portions of the Sunshine Canyon landfill in 2008.[13] In 2008, approximately 8.003 million tons, of solid waste was disposed of at County Class III landfills. Approximately 99 percent of this solid waste disposal was generated from within the County, with the remaining generated from outside of the County.

Assuming a minimum 55 percent diversion rate in accordance with AB 939 and accounting for disposal at transformation facilities, the 2008 CoIWMP Annual Report estimates that approximately 22.99 million tons of solid waste were generated in 2008 within the County.[14] As discussed above, without changes in status quo, the ColWMP states that there would be a shortage of permitted solid

[13] Los Angeles County Countywide Integrated Waste Management Plan Annual Report 2008 Annual Report, October 2009.
[14] Appendix E-2 Table 4 of the 2008 CoIWMP Annual Report.

waste disposal capacity at in-County Class III landfills by 2014.[15] As such, the ColWMP provides a variety of scenarios under which adequate disposal capacity could be achieved. For example, Class III landfills within the County that have been proposed for expansion but have not yet been approved include the Antelope Valley and Chiquita Canyon landfills, the use of which would increase disposal capacity.

Inert wastes such as soil, concrete, asphalt, and other construction and demolition (C&D) debris are disposed of at the County's three unclassified landfills. The estimated remaining disposal capacity for unclassified landfills serving the County is estimated at approximately 57.215 million tons. In 2008, approximately 0.176 million tons of inert wastes were disposed of at the County's unclassified landfills. As indicated by the 2008 CoIWMP Annual Report, the County's unclassified landfills generally do not face capacity issues.

Solid waste disposal at out-of-County facilities has increased in recent years and is expected to continue to be necessary to meet the County's future disposal needs. Without out-of-County facilities, conversion technologies, or increased diversion rates, the County could have a shortage of in-County solid waste disposal capacity by 2014 due to challenges associated with the establishment of new landfills and the expansion of existing landfills.

In 2008 (the most recent year that data was available), approximately 6,135 tons per day of solid waste was disposed of at out-of-County landfills. This equated to approximately 2.1 million tons of waste on an annual basis.

Waste-by-rail has the potential to create substantial solid waste disposal capacity. Waste-by-rail systems allow the County to transport waste via existing railways to remote out-of-County disposal facilities. They involve the collection of recyclable waste at material recovery facilities and the loading of remaining non-hazardous wastes into rail-ready shipping containers. These containers are delivered by truck to local rail yard loading facilities where they are then transported to remote landfills designed and permitted to receive waste via rail.

The Mesquite Regional Landfill in Imperial County is a waste-by-rail landfill that is anticipated to be available for use by the County. In August 2000, the County Sanitation Districts of Los Angeles County (CSDLAC) entered into purchase agreements for this landfill. The site is located approximately 200 miles east of Los Angeles along the Union Pacific Railroad. The Mesquite Regional Landfill is fully permitted to accept residual solid waste transported from southern California communities by rail. The approved landfill footprint of 2,290 acres will provide capacity for approximately 600 million tons of solid waste and 100 years of operation at a maximum of 20,000 tons per day (tpd).[16] CSDLAC, which completed the purchase of this facility in December 2002, expects the site to be operational by 2010 and ready for waste-by-rail in 2011/2012.[17]

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15 County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2008 Annual Report, October 2009, page 36.

16 Ibid.

17 The 2007 CoIWMP identified the proposed Eagle Mountain landfill in Riverside County as a potential waste-by-rail facility. However, in November 2009, the Federal Court of Appeals for the Ninth Circuit ruled that the Environmental Impact Statement for the project was not adequate in several aspects and that the Bureau of Land Management

There are two solid waste transformation facilities within Los Angeles County. The Commerce Refuse to Energy Facility disposed of approximately 102,000 tons of solid waste in 2008 and has a permitted capacity of 2,800 tons per week (145,600 tons per year). The Southeast Resource Recovery Facility, located in the City of Long Beach, disposed of approximately 477,000 tons of solid waste in 2008 and has a permitted capacity of 500,000 tons per year. It is expected that these two facilities will continue to operate at their current permitted capacities through the 2008 ColWMP planning period of 2023. The owners and operations of these facilities indicated that there are no plans to increase the daily capacity.

The County is exploring the use of conversion technologies to reduce future disposal needs as well as address global climate change. These technologies encompass a variety of processes that convert normal household trash into renewable energy, biofuels, and other useful products. The County has launched the Southern California Conversion Technology Demonstration Project, which seeks to promote, evaluate, and establish a demonstration facility for the conversion of solid waste into clean energy.[18] As part of this effort, the Los Angeles County Board of Supervisors approved a motion to facilitate the development of three demonstration conversion technology projects and initiate a feasibility study for potential conversion technology sites at County landfills and other appropriate locations in the County.

The Los Angeles Bureau of Sanitation (LABS) administers solid waste management, including collection and disposal services and landfill operation within the City of Los Angeles, including the project area. The LABS collects single-family residential and limited multi-family residential refuse. Private contractors collect waste generated by most multi-family residential sources and all commercial and industrial sources. Waste disposal sites, or landfills, are operated by both the City and the County of Los Angeles (County) as well as by private companies. In addition, transfer stations are utilized to temporarily store debris until larger hauling trucks are available to transport the materials directly to the landfills. A materials recovery facility or materials reclamation facility (MRF) is a specialized plant that receives, separates and prepares recyclable materials for marketing to end-user manufacturers. Landfill availability is limited by several factors, including: (1) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; (2) tonnage permit limitations; and (3) operational constraints.

The City of Los Angeles Bureau of Sanitation annually collects approximately 1.4 million tons of refuse from single and small multi-family residences, as well as approximately 190,000 tons of recyclables and 480,000 tons of yard trimmings in the City.[19] In general, the Bureau of Sanitation provides waste collection services for single-family and some smaller multi-family developments while private haulers provide waste collection services for most multi-family residential and commercial developments. Solid waste collected by the City and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill.

undervalued the public land to be traded. In February 2010, the Department of Interior decided not to appeal the decision and not pursue the project.

[18] Southern California Conversion Technologies Demonstration Project, http://www.socalconversion.org/, accessed July 12, 2010.

[19] City of Los Angeles, Department of Public Works, Bureau of Sanitation, General Information, accessed online at: http://www.lacity.org/san/general_info/about_us/our_services/service_summary.htm, accessed July 12, 2010.

Several of the County's Class III landfills only accept solid waste generated within a landfill's particular jurisdiction (i.e., Puente Hills, Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). As such, not all of the County's Class III landfills are open to the City of Los Angeles for their solid waste disposal needs. The remaining disposal capacity for the County's Class III landfills open to all or portions of the City is estimated at approximately 119.857 million tons. As of December 31, 2008, the City disposed of approximately 2.608 million tons of solid waste in the County's Class III landfills and approximately 58,497.04 tons at transformation facilities. This amount accounts for approximately 2.22 percent of the remaining capacity for the County's Class III landfills open to the City.

Sunshine Canyon Landfill, located in Sylmar, has been handling the solid waste disposal needs for City and County of Los Angeles residents for approximately 50 years. The Sunshine Canyon Landfill is jointly operated by the City and the County (each operates separate portions of the landfill). In December 1999, the City approved Ordinance 172,933, which amended the Los Angeles Municipal Code to allow the City to expand the Sunshine Canyon Landfill and combine the City and County portions of the landfill.[20] The plan (approved in Ordinance 172,933) allows the City to: (1) work with the County to combine the City and County portions of the landfill;[21] (2) expand the landfill footprint to 194 acres in the City and 257 acres in the County; (3) increase capacity to 55 million tons in the City portion and increase the combined capacity of the City/County landfill to 90 million tons; (4) permit a daily maximum intake of 5,500 tons per day to the combining of the City and County portions of the landfill; (5) permit a combined City/County daily maximum intake of 11,000 tons following combining the City and County portions of the landfill; and (6) extend the estimated closure date to approximately 2029.[22]

The City has recently approved, and the California Integrated Waste Management Board (CIWMB) has concurred with, the solid waste facility permit for Phase I of that plan, which initially permits a maximum capacity of 17 million tons.[23] According to the permit, the maximum permitted capacity is 37,315,352 cubic yards. The maximum daily permitted throughput of the Sunshine Canyon landfill is 12,100 tons per day, although the average daily intake is approximately 6,000-7,000 tons per day.[24] On July 7, 2008, the California Integrated Waste Management issued a new solid waste facilities permit for the Sunshine Canyon City/County Landfill.[25] The permit allows a maximum daily permitted tonnage of 12,100 and has a design capacity of 140,900,000 cubic yards. According to the permit, the estimated closure date for the landfill is 2037.

Several of the County's unclassified landfills also only accept construction and demolition waste generated within a landfill's particular jurisdiction. The 2008 remaining disposal capacity for the County's unclassified landfills open to the City is estimated at 56.965 million tons. In 2008, the City

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20 City of Los Angeles Ordinance 172,933 and its [Q] Qualified Conditions of Approval, approve December 10, 1999.
21 Ibid.
22 City of Los Angeles, Draft Subsequent Environmental Impact Report Sunshine Canyon Landfill, July 1997.
23 California Integrated Waste Management Board, Facility Site Summary Details, http://www.ciwmb.ca.gov/SWIS/detail.asp?PG-DET&SITESCH=19-AA-0853&OUT=html, accessed on June 10, 2009.
24 Diane Aballa, Sunshine Canyon Environmental Specialist-Compliance, *Phone Communication*, September 24, 2008
25 http://www.ciwmb.ca.gov/PermitToolbox/Notices/SunshineCnyn/Permits/July7Issued.pdf. Accessed June 10, 2009.

disposed of approximately 30,772.48 tons of construction and demolition waste into Azusa Land Reclamation, a County unclassified landfill. This amount accounts for less than 0.05 percent of the total remaining capacity at the County's unclassified landfills open to all or portions of the City.

Based on data from the City of Los Angeles Bureau of Sanitation, the City achieved a 65 percent diversion rate of solid waste from landfills in 2008, exceeding the required 50 percent diversion rate required by AB 939.[26]

Source reduction, recycling, and composting programs within the City of Los Angeles are developed and implemented by the Department of Public Works Bureau of Sanitation, Solid Resources Citywide Recycling Division (SRCRD). The SRCRD provides technical assistance to public and private recyclers, oversees the City's recycling program, manages the Household Hazardous Waste program, and helps create markets for recyclable materials.[27] The Construction and Demolition Recycling Guide, an SRCRD publication, provides information to public and private sectors regarding construction waste diversion. This guide provides an alphabetical listing of recyclers and certified mixed-debris processors that serve the greater Los Angeles area, as well as listings of materials accepted (i.e., wood waste, scrap metal, drywall, etc.) in order to assist developers and contractors with their recycling selection.

Table 4.13-6 provides an estimate of the current daily estimated solid waste generation.

TABLE 4.13-6:
EXISTING ESTIMATED WARNER CENTER DAILY SOLID WASTE GENERATION

Land Use	Development (sf/units)	Generation Factor (Pounds per sf or /unit /day)	Existing Pounds Per Day Generated
Non-Residential			
Office	10,027,947	0.006	60,167.68
Industrial	2,837,333	0.005	14,186.67
Retail	3,193,298	0.0025	7,983.25
Residential	6,200.00	3.6	22,320.00
TOTAL			**104,657.59**

Source: Sirius Environmental, Inc., 2010 and California Integrated Waste Management Department, 2010; Estimated Solid Waste Generation Rates, website: http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm, accessed October 13, 2010.

[26] City of Los Angeles, Department of Public Works, Year at a Glance, Fiscal year 2008-09, available online at: http://www.lacitysan.org/general_info/pdfs/YAAG-FY0809_full_report.pdf, accessed May 19, 2010.

[27] City of Los Angeles, Department of Public Works, Bureau of Sanitation, Construction and Demolition Recycling Guide, August 9, 2007, available online at: http://san.lacity.org/solid_resources/pdfs/C&D_guide.pdf, accessed July 21, 2010.

REGULATORY FRAMEWORK

State

Recognizing the need to address declining landfill capacity, the State of California has enacted three key legislations relating to solid waste: Assembly Bill 939 – the California Integrated Waste Management Act of 1989 (Public Resources Code Sections 41000-41460); Senate Bill 1327 – the California Solid Waste Reuse and the Recycling Access Act of 1991 (Public Resources Code Sections 42900-42911); and Senate Bill 1374 – Construction and Demolition Waste Materials Diversion Requirements. Each of these regulations is described below.

Assembly Bill 939 – California Integrated Waste Management Act of 1989. The California Integrated Waste Management Act of 1989 (AB 939) was passed by the State legislature for the purpose of establishing an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 requires that all counties and cities develop a comprehensive solid waste management program that includes a Source Reduction and Recycling Element (SRRE) which would include policies for but not limited to: waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. Additionally, all counties must develop a Siting Element to address the need for landfill/transformation facilities for the next 15 years. In accordance with AB 939, all cities and counties must prepare and submit to CalRecycle an Annual Report which summarizes the jurisdictions' progress in reducing solid waste.28 AB 939 also mandated that all cities and counties divert 25 percent of their waste stream by 1995, and 50 percent by 2000 through source reduction, recycling, and reuse programs.

Assembly Bill 1327 – California Solid Waste Reuse and the Recycling Access Act of 1991. The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911, as amended. AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas are to be determined by the appropriate jurisdictions' ordinance. If no such ordinance exists within the jurisdiction, the CalRecycle model ordinance shall take effect. Pursuant to AB 1327, the City of Los Angeles adopted the Space Allocation Ordinance (Ordinance No. 171687), discussed below.

Senate Bill 1374 – Construction and Demolition Waste Materials Diversion Requirements. Passed in 2002, the Construction and Demolition Waste Materials Diversion Requirements (SB 1374) added Section 42912 to the Public Resources Code. SB 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting C&D waste. The

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[28] CalRecycle is a new department within the California Natural Resources Agency and administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling.

legislation also requires that CalRecycle adopt a model ordinance for diverting 50-75 percent of all C&D waste from landfills.

Zero Waste California. The Zero Waste California is a State launched program that promotes a new vision of waste. Zero waste is based on the concept that wasting resources is inefficient and that the efficient use of natural resources should be achieved. The concept is premised on maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement; and research and development of new and sustainable technologies.

