



**DEPARTMENT OF CITY PLANNING  
APPEAL RECOMMENDATION REPORT**

**South Valley Area Planning Commission**

**Date:** September 10, 2020  
**Time:** **After 4:30 pm**  
**Place:** In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the APC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboardshearings> and/or by contacting [apcsouthvalley@lacity.org](mailto:apcsouthvalley@lacity.org).

**Case No.:** DIR-2018-2713-SPP-1A  
**APPEAL-PROJECT PERMIT COMPLIANCE**  
**CEQA No.:** ENV-2008-3471-EIR  
**Council No.:** 3 – Blumenfield  
**Plan Area:** Canoga Park – Winnetka – Woodland Hills – West Hills  
**Specific Plan:** Warner Center 2035 Specific Plan  
**Certified NC:** Woodland Hills-Warner Center  
**GPLU:** Regional Center Commercial  
**Zone:** (WC) COMMERCE – SN  
**Legal Description:** Lot B, Tract PM 4371

**Public Hearing:** Required  
**Appeal Status:** Not Further Appealable  
**Expiration Date:** *The original expiration date of September 19, 2020 is tolled, and a revised date will be determined pursuant to the Mayor's March 21, 2020 Public Order Under City of Los Angeles Emergency Authority re: Tolling of Deadlines Prescribed in the Municipal Code and April 17, 2020 Public Order Under City of Los Angeles Emergency Authority re: Tolling HCIDLA Deadlines and Revising Expiration of Emergency Orders.*

**Multiple Approval:** None

**PROJECT LOCATION:** 21300-21320 CALIFA STREET

**PROPOSED PROJECT:** Demolition of a 40,965 square-foot one-story office building on a 93,839 square-foot lot after dedications, and the construction of a two-phase, two-building project totaling 422,262 square feet. Phase 1 includes the construction of a new 230,029 square-foot, mixed-use, seven-story building that measures 85 feet and six inches in height. The building is comprised of 210,988 square feet of Residential Floor Area, a maximum of 194 dwelling units and includes 2,512 square feet divided among four (4) Work-Live Units. Phase 1 also includes 19,041 square feet of Non-Residential Floor Area comprised of a maximum of eight hotel units, 1,764 square feet divided among four (4) Work-Live Offices, 3,545 square-foot lobby and leasing office, a 1,743 square-foot café, a 1,744 square-foot commercial retail space, a 4,237 square-foot fitness center, and a 275 square-foot dog spa. Phase 1 provides three levels of parking, one of which

is subterranean, and will provide 288 residential parking spaces and 30 non-residential parking spaces, totaling a maximum of 317 parking spaces. Phase 1 also includes a sign program. Phase 2 includes a 22-story, 192,233 square-foot, and 327-foot in height office building (Commercial Tower Building) with a lobby on the ground floor. The Phase 2 building also includes four levels of parking, two of which are subterranean, totaling a maximum of 234 vehicle parking spaces.

**APPLICANT/  
OWNER**

Sharon Shawn Evenheim, De Soto WH, LLC c/o California Home Builders

**APPELLANT:**

Mitchell M. Tsai, of Mitchell M. Tsai, Attorney at Law, P.C on behalf of Southwest Regional Council of Carpenters

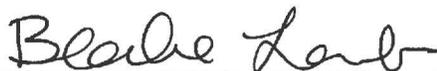
**REQUESTED  
ACTION:**

An appeal of the entire Director of Planning's June 18, 2020 **Conditional Approval of a Project Permit Compliance**, pursuant to Section 11.5.7 C.6 of the Los Angeles Municipal Code (LAMC).