Regional

Los Angeles County Integrated Waste Management Plan. The Los Angeles County Integrated Waste Management Plan (CoIWMP), which was formally approved on June 23, 1999, is a set of planning documents that sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The CoIWMP recognizes that landfills will remain an integral part of the County's solid waste management system in the foreseeable future and assures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939.

The CoIWMP includes the Countywide Integrated Waste Management Summary Plan (Summary Plan), which was approved by the CIWMB on June 23, 1999. Pursuant to AB 939, the Summary Plan describes the actions to be taken to achieve the mandated waste diversion goals of AB 939. The Summary Plan establishes countywide goals and objectives for integrated waste management; establishes an administrative structure for preparing and managing the Summary Plan; describes the countywide system of governmental solid waste management infrastructure; describes the current system of solid waste management in LA County and local cities; summarizes the types of solid waste programs; describes programs that could be consolidated or coordinated countywide; and analyzes how these countywide programs are to be financed.

Also a part of the CoIWMP and pursuant to AB 939, the County prepared the Countywide Siting Element (Siting Element) which identifies goals, policies, and strategies that provide for the proper planning and siting of solid waste disposal and transformation facilities for the next 15 years. The Siting Element was approved by the CIWMB on June 24, 1998 and provides strategies and siting criteria for evaluating the development of needed disposal and transformation facilities. The County is currently in the process of updating the Siting Element to reflect the most recent information regarding remaining landfill disposal capacity and the County's current strategy for maintaining adequate disposal capacity.

The CoIWMP Annual Reports provide an assessment of the Summary Plan and the Siting Element. Additionally, as previously discussed, the CoIWMP Annual Reports analyze solid waste disposal and estimated future remaining capacity at County landfills. As described above, the 2008 ColWMP Annual Report dated October 2009 is the most recent report available.

Local

City of Los Angeles Solid Waste Integrated Resources Plan (Zero Waste Plan). The City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP) or Zero Waste Plan is a six year planning effort that outlines the City's objectives to provide sustainability, resource conservation, source reduction, recycling, renewable energy, maximum material recovery, public health and environmental protection for solid waste management planning through 2030 — leading Los Angeles towards being a "zero waste" city (consistent with the RENEW LA goal – discussed further below). The SWIRP process, composed of three phases, aims to develop and implement a 20-year Zero Waste Master Plan (Master Plan) by 2013. Phase I, initiated in 2007, employed stakeholder input to determine the guiding principles and vision of the SWIRP. Phase 1 culminated in the adoption of the stakeholder Guiding Principles at the citywide conference held on May 3, 2008. Phase II, initiated in 2008 and which is still currently in process, involves the actual preparation of the Master Plan. Using the guiding principles developed in Phase I, it will develop a Policy, Program, and Facility Plan, an Environmental Impact Report, and Financial Plan. These documents will detail the infrastructure, programs, policies, regulations, incentives, technological innovation and financial strategies necessary to: (i) eliminate the use of urban landfills, (ii) develop alternative technologies to convert waste to renewable energy fuels and products, (iii) increase recycling and resource recovery, (iv) convert Bureau of Sanitation trucks to clean renewable alternative fuels, and (v) lead the way for Los Angeles to become a zero-waste city.[29] Phase III will implement the Master Plan. It may involve the implementation of new Bureau of Sanitation programs, the addition or modification of solid waste infrastructure, and new solid waste legislation.

City of Los Angeles Solid Waste Management Policy Plan. The City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP), adopted in 1993, is a long-range policy plan that provides direction for the solid waste management hierarchy and integrates all facets of solid waste management planning in the City. The objective of the CiSWMPP is to promote source reduction or recycle a minimum of 50 percent of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020. The CiSWMPP calls for the disposal of the remaining waste in local and possibly remote landfills. Further, the CiSWMPP contains the City's SRRE, which includes goals and objectives for achieving AB 939 waste diversion rates and identifies programs for source reduction, recycling, and composting. The following five goals of the CiSWMPP reflect the importance of source reduction and materials recovery to the success of the plan:

1. Maximum Waste Diversion: Create an integrated solid waste management system that maximizes source reduction and materials recovery and minimizes waste requiring disposal.
2. Adequate Recycling Facility Development: Expand the number of facilities that enhance waste reduction, recycling, and composting throughout the City in ways that are economically, socially, and politically acceptable.
3. Adequate Collection, Transfer, and Disposal of Mixed Solid Waste: Ensure that all mixed solid waste that cannot be reduced, recycled, or composted is collected, transferred, and

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[29] City of Los Angeles, Department of Public Works, Welcome to SWIRP: A Zero Waste Plan for Los Angeles, accessed online at: http://www.zerowaste.lacity.org/about/welcome.html, accessed July 12, 2010.

disposed in a manner that minimizes adverse environmental impacts.

4. An Environmentally Sound Waste Management Operation: Develop an environmentally sound solid waste management system that protects public health and safety, protects natural resources, and utilizes the best available technology to accommodate the needs of the City.
5. A Cost Effective Waste Management Operation: Operate a cost-effective integrated waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

City of Los Angeles General Plan Framework. As discussed Section 4.8, Land Use, of this Draft EIR, the City of Los Angeles General Plan Framework (Framework) provides a Citywide strategy for long-term growth planning. The Framework includes an Infrastructure and Public Services Chapter, which responds to State and Federal mandates to plan for adequate infrastructure in the future. The Framework addresses many of the programs the City has implemented to divert waste from disposal facilities such as source reduction programs and recycling programs (i.e., Curbside Recycling Program, composting). The Framework states that for these programs to succeed, the City should site businesses at appropriate locations where recyclables could be handled, processed, and/or manufactured to allow a full circle recycling system to develop. The Framework further addresses the continuing need for solid waste transfer and disposal facilities. The Framework acknowledges the limited disposal capacity of the landfills located in Los Angeles and states that more transfer facilities will be needed to transport and dispose of waste at remote landfill facilities. The Framework also identifies waste-by-rail landfill disposal facilities that could be utilized by the City to meet its disposal needs.[30]

City of Los Angeles Solid Resources Infrastructure Strategy Facilities Plan. In its efforts to reach AB 939 goals and conform to the Framework Element, the City's Bureau of Sanitation prepared the Solid Resources Infrastructure Strategy Facilities Plan in 2000, which outlines several objectives that include, but are not limited to, the following:

- Develop a transfer facility and/or recycling center in the Central Los Angeles Area [Bradley Waste facilities and Transfer Station was recently approved by the City Council];
- Continue to research and develop the use of Material Recovery Facilities to preprocess all residual waste prior to delivery to a disposal site; and
- Develop a comprehensive and continual public education and community outreach program designed to educate and inform the public about the City's solid resources programs and strategies.[31]

In addition to the preceding list of objectives, the Bureau of Sanitation also operates programs such as bulky item pick-ups, E-waste collection events, and curbside recycling. The Curbside Recycling Program collects recyclables from all single-family homes in the City, but does not provide service to multi-family buildings of four units or more. However, the Bureau of Sanitation conducted a

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[30] City of Los Angeles General Plan Framework http://www.lacity.org/PLN/Cwd/Framwk/chapters/09/09.htm#solidwaste, accessed June 2, 2008.

[31] City of Los Angeles Department of Public Works, Solid Resources Infrastructure Strategy Facilities Plan, November 2000, accessed online at http://www.lacity.org/solid-resources/pdfs/isfp.pdf, accessed May 5, 2009.

Multi-Family Recycling Pilot Program involving five buildings and 76 units in Council District 8 during 2005. The Bureau of Sanitation is currently looking at ways to provide recycling services for the approximately 650,000 multi-family residences in the City.[32]

RENEW LA Plan. In March 2006, the City Council adopted RENEW LA (Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles), a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" and an overall diversion level of 90 percent. The "blueprint" of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

Green LA Plan. In May 2007, the Mayor of Los Angeles presented the City Council with the Green LA Plan, an action plan to lead the nation in fighting global warming. The overall goal of the Green LA Plan is to reduce greenhouse gas emissions 35 percent below 1990 levels by 2030. To achieve this target, a number of goals and objectives have been established in various focus areas including that of solid waste as landfills are a major source of methane, a greenhouse gas produced by decomposing trash. The goal of the Green LA Plan is to shift from solid waste disposal to resource recovery and recycle 70 percent of solid waste generated within the City by 2015.

City of Los Angeles Space Allocation Ordinance. Pursuant to AB 1327, the California Solid Waste Reuse and the Recycling Access Act of 1991, the City enacted the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171687) on August 13, 1997. The ordinance added Section 12.21 (A)(19) to the Los Angeles Municipal Code (LAMC). This section of the LAMC requires that all new construction development projects, all multi-family residential development projects of four or more units where the addition of floor area is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more provide an adequate recycling area or room for collecting and loading recyclable materials.

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact if it resulted in any of the following:

- Be served by a landfill with insufficient capacity to accommodate the project's solid waste disposal needs.

- Not comply with federal, State, and local statutes and regulations related to solid waste.

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[32] City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services FY 2005/ 2006 website: http://www.lacity.org/SAN/bureau-overview-05-06.pdf, accessed May 5, 2009.

The City of Los Angeles CEQA Thresholds Guide states that the determination of significance with regard to impacts on solid waste shall be made on a case-by-case basis, considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the SRRE or its updates, the CiSWMPP, the City Framework or the City Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.[33]

Based on these factors, a project would have a significant impact on solid waste if:

- The project generates solid waste at a level that would generate the need for an additional solid waste collection route or would require new or expansion of recycling or disposal facilities; or

- The project conflicts with solid waste policies and objectives in the SRRE or its updates, CiSWMPP, City Framework or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

IMPACT ASSESSMENT

Construction of the proposed project would require earthwork, demolition of existing buildings, as well as the construction of new buildings on the project site. These construction activities would generate construction and demolition waste including but not limited to soil, wood, asphalt, concrete, paper, glass, plastic, metals, and cardboard that would be disposed of in landfills serving the project site. Because implementation of planned land uses would be developed incrementally (to 2035) and the specifics of individual projects are not known, it is not possible to estimate construction-related solid waste. Individual projects would be subject to City solid waste diversion measures including the recycling of building materials similar requirements. This would reduce the construction waste stream to area landfills.

The implementation of planned land uses identified within the proposed project would be developed incrementally with build out occurring in 2035. **Table 4.13-7** shows estimated daily solid waste generation in the proposed project area at anticipated 2035 development level build out (i.e., existing, plus proposed). By 2035 solid waste generation within the proposed project area could

[33] Waste diversion goals have been identified for a limited number of targeted waste generators and materials. Future updates of the SRRE may expand the land uses and materials covered, or modify the current waste diversion goals. http://www.lacity.org/san/solid_resources/pdfs/rfp-swirp-appendix-b3.pdf, accessed June 2, 2008.

increase by up to about 149,000 pounds (74.5 tons) per day; recycling and compliance with required mitigation is anticipated to reduce this increase.

TABLE 4.13-7:
ESTIMATED WARNER CENTER DAILY SOLID WASTE GENERATION (2035)

	Generation Factor (Pounds/sf/ or/unit/day)	2035 WCRCCSP Forecast (total sf/units)	WCRCCSP Pounds Per Day Generated	No Project Forecast (total sf/units)	No Project Pounds Per Day Generated
Non-Residential					
Office	0.006	22,580,935.00	135,485.61	13,123,356.00	78,740.14
Industrial	0.005	2,049,569.00	10,247.85	3,117,684.00	15,588.42
Retail	0.0025	5,486,621.00	13,716.55	4,236,912.00	10,592.28
Residential	3.6	26,048	93,773	6,731	24231.6
TOTAL			**253,222.81**		**129,152.44**

Source: Sirius Environmental, Inc., 2010 and California Integrated Waste Management Department, 2010; Estimated Solid Waste Generation Rates, website: http://www.calrecycle.ca.gov/wastechar/wastegenrates/default.htm, accessed October 13, 2010.

Based on the above, project-generated solid waste it is anticipated that new solid waste collection routes would need to be added to the proposed project area to collect the additional waste. Nonetheless since project growth is within that forecast for the city as a whole, landfill and waste planning is anticipated to be sufficient to meet project needs. The projected timeline for the County's Class III landfills to reach capacity would not be altered significantly by the project. In addition, the Antelope Valley and Chiquita Canyon Class III landfills have been proposed for expansion, the use of which would increase overall disposal capacity. The available capacity of the existing and/or planned landfills would not be exceeded, and impacts on solid waste generation from project operation would be less than significant.

With an additional 74.5 tons per day of waste generated, the proposed project area would represent about 0.6% of the permitted daily capacity of the Sunshine Canyon landfill, or about 1.5% of the remaining daily capacity. Although Sunshine Canyon is anticipated to close in 2037 it is anticipated that additional capacity will be permitted at this or other facilities, sufficient to accommodate the project.

As noted above, individual projects would be subject to City solid waste diversion measures. This would reduce the anticipated overall waste stream to area landfills.

CUMULATIVE IMPACTS

The proposed project would be constructed incrementally with build out to anticipated development levels occurring by 2035. At the same time other areas of the City and region are anticipated to develop and result in substantial increases in solid waste. However, as noted above, proposed projects would individually be required to adhere to City solid waste diversion measures that would reduce the cumulative overall waste stream to area landfills. The implementation of these required measures would therefore, reduce cumulative impacts to less than significant levels.

MITIGATION MEASURES

U-11: The City shall require that each project recycle and/or salvage at least 75% of non-hazardous construction and demolition debris, and that each applicant prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout.

U-12: The City shall require that each project institute a recycling program to reduce the volume of solid waste going to landfills in compliance with the City's current goal of a 62 percent reduction in the amount of waste going to landfills, with the 2020 goal of a 70 percent reduction of waste going to landfills. Additionally, recycling bins shall be provided at appropriate locations on each site to promote recycling.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of the proposed project with mitigation measures U-11 and U-12 would not result in significant adverse impacts related to solid waste generation or disposal.

ELECTRICITY

EXISTING CONDITIONS

The project site is served by the LADWP. The LADWP supplies nearly 22 billion kilowatt (kW) hours of electricity a year for the city's 1.4 million electric customers.[34] The utility was established more than 100 years ago to provide water and electric needs to the City's businesses and residents. LADWP serves a 465-square-mile area and is the largest municipal utility in the nation. In total, LADWP operates 20 receiving stations and 174 distribution stations to provide electricity to LADWP customers, with additional facilities to be acquired as their load increases.

Table 4.13-8 shows the current estimated annual electricity consumption in Warner Center.

[34] Los Angeles Department of Water and Power Website: http://www.ladwp.com/ladwp/cms/ladwp001557.jsp accessed on June 10, 2009.

TABLE 4.13-8:
CURRENT ESTIMATED WARNER CENTER DAILY ELECTRICITY CONSUMPTION

Land Use	Existing Development (sf)	Consumption Factor (Kilowatt hours/sf /day)	Existing Daily Consumption (Kilowatt hours/day)
Non-Residential			
Office	10,027,947	0.035	350,978.15
Industrial	2,837,333	0.035	99,306.66
Retail	3,193,298	0.037	118,152.03
Residential	9,132,772	0.012	109,593.26
TOTAL			**678,030.09**

Source: Sirius Environmental, Inc., 2010 and *South Coast Air Quality Management District, CEQA Air Quality Handbook,* 1993.

REGULATORY FRAMEWORK

Energy consumption including electricity, by new buildings in California, is regulated by the ***State Building Energy Efficiency Standards***, embodied in ***Title 24 of the California Code of Regulations*** (CCR). The efficiency standards apply to new construction of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided that these standards meet or exceed those provided in Title 24 guidelines. The City of Los Angeles has also enacted a number of energy policies and programs to increase building energy efficiency and reduce energy consumption. These measures are embodied in various planning and policy documents (e.g., General Plan [Conservation Element], ***Green Building Program Ordinance***, LWDWP programs, etc.).

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact if it resulted in any of the following:

- Would require new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities;
- Would require needed infrastructure not anticipated by adopted plans; or
- Design and operation does not incorporate energy conservation measures that meet City requirements.

IMPACT ASSESSMENT

Construction activities within the proposed project would consume relatively minor quantities of electricity (i.e., temporary use for lighting and small power tools and possibly increasingly large

equipment). Therefore, electricity impacts during construction are anticipated to be less than significant.

Electrical service to the proposed project area would be provided in accordance with LADWP Rules and Regulations, and each project would be required to comply with sections of the State Building Energy Efficiency Standards, contained in Title 24 of the California Code of Regulations.

Each project within the proposed project would be developed in consultation with the LADWP in order to ensure that existing and/or planned electrical facilities are capable of meeting consumption demands. All new developments in the city are required to obtain appropriate clearance from LADWP at the time that an electrical connection permit application is submitted. It is anticipated that LADWP would identify specific on- and off-site improvements needed to ensure that impacts related to electrical supply and demand capacity are addressed prior to issuance of permits for each project.

Since specific future development (including timing and intensity) associated with the Specific Plan is not known at this time, it is unclear if existing on- and/or off-site electrical facilities would be capable of accommodating increased demand, and therefore, impacts related to electrical facilities are considered to be potentially adverse and significant.

The implementation of planned land uses identified within the proposed project would be developed incrementally with build out occurring in 2035. **Table 4.13-9** shows total estimated annual electricity consumption in 2035 as a result of the project. The proposed project is anticipated to increase electrical consumption in the proposed project area by about 778,000 kWh per day. This amount may be less with conservation and increased use of site-specific alternative energy (photo-voltaic panels for example), although increased use of electricity to power vehicles may off set conservation measures somewhat.

The LADWP estimated annual system-wide electrical consumption of 31.1 million megawatt hours in 2030. The proposed project's anticipated increase in annual electricity consumption would represent a relatively small portion of the LADWP's total projected electrical consumption for that year, and would be within the anticipated service capacity of LADWP since the project would be consistent with growth projections for the City.[35] Impacts associated with electrical consumption would therefore be less than significant.

35 Source: Los Angeles Department of Water and Power, Integrated Resource Plan, Appendix B.

TABLE 4.13-9:
ESTIMATED WARNER CENTER DAILY ELECTRICITY CONSUMPTION (2035)

	Consumption Factor (Kilowatt hours/sf/day)	2035 WCRCCSP Forecast (total sf)	WCRCCSP Daily Consumption (Kilowatt hours/day)	2035 No Project Forecast (total sf)	No Project Daily Consumption (Kilowatt hours/day)
Non-Residential					
Office	0.035	22,580,935.00	790,332.73	13,123,356.00	459,317.46
Industrial	0.035	2,049,569.00	71,734.92	3,117,684.00	109,118.94
Retail	0.037	5,486,621.00	203,004.98	4,236,912.00	156,765.74
Residential	0.012	32,560,672	390,728.06	10,695,317	128,343.80
TOTAL			**1,455,800.68**		**853,545.95**

Source: Sirius Environmental, Inc., 2010 and *South Coast Air Quality Management District, CEQA Air Quality Handbook*

CUMULATIVE IMPACTS

The proposed project would be constructed incrementally with build out to anticipated development levels occurring by 2035. At the same time other areas of the City and region are anticipated to develop and result in substantial increases in demand for electricity. However, as noted above, proposed projects would individually be required to coordinate with the City of Los Angeles' Department of Water and Power in order to ensure that existing and/or planned electrical facilities are capable of meeting electrical demand requirements. Moreover, required improvements, including mitigation measures would be identified and implemented as part of electrical facility design clearance from the Department of Water and Power for each project. The implementation of these required improvements and measures would therefore, reduce cumulative impacts to less than significant levels.

MITIGATION MEASURES

U-13: The City shall require that each applicant coordinate with the City of Los Angeles' Department of Water and Power in order to ensure that existing and/or planned electrical facilities are capable of meeting electrical demand requirements. In coordination with the Department of Water and Power, the applicant will be required to identify specific on- and off-site improvements needed to ensure that impacts related to electrical facility requirements are addressed prior to operation. Electrical facility design clearance from the Department of Water and Power will be required as established by the LADWP.

U-14: The City shall require that each project, during the design process, consult with the Department of Water and Power, Energy Services Subsection and the Southern California Gas Company, the Commercial, Industrial or Residential Staff Supervisor, regarding possible Energy Conservation Measures for the each project.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of Mitigation Measures U-13 and U-14 would reduce impacts to electrical demand and facilities to less than significant levels.

NATURAL GAS

EXISTING CONDITIONS

Southern California Gas Company (SoCalGas), a subsidiary of Sempra Energy and the nation's largest natural gas supplier, distributes natural gas to 19.5 million residential, commercial, and industrial customers throughout southern California. SoCal Gas owns and operates 95,000 miles of gas distribution mains and service lines, as well as nearly 3,000 miles of transmission and storage pipeline. The utility also owns gas transmission stations and underground storage facilities.

In 2008, SoCalGas estimated the consumption of approximately 2,694 million cubic feet (MMcf) of natural gas each day, or 983,310 MMcf per year. The SoCalGas currently projects gas consumption across all its markets to grow at a nearly flat annual average rate of just 0.02 percent through 2030, owing to projections of modest economic growth, a decline in commercial and industrial demand, the ongoing housing slump, California Public Utilities Commission-mandated demand-side energy efficiency goals and renewable energy use goals, and continued increased use of non-utility pipeline systems for enhanced oil recovery projects. In 2030, the SoCalGas projects an annual natural gas consumption of 988,785 MMcf and a projected net supply of 1,414,375 MMcf.[36]

Table 4.13-10 shows current estimated annual natural gas consumption in the proposed project area.

TABLE 4.13-10:
EXISTING ESTIMATED WARNER CENTER DAILY NATURAL GAS CONSUMPTION

Land Use	Existing Development (sf)	Consumption Factor (cubic feet/sf/day)	Existing Daily Consumption (cubic feet/day)
Non-Residential			
Office	10,027,947	0.067	671,872.45
Industrial	2,837,333	0.067	190,101.31
Retail	3,193,298	0.097	309,749.91
Residential	9,132,772	0.101	922,409.97
TOTAL			**2,094,133.64**

Source: Sirius Environmental, Inc., 2010 and and *South Coast Air Quality Management District, CEQA Air Quality Handbook,* 1993.

[36] The California Gas and Electric Utilities, *2008 California Gas Report*, (2008), page 97.

REGULATORY FRAMEWORK

As a public utility, SoCalGas is under the jurisdiction of the California Public Utilities Commission. The Gas Company provides service in accordance with the policies and rules on file with the Commission. As previously discussed, Title 24 of the California Code of Regulations, also known as the energy efficiency standards, regulates energy consumption in new construction. The standards regulate energy consumed in buildings for purposes of heating, cooling, ventilation, water heating, and lighting. Title 24 is implemented through the local jurisdiction's plan check and permit process.

SoCalGas provides several programs and information on conservation for both residential and commercial customers. Residential programs include rebates on energy efficient gas appliances, new construction energy efficiency incentives, and financing on home energy upgrades. Commercial programs include grants for a variety of more efficient retrofits and operations, funding for gas engines and pumps, and equipment rebates.[37]

THRESHOLDS OF SIGNIFICANCE

Implementation of the proposed project would have a significant adverse impact if it resulted in either of the following:

- Require new (off-site) natural gas supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities; or

- Require infrastructure improvements not anticipated by adopted plans

IMPACT ASSESSMENT

Construction activities within the proposed project area are not anticipated to consume natural gas. Therefore, impacts to natural gas supply or infrastructure during construction would be less than significant.

Natural gas service to the proposed project area would be provided in accordance with Gas Company rules and regulations, and proposed project components would be required to comply with sections of the State Building Energy Efficiency Standards, contained in Title 24 of the California Code of Regulations.

Projects within the proposed project area would be coordinated with the Gas Company in order to ensure that existing and/or planned gas facilities are capable of meeting consumption demands. Changes to the existing on- and off-site infrastructure and distribution systems may be required to meet the needs of anticipated development within the proposed project area, these would be undertaken in consultation with the Gas Company. It is anticipated that minor alterations to natural

[37] Southern California Gas Company, "Energy Efficiency," http://www.socalgas.com/energyefficiency, accessed October 10, 2010.

gas transmission and distribution infrastructure within the proposed project area may be necessary to serve specific projects.

Since specific future development proposals (including timing and intensity) associated with the proposed project are not known at this time, it is unclear if existing on- or off-site natural gas facilities would be capable of accommodating increased demand, and therefore, impacts related to natural gas facilities are considered potentially adverse and significant.

The implementation of planned land uses identified within the proposed project would be developed incrementally with build out occurring in 2035. **Table 4.13-11** shows total estimated annual natural gas consumption at anticipated 2035 development level build out (i.e., existing, plus proposed). As shown in the table, natural gas consumption could increase by 3.4 MMcf per day.

As previously discussed, the Gas Company projects an annual consumption of approximately 988,785 MMcf in 2030. The proposed project's increase in annual natural gas demand represents a small portion of total consumption projected by the Gas Company for 2030, and would be within the population projections for the City and therefore is anticipated to be within the anticipated service capacity of the Gas Company. Additional natural gas supply facilities may be needed in the project area requiring construction of local infrastructure in association with some of the larger projects, nonetheless overall impacts on natural gas supply facilities would be less than significant.

TABLE 4.13-11:
ESTIMATED WARNER CENTER DAILY NATURAL GAS CONSUMPTION (2035)

	Consumption Factor (cubic feet/sf/day)	2035 WCRCCSP Forecast (Total sf/units)	WCRCCSP Daily Consumption (cubic feet/day)	No Project Forecast (Total sf/units)	No Project Daily Consumption (cubic feet/day)
Non-Residential					
Office	0.067	22,580,935.00	1,512,922.65	13,123,356.00	879,264.85
Industrial	0.067	2,049,569.00	137,321.12	3,117,684.00	208,884.83
Retail	0.097	5,486,621.00	532,202.24	4,236,912.00	410,980.46
Residential	0.101	32,560,672	3,288,627.87	10,695,317	1,080,227.02
TOTAL			**5,471,073.88**		**2,579,357.16**

Source: Sirius Environmental, Inc., 2010 and and *South Coast Air Quality Management District, CEQA Air Quality Handbook,* 1993.

CUMULATIVE IMPACTS

The proposed project would be constructed incrementally with build out to anticipated levels occurring by 2035. At the same time other areas of the City and region are anticipated to develop and result in substantial increases in demand for natural gas. However, as noted above, proposed projects would individually be required to coordinate with the Gas Company in order to ensure that existing and/or planned natural gas facilities are capable of meeting natural gas demand requirements. Moreover, required improvements, including mitigation measures would be identified

and implemented as part of natural gas facility design clearance from the Gas Company. The implementation of these required improvements and measures would therefore, reduce cumulative impacts to less than significant levels.

MITIGATION MEASURES

U-15: The City shall require that each applicant coordinate with the Gas Company in order to ensure that existing and/or planned natural gas facilities are capable of meeting natural gas demand requirements. In coordination with the Gas Company, the applicant will identify specific on- and off-site improvements needed to ensure that impacts related to natural gas facility requirements are addressed prior to operation. Natural gas facility design clearance from the Gas Company will be required as established by the Gas Company.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Implementation of Mitigation Measure U-15 would reduce impacts to natural gas demand and facilities to less than significant levels.

5.0 GENERAL IMPACT CATEGORIES

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that any significant impacts, including those that can be mitigated but not reduced to a less than significant level, be described and their implications discussed in an EIR. Impacts of the project are analyzed and identified throughout Section 4, Environmental Setting, Impacts and Mitigation measures, of this Draft EIR; impacts are summarized in the Executive Summary. As discussed therein, project-level significant unavoidable impacts that could occur under the proposed project are anticipated to be as follows:

- New signage has the potential to significantly impact visual quality.
- Shade and shadow impacts are potentially significant as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new or existing mid- and high rise development)
- Construction air quality as a result of development projects and infrastructure construction (roadways, bridges, and utility lines) in the area.
- Operational air quality as a result of mobile source and energy use
- Greenhouse gas emissions as a result of construction and operation
- Construction noise and vibration at individual construction sites
- Operational noise (Variel Avenue between Victory Boulevard and Vanowen Street)
- Transportation impacts -- one intersection – Variel Avenue and Victory Boulevard, and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street), increased vehicle miles traveled (vmt) and vehicle hours traveled (vht).