**RECOMMENDED ACTIONS:**

1. **Deny** the appeal;
2. **Adopt** the Staff-recommended Technical Modifications to Conditions of Approval Nos. 24 and 26;
3. **Determine** based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to Public Resources Code Section 21155.4; **Find** that the Project is a mixed-use development that implements and is consistent with the applicable specific plan for which an environmental impact report has been certified (Warner Center 2035 Specific Plan Programmatic EIR, ENV-2008-3471-EIR and SCH No. 1990011055, referred to as "WC Specific Plan PEIR"), and is consistent with the general use designation, density, building intensity and applicable policies specific for the Project area as a part of a sustainable communities strategy; adopt the associated Mitigation Monitoring Program; and **Find** none of the events specified in Section 21166 have occurred and therefore no further environmental review shall be conducted; and
4. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project is within the scope of the WC Specific Plan PEIR (ENV-2008-3471-EIR, SCH No. 1990011055), pursuant to CEQA Guidelines Sections 15168 and 15162; the environmental effects of the Project are covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur, and no new mitigation is required; and the City has incorporated all feasible mitigation measure from the WC Specific Plan PEIR on the Project.

VINCENT P. BERTONI, AICP  
Director of Planning



Blake Lamb, Principal City Planner



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## PROJECT ANALYSIS

### **Project Summary**

The proposed Project is a Project Permit Compliance Review (LAMC Section 11.5.7 C) for the demolition of a 40,965 square-foot one story office building on a 93,839 square-foot lot after dedications and the construction of a two-phase, two-building project totaling 422,262 square feet. Phase 1 includes the construction of a new 230,029 square-foot, mixed-use, seven-story building which measures 85 feet and six inches in height. The building is comprised of 210,988 square feet of Residential Floor Area, a maximum 194 dwelling units and includes 2,512 square feet divided among four Work-Live Units. Phase 1 also includes 19,041 square feet of Non-Residential Floor Area comprised of a maximum of eight hotel units, 1,764 square feet divided among four Work-Live Offices, 3,545 square-foot lobby and leasing office, a 1,743 square-foot café, a 1,744 square-foot commercial retail space, a 4,237 square-foot fitness center, and a 275 square-foot dog spa. Phase 1 provides three levels of parking, one of which is subterranean, and will provide 288 residential parking spaces and 30 non-residential parking spaces, totaling a maximum of 317 parking spaces. Phase 1 also includes a sign program. Phase 2 includes a 22-story, 192,233 square-foot, and 327-foot height office building (Commercial Tower Building) with a lobby on the ground floor. The Phase 2 building also includes four levels of parking, two of which are subterranean, totaling a maximum of 234 vehicle parking spaces.

### **Background**

The Project site is located in the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan, the Warner Center 2035 Specific Plan, and the Warner Center 2035 Plan Sign District. The property has a Regional Center Commercial General Plan Land Use Designation and is zoned (WC) COMMERCE-SN. The adjacent properties to the north, south, east and west share the same zoning of (WC) COMMERCE-SN. One property across Califa Street to the northwest of the Project is zoned (WC) DOWNTOWN-SN.

The subject property is currently improved with a commercial office building and surface parking lot. The adjacent properties to the north, south, east, and west are improved with commercial uses. The property fronts Califa Street and the proposed development is within the required setbacks for the property. The property has a lot variable depth of approximately 337 feet, and a variable width of approximately 327 feet.

The entitlement case, DIR-2018-2713-SPP was originally filed May 10, 2018, and the proposed Project is subject to Specific Plan Procedures because it is located within the boundaries of the Warner Center 2035 Specific Plan. On June 18, 2020, the Director of Planning issued a Director's Determination that approved the Project (see Exhibit D), subject to Conditions of Approval.

On July 6, 2020, an appeal was filed by Mitchell Tsai of Mitchell M. Tsai, Attorney at Law, P.C. on behalf of the Southwest Regional Council of Carpenters within the required 15-day appeal period, challenging the entire decision of the Director of Planning (see Exhibit D). The appeal cite certain appeal points, which are discussed and responded to in detail below.

Staff also recommends clarifying two Conditions in the original June 18, 2020 Director's Determination and proposes technical modifications, detailed below at page A-7, for the following: an updated Condition of Approval No. 24 regarding the application of the Mobility Fee and Condition of Approval No. 26 regarding the application of the Cultural Amenities Fee.