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) requires that an EIR analyze significant irreversible environmental changes that would be caused by the proposed project. This includes the use of nonrenewable resources during construction and operation of a project to such a degree that the use of the resources thereafter is unlikely. It also includes significant and irreversible environmental changes that could result from environmental accidents associated with the project.

Implementation of the proposed project would include the construction of individual projects that that would result in a commitment of limited, slowly renewable, and nonrenewable resources. Such resources would include certain types of lumber and other forest products; metals such as steel, copper, and lead; aggregate materials used in concrete and asphalt (e.g., stone, gravel, and sand); and other construction materials such as plastic. In addition, fossil fuels used in construction vehicles would also be consumed during construction of the project.

Implementation of the proposed project would involve the continued consumption of limited, nonrenewable, and slowly renewable resources similar to other mixed-use projects. These resources would include natural gas and electricity, petroleum-based fuels, fossil fuels, and water. Energy resources would be used for heating and cooling of buildings, transporting people and goods to and

from the site, heating and refrigeration for food storage and preparation, heating and cooling of water, and lighting. Operation of the project would occur in accordance with Title 24, Part 6 of the California Code of Regulation, which sets forth conservation practices that would limit the amount of energy consumed by the project. In addition, the project would be subject to energy efficient planning and construction guidelines set forth by the City of Los Angeles. Nonetheless, the use of such resources would still continue to represent a long-term, irreversible commitment of these resources.

CUMULATIVE IMPACTS

Cumulative impacts are discussed within each issue area. Since the proposed project is anticipated to develop over the next 25 years, a cumulative list is not possible since a number of projects that are not now known will be proposed and developed in that time period.

CEQA Guidelines [Section 15130(d)] allow for two methods for reviewing cumulative development:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or greenhouse gas reduction plan. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

As noted earlier, this EIR uses the 2008 Regional Transportation Plan and associated land use projections (updated for the project site) as the basis for the cumulative analysis. A list-based approach would not be appropriate for evaluation of the proposed project as projects currently anticipated represent only a fraction of all development anticipated by 2035, the horizon year (or earliest anticipated buildout year) of the proposed project.

As the 2010 update to the proposed project is being prepared, two major projects within Warner Center are being proposed:

- Village at Westfield Topanga – a mixed use project including 417,080 square feet of shopping center uses to include: 146,080 square feet "big box" anchor retailer and ancillary gas station and approximately 270,440 square feet of shopping center retail space (with an option to convert 52,250 square feet to a 2,200 seat movie theater) plus 51,995 square feet of restaurant uses, a 35,640 square feet specialty grocery store, a 275-room (193,600 square feet) hotel, 285,000 square feet of office and 14,250 square feet of community/cultural space; the project would include over 3,000 parking spaces.

- Reuse of Pratt Whitney site, anticipated to be consistent with but less than the assumptions for the site contained in the Draft WCRCCSP. The Pratt Whitney applicant is proposing the following: (1) 4,000 residential dwelling units in approximately 4,035,000 square feet of floor area and (2) 2,000,000 square feet of non-residential floor area including retail, commercial office, research/development, institutional and a 180 room hotel. The project would total 6,035,000 square feet of floor area and would include 8,290 parking spaces and 15% landscaping. The project height would be approximately 120 feet or 12 stories at its highest building.

In general these projects would be within the growth projections for the proposed project area as addressed in this EIR. The City is preparing project-specific environmental documents for these projects at the same time as this EIR is being prepared.

GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss growth-inducing impacts of a proposed project. Growth-inducing impacts are ways in which the project could "…foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This includes projects that would remove obstacles to growth. However, as stated in the Guidelines, "it must not be assumed that growth in any areas is necessarily beneficial, detrimental, or of little significance to the environment."

The proposed project would include approximately 62.7 million square feet of residential and non-residential development, including the development of approximately 20,000 dwelling units. The proposed project would result in an increase in the number of employees from about 40,000 employees under existing conditions to more than 89,000 employees under anticipated 2035 development levels. This compares to 54,037 anticipated by SCAG in 2035 without the proposed project (the No Project alternative).

As noted in the CEQA Guidelines, increases in population may tax existing community service facilities, requiring construction of new facilities that could themselves cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental or of little significance to the environment. As analyzed in Section 4.10, the population, housing and employment associated with the proposed project would be consistent with the growth anticipated for the City of Los Angeles as a whole.

The proposed project would remove impediments to growth to the extent that it would allow for increased development in Warner Center that may not be permitted under present planning regulations (although project-by-project incremental approvals would still be possible). It is the intent of the proposed project to focus growth that might otherwise occur in other areas of the City (further from transit and in areas without the mix of uses designed to reduce trips). The proposed project is designed to induce growth within Warner Center at the expense of growth elsewhere.

With regard to infrastructure-induced population growth, all roadway improvements planned for the proposed project, or as mitigation, are intended to provide for better circulation flows throughout the

area and/or to improve pedestrian safety and would not open any large undeveloped areas for new use. Utility and other infrastructure upgrades would also meet project-related demand. The proposed project's demand for commercial goods and services would be met by new retail, services and community facilities and by existing retail, service and other resources all located within the project site (Warner Center).

In conclusion, the proposed project is expected to provide for population and employment growth anticipated for the City of Los Angeles through the year 2035. The proposed project would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled.

The project would result in greater density of uses, would encourage walking and the use of transit both internal and external to the site (Warner Center). The project would not induce growth in an area that is not already developed with infrastructure to accommodate such growth. Implementation of the proposed project would likely result in improvements to infrastructure in the area including water, sanitation, police and fire facilities as necessary to meet growth anticipated within Warner Center.

Overall, while the project would result in an increase in the population that could tax existing community service facilities that would need to be improved in the Warner Center area (police, fire, parks, libraries, water, sewer, solid waste facilities) it is not anticipated to encourage or facilitate other activities outside of Warner Center. Thus, the project would not result in significant growth-inducing impacts, other than those anticipated from implementation of the proposed project.

POTENTIAL SECONDARY EFFECTS

CEQA Guidelines Section 15126.4(a)(1)(D) states that, "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measures shall be discussed but in less detail than the significant effects of the project as proposed." In accordance with the Guidelines, the following provides a discussion of the potential impacts that could occur from implementation of the proposed mitigation measures.

Aesthetics

Mitigation Measure AES-1 would reduce shading in the project area and would not be expected to result in other impacts.

Air Quality

Mitigation Measures AQ-1 through AQ-15 involves reducing air emissions from construction. Watering of project sites to suppress dust and wheel washing systems to remove dirt, and watering on-site stockpiles of debris, dirt, or rusty materials would require the use of water. However, such watering would be done periodically and would be temporary (during project construction only) and relative to project uses would not represent a substantial use of water. Thus, no significant impacts from implementation of these measures would occur. Mitigation Measures AQ-16 through AQ-21 promote efficiency and increased transit use. Transit would consume energy resources accounted for

in evaluations of the transit system. In general, transit is more energy efficient than single-occupancy cars.

Biological and Cultural Resources

None of these measures would result in secondary impacts.

Geology and Soils

Most of the mitigation measures addressing geology and soils, involve specific construction-related measures that address site-specific conditions. These measures are considered part of the construction phase of each project and would not result in additional impacts beyond those already contemplated in this EIR. This would not result in significant secondary impacts.

Hazards

Mitigation Measures address remediation-related requirements. Remediation activities would involve analysis and regulatory compliance during demolition and construction that would generally fall within the evaluation of construction included in this EIR. These mitigation measures would not result in significant secondary impacts.

Hydrology and Water Quality

Most of the mitigation measures included in the Hydrology and Water Quality Section of this Draft EIR involve specific construction-related measures that address runoff. These measures are considered part of the construction phase of the project and, thus, are generally included within the analysis contained within this EIR and would not result in additional secondary impacts. This would not result in significant secondary impacts.

Land Use

The proposed project would be consistent with land uses plans and polices of the City of Los Angeles as well as applicable plans and policies of regional agencies.

Noise

The mitigation measures are designed to achieve a performance standard for noise and may entail construction of noise barriers, use of mufflers and other noise attenuation techniques. While the use of barriers could result in visual impacts such impacts would be temporary in nature less than significant. These measures would not result in secondary impacts.

Population

The project would result in substantial population growth in the proposed project area, consistent with City plans.

Public Services

It is anticipated that growth within the proposed project area will lead to construction of new public service facilities (fire and police facilities, parks, libraries and possibly schools). As a fraction of anticipated growth within Warner Center, such construction would not represent a significant addition and would generally fall within the assumptions made in the analyses contained in this EIR. In addition construction impacts would be similar in nature to those anticipated for the development anticipated for the project as a whole. Such activities should not be of sufficient scale to create new significant impacts, or to compound a previously analyzed impact such that a less than significant impact would exceed established thresholds of significance.

Transportation and Circulation

Street dedications, roadway widenings and bridge construction (Variel Avenue across the Los Angeles River) would result in temporary air quality and noise effects as well as traffic impacts along the associated roadways during the period construction of the improvement would occur. Such activities would not be of sufficient scale to create new significant impacts, or to compound a previously analyzed impact such that a less than significant impact would exceed established thresholds of significance.

Roadway widenings would result in removal of street parking which could result in impacts to adjacent uses. This issue is discussed in Section 4.12.

Utilities

It is anticipated that growth within the proposed project area would lead to construction of new utilities (water and sewer lines, possibly solid waste collection facilities, electrical substations and buried electrical lines, new natural gas pipe lines). As a fraction of anticipated growth within Warner Center, such construction would not represent a significant addition, and would generally fall within the assumptions made in the analyses contained in this EIR. In addition construction impacts would be similar in nature to those anticipated for the development anticipated for the project as a whole. Such activities should not be of sufficient scale to create new significant impacts, or to compound a previously analyzed impact such that a less than significant impact would exceed established thresholds of significance.

EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires that an EIR contain a brief statement indicating the reasons that certain possible significant effects of a project were determined to be less than significant and thus, were not analyzed in the EIR. Discussions of those impacts found not to be significant are provided here:

Agricultural Resources

The proposed project area is developed and zoned for urban uses and is not currently used for agricultural purposes. Implementation of the proposed project would not result in the conversion of

farmland. No loss of farmland would result from the implementation of the proposed project. No Williamson Act contracts are applicable within the proposed project area.

Mineral Resources

The proposed project project area is already substantially urbanized and thus implementation of the proposed project would have no impact on mineral resources.

6.0 ALTERNATIVES TO THE PROPOSED PROJECT

REASONS FOR ALTERNATIVES ANALYSIS

The State CEQA Guidelines require the identification and evaluation of reasonable alternatives designed to meet most of the project's objectives (see Section 2, Project Description of this EIR), while reducing the environmental impacts of the project.[1] The CEQA Guidelines further discuss the intent and extent of the alternatives analysis to be provided in an EIR. Alternatives are an important tool in the CEQA process to provide decision makers with comparative information about the impacts of a specific project, and how other possible projects could reduce those impacts, even if some of the objectives of the project are not met or would be more costly.

As stated in Section 15151 of the CEQA Guidelines, an EIR must contain "…a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes into account environmental consequences" of the proposed action. Identification and evaluation of a range of reasonable project alternatives as required by Section 15126.6(c) of the CEQA Guidelines is an essential part of providing sufficient information. Pursuant to Section 15126.6(e)(2) of the CEQA Guidelines, the discussion of alternatives must also identify the environmentally superior alternative. However, the analysis of the environmental effects of project alternatives need not be as thorough or detailed as the analysis of the project itself. The intent of the alternatives analysis is to ensure that other approaches to avoid or reduce significant environmental impacts were considered. The merits of the alternatives and how potential environmental impacts of the alternatives compare to the project offer valuable information to the lead agency.

NUMBER OF ALTERNATIVES EVALUATED

Neither the CEQA statute, the CEQA Guidelines, nor recent court cases specify a precise number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice."[2] However, the CEQA Guidelines require that a "No Project" alternative must be included, and if appropriate, an alternative site location should be analyzed.[3] For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. If appropriate, other project alternatives may involve a modification of the proposed land uses, density, or other project elements at the same project location.

Criteria for Establishing Impacts

Alternatives should be selected on the basis of their ability to attain most of the basic objectives of the project while reducing the project's significant environmental effects. The CEQA Guidelines state that "...[t]he EIR should briefly describe the rationale for selecting alternatives to be discussed [and]...shall include sufficient information to allow meaningful evaluation, analysis and comparison

1 CEQA Guidelines, Section 15126.6
2 CEQA guidelines, Section 15126.6(f).
3 CEQA Guidelines, Sections 15126.6(e) and 15126(f)(2).

with the proposed project."[4] The feasibility of the alternatives is another consideration in the selection of alternatives. The CEQA Guidelines state that "[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations [and] jurisdictional boundaries..."[5] "The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making."[6] Alternatives that are considered remote or speculative, or whose effects cannot be reasonably predicted do not require consideration.

Although the potential to mitigate significant project-related impacts and to reasonably inform the decision-maker and the public are primary considerations in the Alternatives selection the feasibility of the Alternative is important.

Project Level Impacts

As addressed in this EIR, the project would create unavoidable significant impacts as follows:

- New signage has the potential to significantly impact visual quality.
- Shade and shadow impacts are potentially significant as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space)
- Construction air quality as a result of development projects and infrastructure construction (roadways, bridges, and utility lines) in the area
- Operational air quality as a result of mobile source and energy use
- Greenhouse gas emissions as a result of construction and operation
- Construction noise and vibration at individual construction sites
- Operational noise (Variel Avenue between Victory Boulevard and Vanowen Street)
- Transportation impacts (one intersection – Variel Avenue and Victory Boulevard, and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street), increased vehicle miles traveled (vmt) and vehicle hors traveled.

Other potentially significant impacts would be reduced to less than significant levels with implementation of the mitigation measures identified in the respective impact analysis sections of this EIR

As called for by the CEQA Guidelines, the achievement of project objectives must be balanced by the ability of an alternative to reduce the significant impacts of the project. The proposed project's objectives would minimize reduce vehicle trips and vehicle miles traveled in the region. Objectives of the project also include:

- Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035 (consistent with the Market Demand study for the area), including

[4] Section 15126.6(e) and Section 15126(f).
[5] Section 15126.6(f)(1).
[6] Section 15126.6(f).

Research/Development, Professional/Technical and other "creative class" and high-paying industrial jobs.

- Provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity.

- Integrate public art in the overall vision of the project's architecture, landscape and open space design.

- To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add at least 20,000 new residential units by 2035 (consistent with the Market Demand study for the area).

- Provide transit access throughout Warner Center, so that all of Warner Center can support TOD, thereby reducing trips and energy consumption in compliance with SB 375 and AB 32.

- Create a walkable community.

- Reduce the need for driving and, therefore, parking.

- Provide a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle ridership and transit usage.

- Encourage sustainability by meeting or exceeding regulatory requirements. Encourage sustainable building practices including use of recycled materials, water conservation and recycling, integration of alternative energy into building design, and other methods and practices to reduce the carbon footprint of the City as it develops in accordance with sustainable planning.

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

OVERVIEW OF ALTERNATIVES CONSIDERED

The following two alternatives were considered as feasible alternatives to the project:

1. No Project, Continuation of existing Warner Center Specific Plan, or Revert to Underlying Basic Development Right (FAR 0.35:1). This alternative would result in growth in accordance with the SCAG forecast.

2. Reduced Development Alternative (75% Project)

ALTERNATIVE 1 – NO PROJECT: CONTINUATION OF EXISTING WARNER CENTER SPECIFIC PLAN, OR REVERT TO UNDERLYING BASIC DEVELOPMENT RIGHT (0.35:1), SCAG FORECAST

Description of Alternative

This alternative assumes that the existing Specific Plan would remain in place. Future development opportunities would remain open. The "No Project" Alternative addresses retaining existing conditions, as well as "...what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.... If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed."[7] When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

In this case however, the current plan requires that additional environmental review be undertaken in 2010 prior to any further development being approved (Section 17A of the 1993 Warner Center Specific Plan). The existing Specific Plan allows for development to occur beyond the year 2010, even without updated environmental review of the existing Specific Plan, subject to project-specific environmental review. The underlying basic development right for Warner Center is 0.35:1.

The existing Warner Center Specific Plan permits the development of up to 21.5 million square feet of commercial space (a total of 16.1 million square feet have been developed as of 2008) and an un-specified number of residential units (a total of 7,158 units were analyzed in the 1993 Specific Plan EIR; a total of 6,200 units exist as of 2008).

It is anticipated that development applications would continue to be subject to and required to follow guidance contained within the proposed project relative to urban design requirements, permitted uses, signage, parking, and other planning-related restrictions.

In terms of development scenarios, it is expected that lots with an FAR of less than 0.35:1 would seek to redevelop since this would increase their overall basic development right. As shown in Figure 4.8-2, the number of parcels containing an FAR of 0.35:1 or less is limited and primarily comprised of existing retail or light industrial/office land uses. In addition, given the desirability of the proposed project area including regional transit availability and existing office and retail uses, it is anticipated that some project-specific permits would be issued for development above the basic development right.

This alternative assumes that development would occur through 2035 based upon forecasts developed for the area by the Southern California Association of Governments (SCAG). SCAG forecasts are based on a number of factors including land use designations and trend data. As identified in Table 2-1, SCAG estimates that additional residential development in Warner Center

[7] CEQA Guidelines, Section 15126.6(e) and Section 15126.6(e)(3)(B).

would increase by about 1.6 million square feet or some 531 residential dwelling units. A total of 4.4 million square feet of non-residential uses are anticipated, potentially increasing the existing employee population by 13,779 people.

Impact Comparison

The following environmental impacts would be expected with implementation of Alternative 1.

Aesthetics/Views

Under Alternative 1, the existing views of the site would largely remain generally unchanged, although some development is anticipated. Currently, off-site views from Warner Center are limited due to landscaping and topography. In addition, these views are primarily urban in nature with only sporadic views of the mountains forming the San Fernando Valley. Moreover, these views are generally available along street corridors, between existing buildings, or from upper level floors of existing buildings that are not generally available to the public. Similar to the proposed project, implementation of this alternative would have less than significant impacts on a scenic vista. Signage would continue as at present.

The Warner Center and areas immediately surrounding it are highly urbanized. Scenic resources are limited to urban landscaping elements including street and landscaping trees and shrubs and ground cover. There are no rock outcroppings or historic buildings within a state scenic highway located either on- or off-site. Future development proposals would be similar in nature to the urban land uses currently contained on-site (e.g., residential, commercial, light industrial, etc.) but the anticipated density under this alternative would be substantially less (averaged over developed lots within the existing WCSP area, not including the added area north of Vanowen Street and not including open space lots, the FAR would be 0.82:1 as compared to 1.64:1 with the project). This alternative would not degrade the existing visual character or quality of the site or its surroundings. As with the proposed project, implementation of this alternative would have less than significant impacts on scenic resources and visual character.

Implementation of this alternative could result in new sources of light or glare due to new development proposals. However, the Warner Center site and surrounding environs are already urbanized and include existing sources of light and glare. Moreover, all development proposals would be subject to design review and compliance with Sections 8 (Floor Area Ratios and Building Limitations), 10 (Urban Design Requirements) and 14 (Signs) of the existing Warner Center Specific Plan that addresses these and other similar issues. Similar to the proposed project, impacts associated with implementation of this alternative related to light and glare would be less than significant. As with the project, the potential exists for individual projects to result in significant shading impacts depending on placement of towers and location of adjacent uses.

Air Quality

As with the proposed project, increased development under Alternative 1 would be consistent with development assumptions for the City of Los Angeles and SCAG and would therefore not conflict with or obstruct implementation of the Air Quality Management Plan. Although development under Alternative 1 would be substantially less than the proposed project, construction activities associated with individual projects could still exceed SCAQMD regional significance thresholds if just a few large projects are built as opposed to construction being spread evenly over the planning period (27 years). However, overall both average construction and 2035 operational emissions would be substantially less than the project. This alternative would result in increased greenhouse gas emissions (both construction and operation), that although substantially less than the project could still be significant. It is unlikely that these increases would be offset by changes in regional development patterns (less development in places without transit and in locations without mixed-use), as locations other than those near transit would have to be used to meet City demand for new housing and non-residential space.

Biological Resources

The project area is almost completely urbanized with the exception of open space areas (Warner Center Park and areas along the US 101 Freeway) and a few vacant lots. No native plant communities are contained within the project area, although the area does include ornamental vegetation. Adjacent areas to Warner Center are similarly urbanized and include typical landscape species used throughout southern California. Three drainages are located within close proximity of the project area and include the lower portions of Bell Creek and Calabasas Creek and the Los Angeles River, all of which are channelized. There are no plant communities or associated habitats within these drainages. Most of the species expected to use these drainages include those accustomed to the presence of humans. As such, no special status mammals, reptiles or amphibians are anticipated to be affected by implementation of this alternative. Habitats and other resources associated with these species are absent on-site and within the adjacent areas. Similar to the proposed project, impacts associated with special status mammals, reptiles and amphibians would be less than significant with implementation of this alternative.

As with the project, construction activities associated with this alternative during the breeding season, including removal of landscape trees have the potential to result in direct mortality of species protected by the Migratory Bird Treaty Act. In addition, human disturbances and construction noise have the potential to cause nest abandonment and death of young, or loss of reproductive potential at active nests located near individual sites. Similar to the proposed project, a short-term potentially significant impact to migratory birds could be reduced to less than significance with mitigation.

Similar to the proposed project, implementation of this alternative would result in less than significant impacts to wetlands or other riparian habitats.

Implementation of this alternative would not result in impacts to wildlife dispersal. The species anticipated to occur on-site and within areas immediately adjacent are comprised of common wildlife which is accustomed and/or highly tolerant of humans and urban environments. Similar to

the proposed project, impacts associated with wildlife dispersal would be less than significant with implementation of this alternative.

As with the project, individual development projects occurring under this alternative would be subject to compliance with the City of Los Angeles' native tree protection ordinance which requires mitigating impacts to native tree species. Adherence with the ordinance would mitigate impacts resulting from removal of tree species located within Warner Center. Similar to the proposed project, implementation of this alternative would result in less than significant impacts related to conflicts with local policies and ordinance protecting biological resources, such as a tree preservation policy or ordinance.

The project area is not located within an NCCP or HCP and therefore, similar to the proposed project, implementation of this alternative would not result in conflicts with the provision of these conservation plans.

Cultural Resources (Historical, Archaeological and Paleontological)

As with the project, implementation of this alternative is not anticipated to cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5. However, since build out is expected to occur by 2035, as time goes by more buildings will be older than 50 years and may become potential resources. Since individual development proposals would be required to comply with CEQA and prepare historical resource reports and implement appropriate mitigation measures, similar to the proposed project, implementation of this alternative would be less than significant.

As for the project, the nature of impacts to archaeological or paleontological resources or human remains under this alternative would vary, depending on whether or not the development proposal included ground disturbance activities. It is possible, that development proposals could include demolition or construction activities that do not disturb the existing ground. These types of activities would be expected to result in less than significant impacts. However, for development proposals which require ground-breaking activities, impacts to archaeological and paleontological resources and human remains could result in a substantial adverse impact. Nevertheless, mitigation measures would be expected to be developed on a site-by-site basis as individual projects are proposed and reviewed. Similar to the proposed project, it is anticipated that impacts related to archaeological and paleontological resources and human remains under this alternative would be less than significant.

Geology and Soils

No known active faults or faults that could result in ground rupture traverse the project area. However, the project area contains areas that are potentially subject to liquefaction, expansive soils and slope stability issues. As with the project, development within the proposed project would include grading activities prior to the construction of multi-story structures that could result in soil erosion and loss of topsoil, although mitigation measures would be required to address these impacts. As under existing conditions, all future land uses would have sewers and no septic systems would be used eliminating the potential for these systems to fail due to soils that are incapable of supporting them. In addition, all future development in the project area would be required to adhere

to the most recent California Building Codes (CBC), which includes strict building specifications to ensure structural and foundational stability. Similar to the proposed project, implementation of this alternative would result in less than significant impacts.

Hazards and Hazardous Materials

A number of contaminated areas exist within Warner Center and development on these sites could result in contaminants coming in to contact with site workers, passers by and/or future occupants. In addition, as with the project, uses within Warner Center would store, use and generate routine hazardous materials/wastes (gasoline, cleaning products, paint, etc.), and may involve the use/generation of non-routine hazardous materials or wastes. Therefore, as with the project, future development associated with this alternative could create a significant hazard to the public or the environment through the routine transport, use, handling, or disposal of hazardous materials or through accidental conditions involving the release of hazardous materials. However, similar to the proposed project, in addition to strict regulations that address hazardous materials and wastes, standard mitigation measures would be required to address impacts and reduce them to less than significant levels for this alternative.

Warner Center is not located within an airport land use plan, within two miles of a public airport, or located within the vicinity of a private airstrip. In addition, it is not located in a high fire hazard area that would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Similar to the proposed project, impacts associated with these hazards would be less than significant for this alternative.

Implementation of this alternative would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. As for the project, the City of Los Angeles Transportation Department and Los Angeles Fire Department would be responsible for ensuring that this alternative (including proposed land uses) would not impair or physically interfere with an adopted emergency response or evacuation plan. This would be accomplished in a number of ways including ensuring that project land uses include adequate access and escape routes (clearly marked and delineated) are available and resident and patrons of on-site businesses are aware of emergency evacuation plans in the event of a major emergency/catastrophe. Similar to the proposed project, impacts associated with emergency response plans would, therefore, be less than significant for this alternative.

Hydrology and Water Quality

As with the project, individual development projects associated with this alternative could violate water quality or waste discharge requirements. Also, as for the project, individual projects would be subject to NPDES permit standards, requiring treatment of runoff to remove excess pollutants both during the construction and operational phases of development. Similar to the proposed project, water quality and waste discharge requirements with implementation of this alternative would have a less than significant impact.

As with the project, implementation of this alternative would not convert natural lands, which provide or substantially contribute to groundwater recharge. In addition, as for the project, it is not

anticipated that future development projects would include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. However, because the Warner Center area is located in an area of high groundwater, future construction of structures may require dewatering of subterranean levels. The level of dewatering is not known at this time and would be determined on an individual project basis, but would not be expected to substantially reduce the overall groundwater levels. As for the project, impacts to groundwater levels with implementation of this alternative would be less than significant.

As with the project, future development projects associated with this alternative would be required to prepare a hydrology and drainage study to determine anticipated flows to the existing on- and off-site storm drain facilities and whether these flows could be accommodated by existing facilities. Based upon these studies, appropriate mitigation measures would be required to address any deficiencies and as such, impacts would be less than significant.

Land Use and Planning

Warner Center is an urbanized area consisting of residential, commercial, office, and light industrial land uses. Future development proposal would be similar in nature to that currently contained on-site and would be subject to development regulations contained within the existing Warner Center Specific Plan. There are no applicable habitat conservation plans or natural community conservation plans. Implementation of this alternative would not physically divide an established neighborhood since future development proposals would be similar in nature as those contained both on- and off-site and would be regulated by the existing Warner Center Specific Plan. This alternative would not realize the potential for Warner Center to become a full, sustainable center, maximizing use of the Metro Orange Line. Such an approach would be inconsistent with regional planning policies to encourage development in transit-adjacent areas. This alternative would also be inconsistent with State planning requirements to reduce vehicle trips and greenhouse gas emissions.

Noise

As with the project, individual development projects associated with implementation of this alternative could expose people to construction noise in levels in excess of standards established in the Los Angeles General Plan and/or Noise Ordinance, or applicable standards of other agencies. In addition, it could also result in development that would expose people (and possibly fragile buildings) to excessive groundborne vibration. Individual projects would be subject to the City's Municipal Code standards as it relates to construction and operational noise and vibration levels, as well as current requirements of the 1993 Specific Plan. There would be fewer projects constructed under this alternative and thus the intensity and duration of construction activities would be a lot less than the project.