## **APPEAL POINTS FROM THE SOUTHWEST REGIONAL COUNCIL OF CARPENTERS**

### **1. The decision of the Director of Planning is inconsistent with the Warner Center 2035 Specific Plan because it does not require the Project to pay the Cultural Amenities fee.**

Response: The appellant states that as written, Condition of Approval No. 26, only references the requirement that Projects valued over \$500,000 shall be assessed the Warner Center Cultural Amenities Development Fee, but in fact does not actually require it for the Project.

This appeal point is without merit. The aforementioned condition is written using conditional sentences: "if the valuation of a [Project]... is \$500,000 or more, the applicant shall be assessed..." (pg. 112 of the WC2035SP). Therefore, if the project valuation exceeds the \$500,000 threshold, the Warner Center Cultural Amenities Development Fee will be assessed, consistent with the Warner Center Specific Plan. Conditional sentences do not preclude the Project from being assessed a fee. What the conditional language does is give the Project parameters in which a fee can be assessed. While the likelihood is that the Project's building permit valuation will be in excess of \$500,000, the Project's valuation will be completed prior to issuance of related building permits.

Furthermore, Section 9 of the Warner Center 2035 Specific Plan states that all Projects, as long as their building valuation is equal to or exceed \$500,000, shall be assessed the fee or must provide on-site cultural amenities consistent with the Cultural Amenities Master Plan in an amount equal to or greater than amount of the Cultural Amenities fee. The Specific Plan regulations are in addition to Citywide regulations, which all Projects must comply with. The only way that a Project exceeding a valuation of \$500,000 might be exempt from paying the Cultural Amenities fee (without providing a corresponding on-site cultural amenity valued at the same amount) is by seeking a Specific Plan Exception, which would require further discretionary review by the South Valley Area Planning Commission (Commission). The applicant has not sought a Specific Plan Exception and it is not part of the Project approvals or appeal that is currently before the Commission. Therefore, the Project will pay a Cultural Amenities fee or provide an on-site cultural amenity consistent with the Cultural Amenities Master Plan in an amount equal to or greater than the fee. Should the Cultural Amenities Master Plan not be available, the fee must be paid.

That said, in the event that there remains any ambiguity regarding the applicability of the Warner Center Cultural Amenities Development Fee to the Project, a modified Condition of Approval is recommended to provide additional clarification regarding the required fee. The modification the Director of Planning proposes to the original Letter of Determination that is in response to the Applicant's appeal are minor technical corrections, and is in no way a concession that the original Condition was not in conformance with the Specific Plan.

The language for Condition of Approval Number 26 (Exhibit D, pg. 13) is as follows:

*"Pursuant to Section 9 of the Specific Plan, if the valuation of a Project's building permit for any land use is \$500,000 or more, the applicant shall be assessed a Warner Center Cultural Amenities Development Fee at the same rate as the Citywide Arts Development Fee. In regards to this Project, LAMC Section 91.107.4.6 sets the fee for Office at \$1.57 per square foot resulting in an estimated amount of \$310,410.90 for 197,542 square feet ; Retail Projects at \$1.31 per square foot resulting in an estimated amount of \$10,478.69 for 7,999 square feet , and Hotels at \$0.52 per square foot resulting in an estimated amount of \$2,981.16 for 5,733 square feet. The estimated total is \$82,241.36. The final Cultural Amenities Development Fee will be calculated by Department of Cultural Affairs after final square footage totals for the Project uses are determined through the Plan*

*Check process by Building and Safety. All fees collected from the applicant shall be conveyed by the Department of Building and Safety to the Treasurer for deposit into the Warner Center Cultural Amenities Trust Fund (Fund 577), pursuant to Ordinance No. 184,838, which is to be administered by the Warner Center Cultural Amenities Committee per WC2035 Section 9.5. A record of such conveyance shall be provided by the applicant to the Department of City Planning following the issuance of building permit(s) and the payment of the fee.”*