Population, Housing and Employment

As noted previously, this alternative assumes that development would occur through 2035 resulting in 1.6 million square feet or some 531 new residential dwelling units. A total of 4.4 million square feet of non-residential uses are anticipated, potentially increasing the existing employee population by 13,779 persons. These estimates were developed by SCAG have been incorporated into both local and regional planning documents. Therefore, implementation of this alternative would not: (1) substantially induce population growth in an area either directly or indirectly and impacts are less than significant; (2) displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or (3) displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. This alternative would make it harder for the City of Los Angeles to meet future housing demand in a sustainable manner.

Public Services (Fire and Police Protection, Schools, Parks and Libraries)

This alternative assumes that development would occur through 2035 resulting in 1.6 million square feet or some 531 new residential dwelling units. A total of 4.4 million square feet of non-residential uses are anticipated, potentially increasing the existing employee population by 13,779 persons. The increase in both residential as well as daytime populations at Warner Center would result in incremental increased demand for fire protection, police services, schools, park and recreational facilities, or library facilities. It is anticipated that with mitigation similar to that required for the project, implementation of this alternative would result in less than significant impacts to these services/facilities.

Transportation and Circulation

Although development would occur incrementally with buildout occurring in 2035, this alternative would still have the potential to affect area intersections and roadway segments depending on the location of individual projects. Mitigation would have to be developed on a project-by-project basis. Similarly, this alternative would be expected to contribute to vehicle miles traveled the increase in vmt on Warner Center streets under this alternative would be about 22,404 miles; the relative increase in vmt. Moreover, as development increases, it is possible that intersection and roadway level of service could deteriorate resulting in circulation impacts to residential streets (i.e., cut-through traffic) as motorists seek alternate routes to their destinations, again, project specific measures may be required to address this potential impact. Adherence to existing Specific Plan parking requirements would reduce impacts to less than significant levels.

Utilities (Wastewater, Water Supply, Solid Waste, Electricity and Natural Gas)

Since specific development proposals (including timing and intensity) associated with this alternative are not known at this time, it is unclear if existing utilities or services are capable of meeting demands or providing sufficient supplies in the absence of on- or off-site system upgrades. Individual projects will be subject to review by the City or service providers to verify that existing and/or planned conveyance and treatment facilities are capable of meeting demands and that supplies are available. Moreover, each project would be required to comply with utility

conservation/reduction measures as part of project design and approval. As such, implementation of this alternative would have less than significant impacts on utilities and services.

Relationship of the Alternative to Project Objectives

Table 6-1 provides an overview of this alternative's ability to meet the project objectives.

TABLE 6-1:
ABILITY OF ALTERNATIVE 1 TO MEET THE PROJECT OBJECTIVES

Project Objective	Does the Alternative Meet the Project Objective?
Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035, including Research/Development, Professional/Technical and other "creative class" jobs.	**No** – This alternative would provide an estimated total of 13,779 jobs.
Provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity.	**No** – Although future development proposals would be required to comply with the existing Warner Center Specific Plan relative to the provision of park/open space lands, it is unclear if these projects would provide enough usable public space to meet this objective.
Integrate public art in the overall vision of the project's architecture, landscape and open space design.	**Possibly** – Section 18 (Cultural Amenities) existing WCSP includes a trust fund provision and a cultural affairs committee responsible for appropriate disbursements of funds; however there have been challenges in collecting and using this fee.
To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add at least 20,000 new residential units by 2035.	**No** – The total number of new residential units proposed under this alternative would be 531, well below the 20,000 proposed by the updated Specific Plan.
Provide transit access throughout Warner Center, so that all of Warner Center can support TOD.	**No** – It is unlikely that any new transit facilities would be provided to Warner Center
Create a walkable community.	**No** – The current Warner Center Specific Plan has limited information on how future projects would be required to include components or design features that create a walkable community.
Reduce the need for driving and, therefore, parking.	**No** – The current Warner Center Specific Plan has limited information on how future projects would reduce the need to drive and therefore, parking.
Provide a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle ridership and transit usage.	**No** – The current Warner Center Specific Plan does not address these issues.
Encourage sustainability by meeting or exceeding regulatory requirements. Encourage sustainable building practices including use of recycled materials, water conservation and recycling, integration of alternative energy into building design, and other methods and practices to reduce the carbon footprint of the City as it develops in accordance with sustainable planning.	**No** – The current Warner Center Specific Plan has limited information on sustainable building practices.
Preserve industrially zoned land for industrial, research and development, creative and other uses consistent with industrial zoning.	**Yes** – to the extent existing uses could redevelop; however industrial use would not be preserved as under the proposed plan.

Source: Sirius Environmental, 2010

Conclusion

Alternative 1 would have similar impacts although of substantially less intensity and/or duration as the proposed project:

Aesthetics - Because the FAR would be substantially less than the proposed project it is anticipated that few on-site parcels would redevelop and as such, building massing and intensity would be reduced compared to the proposed project. No change in signage regulations would occur and impacts would be less than significant.

Air Quality – Construction and operation criteria pollutant emissions would be less than those for the proposed project; construction emission could still be significant for individual projects, but there would be far fewer instances than under the proposed project. Greenhouse gas emissions would also be less but still significant.

Noise – It is anticipated that the development of fewer parcels would reduce the overall amount of construction noise generated by vehicles and on-site land uses, compared to the proposed project.

Population, Housing, and Employment – Substantially fewer jobs and residential units would be available, as compared to the proposed project.

Public Services and Utilities – Development of fewer parcels would reduce the overall amount of public services and utilities needed, compared to the proposed project.

Transportation and Circulation – The number of intersections potentially affected and VMT and VHT would be substantially less than for the proposed project.

As noted in **Table 6-1**, implementation of this alternative would only meet one of the nine project objectives.

ALTERNATIVE 2 – REDUCED DEVELOPMENT ALTERNATIVE (75% OF PROJECT)

Description of Alternative

This alternative entails implementing the proposed Warner Center Specific Plan with 75% of the density of the proposed project. **Table 6-2** contains a breakdown of potential uses from the proposed Specific Plan reduced by 75 percent. This alternative would result in an overall FAR of about 0.85 (as compared to an FAR of about 1.0 for the project). As with the proposed project, development applications would be subject to and required to follow guidance contained within the proposed Warner Center Specific Plan relative to urban design requirements, permitted uses, signage, parking, and other planning-related restrictions. This alternative assumes that land uses would be developed incrementally through 2035.

TABLE 6-2:
LAND USES, REDUCED DEVELOPMENT ALTERNATIVE (75% PROJECT)

	Net Increase
Residential (Units/square feet)	14,886/17.625 million square feet
Total Population (2.25 persons/unit)	33,493
Office	9,414,741
Industrial	-590,823
Retail	1,720,000
Total Non-Residential Area	10,544,000
Total Employees	36,645

Source: Sirius Environmental, 2010.

Impact Comparison

The following environmental impacts would be expected with implementation of Alternative 2.

Aesthetics/Views

Under Alternative 2, as under the project, the existing views of the site would gradually change as on-site development intensifies due to the addition of some 17.6 million square feet of residential land uses, resulting in an additional 14,886 persons. Similarly, the construction of 10.5 million square feet of non-residential development and the addition of an estimated 36,645 employees would represent a substantial increase of on-site land uses.

The analysis contained within Section 4.1 (Aesthetics) of this EIR determined that impacts related to aesthetics could be mitigated to below levels of significance, excepting that the proposed project could result in significant shade and shadow impacts to nearby sensitive uses including new uses that would be developed as part of the WCRCCSP as a result of increasing density and associated increased building heights and increased sensitive receptors that could be affected (new residential units and open space could be impacted by new mid- and high rise development). The same analysis would apply to Alternative 2, except that there would overall be less development. As for the project, signage would be a potentially significant impact on visual quality.

As with the proposed project, Alternative 2 would include the construction of urban land uses similar in nature to those currently contained within Warner Center and visible from on- and off-site areas. The overall intensity and density of these future uses would differ slightly since Alternative 2 represents a 25 percent reduction in proposed land uses and associated residents and employees. Overall, this alternative would not degrade the existing visual character or quality of the site or its surroundings. Implementation of this alternative could result in a new source of substantial light or glare due to new development proposals. However, the Warner Center site and surrounding environs are highly urbanized and include existing sources of light and glare. Similar to the proposed project, implementation of this alternative would have less than significant impacts on scenic resources and visual character and light and glare.

Compared to the proposed project, this alternative includes a reduced FAR (1.4:1 overall buildable lots within the original Specific Plan area, not including the area added north of Vanowen Street or open space lots). Similar to the project, there would be the potential for significant shade and shadow impacts to nearby sensitive uses including new uses.

Air Quality

The analysis contained within Section 4.2 (Air Quality) of this EIR determined that despite the implementation of mitigation measures, impacts related to air quality would remain potentially significant and unavoidable. The 25 percent reduction in land uses, residents, and employees within Warner Center would reduce average emissions by about 25%, compared to the proposed project. However, similar to the proposed project, individual construction projects would have the potential to increase emissions above SCAQMD thresholds. Similar to the project PM_{10} and $PM_{2.5}$ operational emissions would be expected to exceed SCAQMD thresholds.

Biological Resources

The analysis contained within Section 4.3 (Biological Resources) of this EIR determined that with the implementation of mitigation measures, impacts related to biological resources would be less than significant. Similar to the proposed project, with the implementation of mitigation measures contained within this EIR, impacts associated with Alternative 2 could be reduced to less than significant.

Cultural Resources (Historical, Archaeological and Paleontological)

The analysis contained within Section 4.4 (Cultural Resources) of this EIR determined that with the implementation of mitigation measures, impacts related to cultural resources would be less than significant. Similar to the proposed project, with the implementation of mitigation measures contained within this EIR, impacts associated with Alternative 2 could be reduced to less than significant.

Geology and Soils

The analysis contained within Section 4.5 (Geology and Soils) of this EIR determined that with the implementation of mitigation measures, impacts related to geology and soils would be less than significant. Similar to the proposed project, with the implementation of mitigation measures contained within this EIR, impacts associated with Alternative 2 could be reduced to less than significant.

Hazards and Hazardous Materials

The analysis contained within Section 4.6 (Hazards and Hazardous Materials) of this EIR determined that with the implementation of mitigation measures, impacts related to hazards and hazardous materials would be less than significant. In addition, it is anticipated that the 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the amount of hazardous materials stored, used, or transported to or from the site.

Similar to the proposed project, with the implementation of mitigation measures contained within this EIR, impacts associated with Alternative 2 could be reduced to less than significant.

Hydrology and Water Quality

The analysis contained within Section 4.7 (Hydrology and Water Quality) of this EIR determined that with the implementation of mitigation measures, impacts related to hydrology and water quality would be less than significant. It is anticipated that the 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the amount of urban runoff originating on-site. Similar to the proposed project, with the implementation of mitigation measures contained within this EIR, impacts associated with Alternative 2 could be reduced to less than significant.

Land Use and Planning

The analysis contained within Section 4.8 (Land Use and Planning) of this EIR determined that impacts related to land use and planning would be less than significant. The 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the overall land use development and intensity. Similar to the proposed project, impacts associated with Alternative 2 would be less than significant. This alternative would not address state and regional policies to reduce vehicle miles travelled to the same extent as the project.

Noise

The analysis contained within Section 4.9 (Noise) of this EIR determined that despite the implementation of mitigation measures, impacts related to noise would remain potentially significant and unavoidable. Although it is anticipated that the 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the duration of construction activities. Similar to the proposed project, despite the implementation of mitigation measures contained within this EIR, construction noise impacts associated with Alternative 2 could result in significant and unavoidable impacts.

Population, Housing and Employment

The analysis contained within Section 4.10 (Population, Housing, and Employment) of this EIR determined that impacts related to population, housing, and employment would be less than significant. Alternative 2 represents a 25 percent reduction (compared to the proposed project) in land uses, residents, and employees. As proposed under this alternative, some 17.6 million square feet of residential land uses would be added to the project area, resulting in an additional 14,886 residents by 2035. Similarly, a total of 10.5 million square feet of non-residential development would be added and an additional 36,645 employees would be associated with these lands uses. Similar to the proposed project, impacts associated with Alternative 2 would be less than significant.

Public Services (Fire and Police Protection, Schools, Parks and Libraries)

The analysis contained within Section 4.11 (Public Services) of this EIR determined that impacts to public services could be mitigated to less than significant levels. However, fire, police, and library service impacts were identified as having potentially significant impacts if sufficient funding is not available to keep pace with development. It is anticipated that the 25 percent reduction in land uses, residents, and employees, compared to the proposed project would reduce the amount of public services needed. Similar to the proposed project, impacts are anticipated to be less than significant, but could be significant if funding of these services does not keep pace with development.

Transportation and Circulation

The analysis contained within Section 4.12 (Transportation and Circulation) of this EIR determined that impacts related to transportation and circulation could be reduced to less than significant levels, excepting impacts to one intersection (Variel Avenue and Victory Boulevard) and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street that would remain significantly impacted.

This alternative is assumed to generate trips at the same rates as the proposed project, and therefore would generate 25% less trips. If the project contributions to intersection volumes were uniformly reduced by 25%, 77 intersections would remain potentially significantly impacted before mitigation. This is an impact reduction of 11.5% when compared to the 87 intersection impacts with full buildout of the WCRCCSP. As with the proposed project, one intersection (Variel and Victory Boulevard), and one arterial street segment (Canoga Avenue between Ventura Boulevard and Oxnard Street) would remain significantly impacted:

- Intersection #46: Victory Boulevard and Variel Avenue: Alternative 2 would not significantly change the impact status of intersection #46: Victory Boulevard and Variel Avenue. While operations would improve at the location under the 75 Percent Alternative, due to the large share of project-generated traffic passing through the intersection, the intersection would remain an unavoidable significant adverse impact.

- Arterial Segment # 39: Canoga Avenue from Ventura Boulevard to Oxnard Street: Alternative 2 would not significantly change the impact status of arterial #39: Canoga Avenue from Ventura Boulevard to Oxnard Street. While operations would improve at the location under the 75 Percent Alternative, due to the large share of project-generated traffic passing through arterial, the segment would remain an unavoidable significant adverse impact.