The modified language for Condition of Approval Number 26 will be as follows:

***“Warner Center Cultural Amenities Development Fee. Pursuant to Section 9 of the Specific Plan, if the valuation of the Project’s building permit for any land use is \$500,000 or more, the applicant shall be assessed a Warner Center Cultural Amenities Development Fee at the same rate as the Citywide Arts Development Fee. All fees collected from the applicant shall be conveyed by the Department of Building and Safety to the Treasurer for deposit into the Warner Center Cultural Amenities Trust Fund (Fund 577), pursuant to Ordinance No. 184,838, which is to be administered by the Warner Center Cultural Amenities Committee per WC2035 Section 9.5. A record of such conveyance shall be provided by the applicant to the Department of City Planning following the issuance of building permit(s) and the payment of the fee. Prior to the issuance of building permits, should the Project wish to provide on-site cultural amenities in-lieu of the fee, the cultural amenities proposed at that time shall be consistent with the Warner Center Cultural Affairs Master Plan, and be provided at a value equal to or greater than the amount of the Warner Center Cultural Amenities Development Fee. The cultural amenity or amenities consistency with the Master Plan shall be determined by the Director of Planning and approved by the Department of Cultural Affairs. If at that time there is no Master Plan with which to determine consistency with the proposed on-site cultural amenities, the Project shall pay the set fee. (B&S/DCP)”***

The modified language maintains that the Project will fulfill the requirements of Section 9 of the Specific Plan and clarifies the in-lieu options available to the Applicant. Therefore, the modified language does not change the intent of the original Condition of Approval.

***2. The decision of the Director of Planning is inconsistent with the Warner Center 2035 Specific Plan because it does not apply the fee from the Mobility Fee update.***

Response: The appellant incorrectly argues that the Letter of Determination applies an outdated Mobility Fee. The crux of Appellant’s argument is that the Project is inconsistent with the specific plan (and therefore, the CEQA clearance is insufficient based on the this alleged “inconsistency”) because the proposed project does not incorporate a Mobility Fee Update that become effective on March 10, 2020, nearly two years after the Project application was filed on May 10, 2018 and deemed complete on March 21, 2019.

**Mobility Fee Update (Ordinance No. 186,498)**

In 2016, LA City Council moved to update the Mobility Fee section of the Warner Center 2035 Specific Plan through ordinance for the purpose of making technical corrections and clarifying the fee calculation’s methodology so that necessary road infrastructure improvements and neighborhood protection goals within the Warner Center 2035 Specific Plan would be realized. After a transparent public process was conducted to update the Specific Plan, a draft ordinance was approved and recommended in February 2019 by the City Planning Commission to the City Council. The Planning and Land Use Management Committee approved the draft ordinance on

November 26, 2019, the full City Council voted on January 14, 2020 to approve PLUM's recommendation, and the ordinance was signed by the Mayor on January 27, 2020. The Ordinance's effective date is March 10, 2020, which postdates and is subsequent to the date the application was deemed complete.

The Director of Planning issued the approval of the subject Project on June 18, 2020, after the passage of the ordinance by City Council, after the Mayor's signature, and effective date. However, the ordinance reaffirms that Projects that were deemed complete *prior to* the adoption of the revised Mobility Fee "shall be subject to the annually adjusted fee rates and credits pursuant to the multi-column table previously set forth in Appendix D and titled 'Warner Center 2035 Plan - Mobility Fee Table', which was in effect at the time the application was deemed complete." (Exhibit E, page 2). Therefore, the Project is subject to the regulations that are applicable at the time the application was deemed complete, and in this case, it is the version of the Mobility Fee in effect prior to March 10, 2020.

In an effort to resolve any potential ambiguity regarding the appropriate Mobility Fee that is applicable to this Project, a modified Condition of Approval is recommended to provide additional clarification regarding the required fee. The modifications the Director of Planning proposes to the original Letter of Determination that are in response to the appeal are minor technical corrections only and do not demonstrate the original approval's non-conformance with the Specific Plan.

The language for Condition of Approval Number 24 (Exhibit D, pg. 12) is as follows:

***"Mobility Fee. Pursuant to Section 7 and Appendix D of the Specific Plan, the final determination to pay a Mobility Fee will be calculated using the Appendix D Mobility Fee Table in effect at time application was deemed complete. In accordance with Section 7.3.2.1, the Project is entitled to a credit against the Mobility Fee for the previous use that existed on the site on January 1, 2008. The final Mobility Fee, including these credits, will be calculated by DCP after final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. Based on the Preliminary Mobility fee estimate, it is anticipated that the Project will incur a Mobility Fee of approximately \$1,232,232.61. (B&S/DOT)"***

The modified language for Condition of Approval Number 24 will be as follows:

***"Mobility Fee. Per the 2020 Mobility Fee Ordinance update (Ord. No. 186,498), the final determination to pay the Project's Mobility Fee will be calculated at building permit issuance using the annually adjusted rates of the Appendix D Mobility Fee Table that are in effect for projects deemed complete prior to 3/10/2020. The Project is entitled to a credit against the Mobility Fee for the previous use that existed on the site on January 1, 2008. The final Mobility Fee, including these credits, will be calculated after final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. (B&S/DOT)"***

**3. The decision of the Director of Planning is inconsistent with the Warner Center 2035 Specific Plan because it should be stayed until the City implements City Council's direction to implement additional labor standards, local hire, prevailing wage, and affordable housing requirements.**

Response: The appellant contends that the Project should not have been approved because amendments to the Warner Center 2035 Specific Plan *may* be underway. This argument is premature and based on a set of hypothetical policy implementation efforts that may never come

to fruition. The crux of Appellant's argument is that the project is inconsistent with the specific plan (and therefore, the CEQA clearance is insufficient based on the this alleged "inconsistency") because the proposed project does not incorporate certain labor standards and affordable housing requirements that may (or may not) be implemented at a later date. Specifically, the appeal cites two concerns: 1) that the Project should be subject to future regulations that are currently being analyzed and potentially contemplated, but have not yet been adopted, and 2) that there should be a "moratorium" on approvals until future theoretical regulations have been adopted.

### **Labor and Affordable Housing Requirements**

The appellant also refers to regulations that have been suggested for the Warner Center 2035 Specific Plan, including an affordable housing requirement ordinance. On November 13, 2018, City Council directed the Department of City Planning, the LA Housing and Community Investment Department, and the LA Department of Transportation to draft and present an ordinance mandating an affordable housing component within the Warner Center 2035 Specific Plan that will create mixed-income housing opportunities (Council File 13-0197-S9).

As of the date of this appeal, no such ordinance has been prepared to include the draft language. Furthermore, the Director of Planning has not received direction from Council or the Mayor to draft an ordinance amending the Specific Plan to report back on or to implement labor standards, local hire provisions, or prevailing wage provisions. While there are standards in the Specific Plan for a Project with a Development Agreement to meet regulations on Affordable Housing, Living Wage, Prevailing Wage, Local Hire, and other labor standards, the subject Project did not request or initiate a Development Agreement as part of the requested entitlements. As such, the Director of Planning's determination is consistent with the Specific Plan as it is currently written.

Furthermore, the Appellant's argument that there should be a "stay" in approvals until after the adoption of future regulations is also without merit and contrary to State law. The City cannot impose unreasonable constraints on the construction of housing and states a process by which a City may consider halting all development approvals, as governed by statutes that require certain procedural steps and findings in order to implement an interim control urgency measure. Section 65858 of the California Government Code states that:

*"Without following the procedures otherwise required prior to the adoption of a zoning ordinance, the legislative body of a county, city, including a charter city, or city and county, to protect the public safety, health, and welfare, may adopt as an urgency measure an interim ordinance prohibiting any uses that may be in conflict with a contemplated general plan, specific plan, or zoning proposal that the legislative body, planning commission or the planning department is considering or studying or intends to study within a reasonable time. That urgency measure shall require a four-fifths vote of the legislative body for adoption."*