As with the project, vmt and vht would be considered significantly impacted, although not to the same extent as the project. Without the same amount of development, not all of the proposed transportation and transit improvements may be able to be funded.

Utilities (Wastewater, Water Supply, Solid Waste, Electricity and Natural Gas)

The analysis contained within Section 4.13 (Utilities and Service Systems) of this EIR determined that with the implementation of mitigation measures, impacts related to utilities and service systems would be less than significant. The 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the amount of wastewater and solid waste generated and reduce the amount of water, electricity, and natural gas required proposed land uses. Similar to the proposed project, with the implementation of mitigation measures contained within this EIR, impacts associated with Alternative 2 could be reduced to less than significant.

Relationship of the Alternative to Project Objectives

Table 6-3 provides an overview of this alternative's ability to meet the project objectives.

TABLE 6-3:
ABILITY OF ALTERNATIVE 2 TO MEET THE PROJECT OBJECTIVES

Project Objective	Does the Alternative Meet the Project Objective?
Increase jobs in Warner Center from the existing approximately 40,000 to at least 80,000 by 2035, including Research/Development, Professional/Technical and other "creative class" jobs.	**No** – This alternative would provide an estimated total of 36,645 new jobs for a combined total (existing and proposed) of 76,645 jobs by 2035.
Provide a network of usable public open spaces in Warner Center that provide a focus for development and for community activity.	**Yes** –Future development proposals would be required to comply with the proposed Warner Center Specific Plan relative to the provision of park/open space lands.
Integrate public art in the overall vision of the project's architecture, landscape and open space design.	**Yes** –Future development proposals would be required to comply with the proposed Warner Center Specific Plan trust fund provision and a cultural affairs committee responsible for the appropriate disbursements of the funds.
To create an environment to attract jobs, provide quality residential neighborhoods with amenities, including open space, a community shopping center, neighborhood-serving retail, entertainment and walkable streets, add at least 20,000 new residential units by 2035.	**Possibly** – Future development would result in the addition of fewer jobs and about 15,000 new residential units. This alternative would result in a reduced FAR of about 1.42 as compared to 1.64 with the project.
Provide transit access throughout Warner Center, so that all of Warner Center can support TOD.	**Possibly** – Future development proposal are anticipated to generate 10.5 million square feet of non-residential land use and add about 15,000 new residential units. These developments may still be able to fund some form of transit circulator, potentially at the expense of some of the street improvements.
Create a walkable community.	**Yes** –Future development proposals would be required to comply with the proposed Warner Center Specific Plan which includes components or design features that create a walkable community.
Reduce the need for driving and, therefore, parking.	**Yes** – While this alternative would result in less new development than the project, it would contain a balance of uses that would reduce vehicle trips.
Provide a combination of transportation improvement strategies designed to reduce vehicle trips and vehicle miles travelled and increase the average vehicle	**Yes** – While this alternative would result in less new development than the project, it would contain a balance of uses that would reduce vehicle trips.

Project Objective	Does the Alternative Meet the Project Objective?
ridership and transit usage.	
Encourage sustainability by meeting or exceeding regulatory requirements. Encourage sustainable building practices including use of recycled materials, water conservation and recycling, integration of alternative energy into building design, and other methods and practices to reduce the carbon footprint of the City as it develops in accordance with sustainable planning.	**Yes** – This alternative would include the sustainability strategies of the proposed WCRCCSP.
Preserve industrially zoned land for industrial, research and development, creative and other uses consistent with industrial zoning.	**Yes** – This alternative would have the same Hybrid Industrial zoning as the proposed project.

Source: Sirius Environmental, 2010

Conclusion

Alternative 2 would have similar impacts to the proposed project:

Aesthetics – Compared to the proposed project, this alternative includes a reduced FAR which would translate into fewer buildings or buildings that are not as tall. As with the project, there exists the potential for significant shade and shadow impacts to nearby sensitive uses including new uses could be avoided or mitigated. Also, as for the project, signage would be a potentially significant impact on visual quality.

Air Quality – As with the proposed project, individual projects would have the potential to exceed SCAQMD thresholds. Operational criteria pollutant generation levels would be less than those for the proposed project, but PM_{10} and $PM_{2.5}$ would still be significant in 2035.

Hazards and Hazardous Materials – In general it is anticipated that the 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the amount of hazardous materials stored, used, or transported to or from the area.

Hydrology and Water Quality – Since the area is already substantially paved and mitigation requirements require on-site stormwater detention, this alternative would have similar impacts to the proposed project. With less development water quality impacts could be reduced.

Land Use and Planning - The 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the overall land use development and intensity. It would mean that the project site would not realize its full potential as a sustainable center and would not address state and regional policies encouraging density in proximity to transit to the same extent as the project

Noise – As with the proposed project, individual projects would have the potential to cause significant construction noise impacts, with less overall development, construction noise would be of less intensity and/or less duration.

Population, Housing, and Employment – Alternative 2 represents a 25 percent reduction (compared to the proposed project) in land uses, residents, and employees. As proposed under this alternative, some 17.6 million square feet of residential land uses, resulting in an additional 14,886 units would be constructed by 2035. Similarly, a total of 10.5 million square feet of non-residential development and an additional 36,645 employees would be added with this alternative.

Public Services and Utilities – It is anticipated that the 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the amount of public services needed as compared to the project. As with the proposed project, impacts would be expected to be less than significant unless funding were not to keep pace with development.

Transportation and Circulation – Impacts would be reduced 11.5% when compared to the 87 intersection impacts with full the proposed project.

Utilities and Services - The 25 percent reduction in land uses, residents, and employees contained on-site, compared to the proposed project would reduce the amount of wastewater and solid waste generated and reduce the amount of water, electricity, and natural gas required for the proposed land uses as compared to the proposed project.

ALTERNATIVES CONSIDERED AND REJECTED

Reduced Development All Non-Residential (No Additional Residential Development)

This alternative would not result in reduction of trips that would occur with a mix of uses, specifically from the addition of residential uses to what is now a substantially commercial center. Without the addition of residential uses many of the project objectives would not be achieved specifically the creation of quality residential neighborhoods with at least 20,000 new residential units, and without the residential units the trip benefits of a mixed use TOD would not be achieved.

Reduced Mobility Fee

Reducing the Mobility Fee would directly correspond to some necessary transportation/transit improvements not being implemented. As a result of reducing the Mobility Fee, individual projects would have to pay for improvements as part of project specific review (which would likely mean more projects having to conduct project specific environmental review), or some combination of the following would occur: intersections would not be upgraded, roadways would not be improved and additional transit would not be provided. Without these necessary improvements, impacts would be greater than those anticipated in this EIR. This alternative was rejected because the initial Mobility Fee savings to developers would be offset by the additional time and cost required to develop and implement improvements through project specific environmental review; without such review and associated mitigation, impacts incurred as a result of the reduced Mobility Fee would remain unmitigated.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6-4 summarizes a comparison of impacts between the proposed project and the identified alternatives.

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the analyzed alternatives. From a strictly environmental standpoint, excluding social or economic issues, the No Project: Continue Existing Specific Plan (Alternative 1)/Revert to Basic Development Right (FAR of 0.35:1) would be environmentally superior to the proposed project because it would result in less development and therefore fewer impacts. However, this alternative would not address state and regional policies to focus development near transit and reduce vehicle trips and vehicle miles traveled. The No Project Continue Existing Specific Plan (Alternative 1)/Revert to Basic Development Right (FAR of 0.35:1) would reduce all the significant unavoidable environmental impacts of the proposed project but at least the potential would exist for impacts to remain that would have to be addressed project by project. This alternative, in and of itself, would not meet any of the project's objectives.

Therefore Alternative 2 is identified as the environmentally superior alternative. It would address many of the proposed project objectives although not to the same extent as the project. With less development not all of the transportation improvements may be funded, and although less development would lead to generally fewer impacts, there exists the potential for traffic impacts to be worse than for the proposed project. This alternative would have the same significant impacts as the project, but they would be reduced in intensity or duration.

TABLE 6-4:
SUMMARY COMPARISON OF IMPACTS, PROJECT AND ALTERNATIVES

Environmental Impact	**Proposed WCRCCSP (Overall anticipated 1.64 FAR)**	**Alternative 1 No Project *Continue Existing Specific Plan/ Revert to 0.35 FAR Basic Development Right (Overall anticipated 0.82:1 FAR)***	**Alternative 2 *75% Project (Overall anticipated 1.4:1 FAR)***
AESTHETICS			
Scenic Resources, Visual Character, Light and Glare.	**Potentially significant due to signage.**	Less *Less than Significant*	Comparable *Potentially Significant*
Shading	**Potentially Significant and Unavoidable**	**Less *Potential significant Impact remains although much reduced.***	**Less *Potential significant Impact remains although reduced.***
AIR QUALITY			
AQMP	Less than Significant	Less *Less than Significant*	Comparable *Less than Significant*
Construction	**Significant and Unavoidable**	**Less *Significant Impact remains* *although much reduced.***	**Less *Significant Impact remains* *although reduced.***
Operation	**Significant and Unavoidable**	**Less *Significant Impact remains although much reduced.***	**Less *Significant Impact remains although much reduced.***

Environmental Impact	**Proposed WCRCCSP (Overall anticipated 1.64 FAR)**	**Alternative 1 No Project *Continue Existing Specific Plan/ Revert to 0.35 FAR Basic Development Right (Overall anticipated 0.82:1 FAR)***	**Alternative 2 *75% Project (Overall anticipated 1.4:1 FAR)***
Greenhouse gas emissions	**Significant and Unavoidable**	**Less *Significant Impact remains although much reduced.***	**Less *Significant Impact remains although much reduced.***
BIOLOGICAL RESOURCES			
Birds	Less than Significant with mitigation	Comparable *Less than Significant with mitigation*	Comparable *Less than Significant with mitigation*
Trees	Less than Significant with mitigation	Comparable *Less than Significant with mitigation*	Comparable *Less than Significant with mitigation*
LA River	Less than Significant with mitigation	Less *Less than significant with mitigation*	Comparable *Less than Significant with mitigation*
CULTURAL RESOURCES			
Historical	Less than significant	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
Archaeological	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
Paleontological	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
GEOLOGY AND SOILS			
Grading	Less than Significant with Mitigation	Less *No Impact*	Comparable *Less than Significant with Mitigation*
Seismic	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
HAZARDS/HAZARDOUS MATERIALS			
Release of contaminants	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
HYDROLOGY/ WATER QUALITY			
Hydrology	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
Water Quality	Less than Significant with Mitigation	Less Less than Significant with Mitigation	Less Less than Significant *with Mitigation*
LAND USE			
Consistency with adjacent uses	Less than Significant	Less *Less than significant*	Less *Less than Significant*
Consistency with plans	Less than significant	Greater *Less than significant*	Greater *Less than significant*

Environmental Impact	**Proposed WCRCCSP (Overall anticipated 1.64 FAR)**	**Alternative 1 No Project *Continue Existing Specific Plan/ Revert to 0.35 FAR Basic Development Right (Overall anticipated 0.82:1 FAR)***	**Alternative 2 *75% Project (Overall anticipated 1.4:1 FAR)***
NOISE			
Construction	**Potentially Significant and Unavoidable**	Less ***Remains potentially significant***	**Comparable *Remains potentially significant***
Operation	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Comparable *Less than Significant with Mitigation*
PUBLIC SERVICES			
Fire	Less than Significant with Mitigation*	Less *Less than Significant with Mitigation**	Less *Less than Significant with Mitigation**
Police	Less than Significant with Mitigation*	Less *Less than Significant with Mitigation**	Less *Less than Significant with Mitigation**
Schools	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Less *Less than Significant with Mitigation**
Parks	Less than Significant With Mitigation*	Less *Less than Significant**	Less *Less than Significant**
Libraries	Less than Significant*	Less *Less than Significant with Mitigation**	Less *Less than Significant with Mitigation**
TRANSPORTATION			
Traffic	**Significant and Unavoidable**	**Less *Potential remains for a significant impact***	**Less *Remains a significant impact***
VMT/VHT	**Significant and Unavoidable**	**Less *Remains a significant impact***	**Less *Remains a significant impact***
Parking	Less than Significant with Mitigation	Comparable Less than Significant With Mitigation	Comparable *Less than Significant With Mitigation*
UTILITIES			
Wastewater	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Less *Less than Significant with Mitigation*
Water	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Less *Less than Significant with Mitigation*
Solid Waste	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Less *Less than Significant with Mitigation*
Electricity	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Less *Less than Significant with Mitigation*

Environmental Impact	**Proposed WCRCCSP (Overall anticipated 1.64 FAR)**	**Alternative 1 No Project** ***Continue Existing Specific Plan/ Revert to 0.35 FAR Basic Development Right (Overall anticipated 0.82:1 FAR)***	**Alternative 2** ***75% Project (Overall anticipated 1.4:1 FAR)***
Natural Gas	Less than Significant with Mitigation	Less *Less than Significant with Mitigation*	Less *Less than Significant with Mitigation*

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8.0 GLOSSARY

Following are a number of acronyms, words, and phrases commonly used in environmental documents.