This statute has been interpreted to define the City's ability to implement building moratoriums in its jurisdiction, and outlines the process that the City shall take in order to do so. However, no such moratorium has been adopted by, nor is any such moratorium currently being contemplated by the City for the Warner Center area as of the date of this report. Furthermore, Senate Bill 330 (Skinner) of 2019, which went into effect on January 1, 2020, outlines the use of moratoriums or "similar restrictions or limitations on housing development, mixed-use development, within all or a portion of" the City of Los Angeles, with the exception of if there is an imminent threat to the health and safety of persons residing in the area of the proposed moratorium. The issues raised regarding the possible future passage of regulations concerning labor standards, local hire, prevailing wage, and affordable housing requirements do not reach the level of an imminent threat

to health and safety, and no such moratorium can be placed, according to State law, for the next five years. As such, the Director of Planning's determination is consistent with the Specific Plan with regard to this appeal point.

**4. The decision of the Director of Planning is inconsistent with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan.**

Response: The appellant contends the Project should not have been approved because it is not consistent with the Canoga Park-Winnetka-Woodland Hills Community Plan, specifically citing Objective 1-4 relating to providing "a diversity of housing opportunities capable of accommodating all persons regardless of income, age, or ethnic background." Further, the appellant argues the Project does not comply because it does not propose affordable or low-income housing units. The argument is unpersuasive because per LAMC 11.5.7 C.2, which states specific plan procedures, the Director shall grant a Project Permit Compliance upon written findings "that the project substantially complies with the applicable regulations, findings, and standards and provisions of the specific plan."

Consistent with Government Code Section 65454, "no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan." Therefore, upon its adoption, the Specific Plan was deemed consistent with the General Plan, which includes the Community Plan. Since the Project is consistent with the Specific Plan, it is thereby consistent with the General Plan as well.

Moreover, the consistency requirements for a project to the General Plan do not require exact conformity with every stated policy. In fact, courts have expressly recognized that "no project could completely satisfy every policy stated in the [General Plan], and the State law does not impose such a requirement." (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.)

The Project is consistent with the following policies from the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan adopted August 17, 1999:

*Policy 1-1.1 Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.*

*Policy 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.*

*Policy 1-2.2 Encourage multiple residential development in commercial zones.*

**5. The decision of the Director of Planning failed to adopt all Mitigation Measures from the Program EIR.**

Response: The appellant contends the Project failed to adopt all Mitigation Measures from the Program EIR and the Letter of Determination is required to explain why such exclusion is necessary. Consistent with CEQA Guidelines Section 15168(c)(3), which provides that lead agencies "incorporate feasible mitigation measure and alternatives development in the program EIR into later activities in the program," the Letter of Determination includes all mitigations that are applicable to the Project, and excludes those mitigation measures that are deemed infeasible either because they are not applicable to the Project because of its specific parameters or qualify as regulatory compliance measures that are applicable to the Project.

## **6. The decision of the Director of Planning violates the California Environmental Quality Act.**

Response: The Letter of Determination sets forth the reasons why the Project complies with and is consistent with the regulations of the Specific Plan, and the corresponding environmental impact analysis detailed in the WC Specific Plan PEIR, and does not grant exceptions that would alter the environmental findings. No valid points have been made in the appeal demonstrating, or stating with any specificity, how the Project is inconsistent with the current regulations within the Warner Center 2035 Specific Plan. Furthermore, the Warner Center 2035 Program EIR was certified in 2013 and was not the subject of any legal challenge thereafter. As such, the Warner Center 2035 Program EIR, including its analysis, is conclusively presumed to comply with CEQA, pursuant to Public Resources Code, Section 21167.2. Therefore, the appeal point is without merit.

### **Technical Modifications**

While not part of the Appellant's appeal arguments, Staff recommends the following technical modifications to Conditions of Approval Numbers 24 and 26. These technical modifications do not alter the intent of these conditions but rather are recommended to improve clarity and consistency. The modified Conditions of Approval are as follows:

***Corrected text is bolded and underlined. Replaced text has a ~~strikethrough~~.***

#### **Number 24**

**Mobility Fee.** Pursuant to Section 7 and Appendix D of the Specific Plan, the final determination to pay a Mobility Fee will be calculated using the Appendix D Mobility Fee Table in effect at time application was deemed complete. In accordance with Section 7.3.2.1, the Project is entitled to a credit against the Mobility Fee for the previous use that existed on the site on January 1, 2008. The final Mobility Fee, including these credits, will be calculated by DCP after final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. Based on the Preliminary Mobility fee estimate, it is anticipated that the Project will incur a Mobility Fee of approximately \$1,232,232.61. **Per the 2020 Mobility Fee Ordinance update (Ord. No. 186,498), the final determination to pay the Project's Mobility Fee will be calculated at building permit issuance using the annually adjusted rates of the Appendix D Mobility Fee Table that are in effect for projects deemed complete prior to 3/10/2020. The Project is entitled to a credit against the Mobility Fee for the previous use that existed on the site on January 1, 2008. The final Mobility Fee, including these credits, will be calculated after final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. (B&S/DOT)**

#### **Number 26**

**Warner Center Cultural Amenities Development Fee.** Pursuant to Section 9 of the Specific Plan, if the valuation of ~~athe~~ Project's building permit for any land use is \$500,000 or more, the applicant shall be assessed a Warner Center Cultural Amenities Development Fee at the same rate as the Citywide Arts Development Fee. In regards to this Project, LAMC Section 91.107.4.6 sets the fee for Office at \$1.57 per square foot resulting in an estimated amount of \$310,410.90 for 197,542 square feet; Retail Projects at \$1.31 per square foot resulting in an estimated amount of \$10,478.69 for 7,999 square feet, and Hotels at \$0.52 per square foot resulting in an estimated amount of \$2,981.16 for 5,733 square feet. The estimated total is \$82,241.36. The final Cultural Amenities Development Fee will be calculated by Department of Cultural Affairs after final square footage totals for the Project uses are determined through the Plan Check process by Building

~~and Safety~~. All fees collected from the applicant shall be conveyed by the Department of Building and Safety to the Treasurer for deposit into the Warner Center Cultural Amenities Trust Fund (Fund 577), pursuant to Ordinance No. 184,838, which is to be administered by the Warner Center Cultural Amenities Committee per WC2035 Section 9.5. A record of such conveyance shall be provided by the applicant to the Department of City Planning following the issuance of building permit(s) and the payment of the fee. **Prior to the issuance of building permits, should the Project wish to provide on-site cultural amenities in-lieu of the fee, the cultural amenities proposed at that time shall be consistent with the Warner Center Cultural Affairs Master Plan, and be provided at a value equal to or greater than the amount of the Warner Center Cultural Amenities Development Fee. The cultural amenity or amenities consistency with the Master Plan shall be determined by the Director of Planning and approved by the Department of Cultural Affairs. If at that time there is no Master Plan with which to determine consistency with the proposed on-site cultural amenities, the Project shall pay the set fee. (B&S/DCP)**

### **Conclusion**

For the reasons stated herein, and in the findings of the Director's Determination, the proposed Project complies with the applicable provisions of the Warner Center 2035 Specific Plan. The intent of the Specific Plan is to provide standards to ensure compatible land uses and development in a manner that is consistent with the previously analyzed and adopted goals, policies, and contemplated development stated in the Specific Plan. Planning Staff evaluated the Project's design, density, use, parking, active street frontage, sustainability, mobility requirements, cultural amenities requirements, and open space. Based on the complete plans submitted by the applicant and considering the appellant's arguments for appeal, Staff finds that the Project meets the standards of the Plan and has satisfied the requirements of CEQA.