Above-Grade	Above existing ground level
AB	Assembly Bill
AC	asphalt concrete
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
AF	Acre Feet
AFY	Acre-feet per year
ADL	aerially-deposited lead
AIC	Architectural Information Center
Anticline	A fold that is convex upward. In simple anticlines, the beds are oppositely inclined.
APTA	American Public Transit Association
AQMP	Air Quality Management Plan
ARB	Air Resources Board
At-Grade	Vertical alignment at elevations generally the same as the surrounding areas (i.e., not elevated or depressed)
ATCS	Adaptive Traffic Control System
ATSAC	Automated Traffic Surveillance and Control; a traffic signal system improvement.
AVOR	Additional Valley Outfall Relief Sewer
AVR	Average Vehicle Ridership
AWTF	Advanced Water Treatment Facility
Bcf	Billion cubic feet
Bgs	below the ground surface
BMPs	Best Management Practices; applicable to management of water quality.
BRT	Bus Rapid Transit
BTEX	benzene, toluene, ethylbenzene, and xylene
BTU	British Thermal Unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAC	California Administrative Code or Citizens Advisory Committee
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDMG	California Division of Mines and Geology
CDOG	California Division of Oil and Gas
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System

CESA	California Endangered Species Act
cfs	cubic feet per second
CGS	California Geological Survey
CiSWMPP	(City of Los Angeles) Solid Waste Management Policy Plan
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CPA	Community Plan Area
CPU	Community Plan Update
CPUC	California Public Utilities Commission
DASH	Downtown Area Short Hop
dB	Decibel
dBA	An A-weighted measure of sound level, based on the American National Standard Institute specifications for sound level meter performance. The A-scale approximates the sensitivity of the human ear to various sound frequencies and is the scale used for most environmental noise studies.
DEIR	Draft Environmental Impact Report
DOGGR	California Division of Oil, Gas and Geothermal Resources
DTSC	Department of Toxic Substances Control
DWP	(Los Angeles) Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMT	Emergency Medical Technician
EOR	Enhanced Oil Recovery
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FS	factor-of-safety
FTA	Federal Transit Administration
FTE	Full Time Equivalent as in full time equivalent employees.
FY	Fiscal Year
g	gravity
GCPD	Gallons per capita per day
HCF	Hundred cubic feet
HOV	High Occupancy Vehicle
HSA	Hyperion Service Area
HSG `	hydrologic soil group
HTP	Hyperion Treatment Plant
HWCL	Hazardous Waste Treatment Law
IRP	Integrated Resources Plan
LAA	Los Angeles Aqueducts
LACBD	Los Angeles Central Business District
LACMTA	Los Angeles County Metropolitan Transportation Authority

LACDA	Los Angeles County Drainage Area Review
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAUSD	Los Angeles Unified School District
Ldn	Sound level, day, night. This is a 24-hour Leq with the daytime level from 0700 to 2200 hours and the nighttime level from 2200 to 0700 hours. A 10-dB penalty is added to the nighttime period because this is normally the sleeping time.
Leq	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same period.
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LUST	Leaking Underground Storage Tank
M	Richter magnitude
Mb	body wave magnitude
MCE	Maximum credible earthquake
MCL	maximum contaminate levels
MDE	Medium Design Earthquake
MDE	Maximum Design Earthquake
Metro	Los Angeles County Metropolitan Transportation Authority
MFR	Multi-family residence
Mgd	Million gallons per day
mg/kg	milligrams per kilogram
MIS	Major Investment Study
ML	local magnitude
Mmcf	Million cubic feet
MMI	Modified Mercalli Intensity
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
Ms	surface-wave magnitude
MSE	mechanically stabilized earth
MSL	mean sea level
MTA	Metropolitan Transportation Authority
MTBE	Methyl tert-butyl ether
MW	Mega Watts
Mw	moment magnitude
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NCHRP	National Cooperative Highway Research Program
NESHAP	National Emission Standards for Hazardous Air Pollutants

NEPA	National Environmental Policy Act
NGV	Natural Gas Vehicles
NHPA	National Historic Preservation Act
NIST	U.S. National Institute of Standards and Technology
NOAA	U.S. National Oceanic and Atmospheric Administration
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxides
NORS	North Outfall Replacement Sewer
NOS-LCSFVRS	North Outfall Sewer – La Cienega-San Fernando Valley Relief Sewer Interceptor System
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List of USEPA.
NRCS	National Resources Conservation Service
O_3	Ozone
ODE	Operating Design Earthquake
OSHA	(US) Occupational Safety and Health
Pb	Lead
PCB	Poly Cholorinated Biphenyls
PCE	Tetrachloroethylene (Perchloroethylene)
PEPPER	Pre-Earthquake Planning to Post Earthquake Rebuilding Report
PG&E	Pacific Gas and Electric
PID	photoionization detector
PM_{10}	Particulate Matter (less than 10 microns in size)
$PM_{2.5}$	Particulate Matter (less than 2.5 microns in size)
POD	Pedestrian Oriented District
ppm	parts per million
ppv	peak particle velocity
PWA	Public Works Administration
rms	root-mean-square
REC	recognized environmental concerns
ROG	Reactive Organic Gas
ROW	Right of way
RWQCB	Regional Water Quality Control Board
RTP	Regional Transportation Plan
RSA	Regional Statistical Area
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCEC	Southern California Earthquake Center
SCGC	Southern California Gas Corporation
SED	Socioeconomic Data
SEL	Sound Equivalent Level
SETS	Site Enforcement Tracking System
SFR	Single-family residence
SFV	San Fernando Valley

SIP	State Implementation Plan
SOCAB	South Coast Air Basin
SO_2	Sulfur Dioxide
SOx	Sulfur Dioxides
SP	Southern Pacific Railroad
SR	State Route
SRRE	Source Reduction and Recycling Element
STLC	soluble threshold limit concentration
SVP	Society of Vertebrate Paleontology
SWG	Southwest Gas Corporation
SWIS	Solid Waste Information System
SWIRP	Solid Waste Integrated Resources Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	Trichloroethylene
TDM	Transportation Demand Management
TGA	Targeted Growth Area
TIMP	Transportation Improvement and Mitigation Program
TOD	Transit Oriented Development
TPH	total petroleum hydrocarbons
TSM	Transportation System Management, strategy that seeks to optimize use of the existing system
TTLC	total threshold limit concentration
USACOE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USGS	U.S. Geological Survey
UST	Underground Storage Tank
ug/m^3	Micrograms per Cubic Meter
VOC	Volatile Organic Compounds
V/C	Volume to Capacity ratio
VHT	Vehicle Hours of Travel
WCRCCSP	Warner Center Regional Core Comprehensive Specific Plan (proposed project)
WCSP	Warner Center Specific Plan (Existing)
WTCP	Worksite Traffic Control Plan

Following is a list of terms commonly used in environmental documents:

Affordable Housing. Refers to housing affordable to persons or families of very low, low or moderate income based upon the median income for Los Angeles County. According to the State Housing Department, very low is defined as not exceeding 50 percent of the area median income, low is defined as between 50 percent and 80 percent, and moderate, between 80 percent and 120 percent of the area median income.

Alquist-Priolo Special Studies Zone Program. Under the Alquist-Priolo Special Studies Zone Act of 1972, the State Geologist is required to delineate "Special Studies Zones" along known active faults. Cities or counties affected by the zones must regulate development within the designated zones. Building permits for sites within state-designated zones must be withheld until geologic investigations demonstrate that a proposed development is not threatened by surface displacement from future faulting.

Ambient. When used in connection with sound level, refers to the prevailing background noise, exclusive of a particular intruding sound under consideration.

California Environmental Quality Act. A State law, enacted in 1970, that requires public agencies to reveal the potential environmental impacts that could occur if a project or plan is implemented.

Cast-in-place. When molds and forms are built at the final place in the project site where the cast material will rest. Molds and forms are removed after the casting is complete.

CNEL. Community Noise Equivalent Level; same as L_{dn}, except in addition to the 10 dB nighttime weighting, the evening (7:00 p.m. to 10:00 p.m.) levels are weighted by 5 dB. For most situations, the L_{dn}. and CNEL will be equal within a fraction of a dB, and may be considered synonymous.

Community Plan. One of the 35 plans - divided geographically - that serve as the Land Use Element of the City's General Plan. A community plan sets policies and standards for guiding on how land is to be developed in that community.

Cost-effectiveness. An index defined by FTA for purposes of evaluating major transit investments. It relates the capital and operating costs of a project to its ridership and travel time-savings; see section 7-7 for a more complete discussion.

Cumulative Impacts. They refer to two or more individual effects which when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impacts for several projects are the changes in the environment which result from the incremental impact of these projects when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Decibel. (dB) is a unit of sound pressure (P) denoting the logarithm (to the base 10) of the ratio between the total instantaneous pressure (Pi) at a particular point in the presence of a sound wave minus the static pressure (Pa) at that point to a reference pressure (Po). Mathematically, $L\ (dB) = 20 \log_{10} (P/Po)$ where $P = Pi - Pa$. Decibel (dB) A unit of measurement of the intensity of sound or the air pressure differentials created by sound. Zero db was established as the weakest sound that can be detected by a young and

alert person without hearing impairment. It is equivalent to an air pressure differential of 0.0002 microbars.

Earthquake. A shaking or trembling of the earth that is volcanic or tectonic in origin. An earthquake is classified by the amount of energy released, which is quantified using the Richter Scale.

Environmental Impact Report. A detailed document revealing the possible environmental impacts that could result from the implementation of a project or plan. Some of the issues discussed in an EIR are environmental setting, mitigation measures, project alternatives, and cumulative impacts.

Existing Conditions. The assumed current condition for any environmental impact category as of a given date.

Falsework. Temporary support structures used to during the construction of aerial structures and bridges.

Fault(s). A fracture or line of weakness in the earth's crust along which rocks on one side of the fault are offset relative to the same rocks on the other side of the fault. Sudden movement along one of these faults results in an earthquake. Faults are classified into three categories: active, potentially active, and inactive. The criteria for determining the classification of a fault were developed by the California Division of Mines and Geology for the Alquist-Priolo Special Studies Zone Program. An active fault is defined as a fault that has had surface displacement within the last 11,000 years, within Holocene time. A potentially active fault has demonstrated surface displacement during the last two minion years, during Quaternary time (the past 1.6 million years), but does not exhibit Holocene displacement. A fault that has not moved within the last two million years is considered inactive.

Geologic Hazards (Seismicity). Seismic hazards occurring at a project site or in an area, primarily limited to those caused by earthquakes which include subsidence, landsliding and liquefaction.

Hazardous Materials. Any substance that is toxic, ignitable, reactive or corrosive and causes injury or death, or damages or pollutes land, air and water.

Initial Study. A preliminary analysis prepared by the lead agency to determine whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration or a Negative Declaration must be prepared or to identify the significant environmental effects to be analyzed in an EIR.

Land Use Designation. A category that allows a specific range of zones as a means of guiding development types and densities.

Landslides. Landslides, mudslides and rockslides can be triggered by seismic activity as well as other natural forces. Although the potential for landslides is generally greater on slopes of 25 percent or steeper, it is also depended upon geologic conditions (i.e. structural rigidity, susceptibility to erosion, etc.). The risk of this type of failure increases during seismic events.

Lead Agency. The public agency which has the principal responsibility for carrying out or approving a project. The lead agency will decide whether an EIR or negative declaration will be required for the project and will cause the document to be prepared.

Linked Trip. A complete trip from origin to destination, regardless of the number of transfers.

Liquefaction. A process by which water-saturated sediment suddenly loses strength, commonly accompanies strong ground motions caused by earthquakes. During an extended period of ground shaking or dynamic loading, porewater pressures increase and the ground is temporarily altered from a solid to a liquid state.

Mixed Use. Development that combines residential and commercial uses to improve jobs-housing relationship consistent with the Housing Element policies of the General Plan.

Pre-cast. When a cast or molded material is fabricated at a plant or manufacturing facility and is transported to the project site and set in place.

Primary Treatment. The initial step in the treatment of wastewater where approximately 70 percent of organic and inorganic solids are removed from raw wastewater. In this process, screened wastewater is detained in an undisturbed condition for one or two hours in primary sedimentation tanks, as solids (called primary sludge) settle to the bottom of the tanks or float to the surface. Chemicals are added to improve the efficiency of the settling process. The sludge is collected and pumped to anaerobic digesters for further processing. The water that remains after this treatment is called **primary effluent**.

Program EIR. An EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Project. The whole of an action, which has a potential for resulting in a physical change in the environment, directly or ultimately, that is subject to governmental agency approval.

Reclaimed Water. Effluent that has been treated to very high standards which can be put to beneficial uses such as to irrigate landscaping or crops or to restore underground water.

Residential Land. All portions of the community's land designated for housing, including but not limited to single and multi-family units, mobile homes and shelters.

Richter Scale. A logarithmic scale where each whole number increase in Richter Magnitude (M) represents a tenfold increase in the wave amplitude generated by an earthquake, which is a representation of an earthquake's size. Also, for each full point increase in Richter magnitude, the corresponding amount of energy released increases 31.6 times. Thus, an M 6.3 earthquake is ten times stronger than an M 5.3 earthquake and releases 31.6 times more energy.

SCAG Forecast for 2035. An estimate of the population in the region in 2035 produced by Southern California Association of Governments (SCAG)

Screenline. An imaginary line drawn across streets and freeways that is used to track and record traffic volumes at the points where the screenline intersects the facility.

Secondary Treatment. This treatment, by using biological processes, removes practically all total organic and suspended inorganic solids (previously known as sludge but is now called biosolids) that remain in the primary effluent. Purification found in nature are duplicated, including biological treatment and clarification. **Secondary effluent**, the cleaned wastewater, is virtually free of pollutants and is compatible with the marine environment.

Seismic Safety Plan. A portion of the General Plan of the City of Los Angeles; such plan sets forth general planning policies for the City of Los Angeles concerning existing development, new development (e.g. prohibiting construction of buildings for human occupancy across surface fault traces, preparation of required geologic reports for projects located in designated study areas), critical facilities, emergency preparedness and post disaster recovery.

Soldier piles. H beams driven into the earth or placed into holes augured into the earth. Soldier piles are uniformly spaced along the edge of a planned vertical excavation for the construction of trenches and tunnels. During excavation, lagging is placed between the soldier piles to form the temporary excavation support.

Strike. The direction or bearing of a horizontal line in the plane of an inclined stratum, joint, fault, or other structural plane. The strike is perpendicular to the dip.

Subsidence. The downward settling of the earth's surface with little or no horizontal motion; a secondary hazard associated with seismic activity.

Tie backs. Tie backs are long rods attached to soldier piles and anchored into the earth behind the wall to counter the earth pressure on the temporary excavation support wall. They may be used instead of or in conjunction with cross bracing or struts.

Tiering. The covering of general matters in broader EIR's with subsequent narrower EIR's incorporating, by reference, the issues specific to the EIR subsequently prepared.

Urban Water Management Plan. A plan prepared by the City of Los Angeles Department of Water and Power in response to the Urban Water Management Planning Act (AB 797 as amended by AB 266 1) requiring every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually to prepare and adopt an urban water management plan.

Zone. A category under which parcels of land are placed that establishes specific development limitations and guidelines.