It is recommended that the South Valley Area Planning Commission deny in full the appeal and make the minor technical modifications to Conditions of Approval Nos. 24 and 26 as set forth above, find that the Project is exempt from CEQA pursuant to Public Resources Code Section 21155.4, and find that the Project adequately falls within the scope of the Warner Center Specific Plan Program EIR No. ENV-2008-3471-EIR; the environmental effects of the project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the MMP from the Program EIR on the Project.

**Exhibit A: Plans and materials,  
dated December 16, 2019**

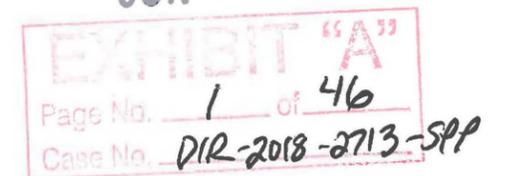
# CALIFA STREET MIXED-USE

21300 CALIFA STREET, WOODLAND HILLS, CA 91367



**EXHIBIT "A"**

**JUN 18 2020**



**NEWMAN GARRISON + PARTNERS**  
ARCHITECTURE | PLANNING | INTERIORS

PROJECT # 18002 | DATE: 12.16.2019

**EPTDESIGN**



**CALIFA MIXED-USE 5-STORY TYPE IIIA OVER 3-STORY TYPE IA & 22 STORY TYPE 1A TOWER**

ZONING - SITE DATA & OVERVIEW	
ZONING INFORMATION	WARNER CENTER 2035 SPECIFIC PLAN - COMMERCE DISTRICT
ADDRESS	21300 CALIFA STREET, WOODLAND HILLS, CA 91387
ASSESSOR PARCEL NUMBER (APN)	2149002017
EXISTING COVENANTS	NONE
PROPOSED F.A.R.	4.49
PROPOSED DU/AC (GROSS AC)	88.5 DU/AC

ZONING - FLOOR AREA RATIO	
FLOOR AREA DEFINITION PER ZONING:	THE AREA IN SQUARE FEET CONFINED WITHIN EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

GROSS SITE AREA		NET SITE AREA	
99,497 SF	2.28 ACRE	93,839 SF	2.15 ACRE

PHASE 1 - TOTAL GROSS FLOOR AREA (PER ZONING CODE)	
LEVEL	AREA
LEVEL P1	0 SF
LEVEL 1	18,892 SF
LEVEL 2	21,258 SF
LEVEL 3	38,283 SF
LEVEL 4	37,904 SF
LEVEL 5	37,904 SF
LEVEL 6	37,904 SF
LEVEL 7	37,904 SF
<b>PHASE 1 - TOTAL GROSS FLOOR AREA</b>	<b>230,029 SF</b>

PHASE 2 (OFFICE TOWER) - TOTAL GROSS FLOOR AREA (PER ZONING CODE)	
LEVEL	AREA
LEVEL P1 & P2	0 SF
LEVEL 1	2,833 SF
LEVEL 2	0 SF
LEVELS 3-22	189,800 SF
<b>PHASE 2 (OFFICE TOWER) - TOTAL GROSS FLOOR AREA</b>	<b>192,233 SF</b>

<b>PHASE 1 + PHASE 2 - TOTAL GROSS FLOOR AREA</b>	<b>422,262 SF</b>
---	-------------------

MINIMUM NON-RESIDENTIAL REQUIRED FOR 3.0 FAR (50% OF TOTAL GROSS FLOOR AREA)	PROVIDED NON-RESIDENTIAL
211,131 SF	211,274 SF

MAXIMUM RESIDENTIAL REQUIRED FOR 3.0 FAR (50% OF TOTAL GROSS FLOOR AREA)	PROVIDED RESIDENTIAL*
211,131 SF	210,988 SF
*SEE TABLE "PHASE 1 - PROVIDED RESIDENTIAL GROSS FLOOR AREA DATA" FOR CALCULATION	

TOTAL GROSS FLOOR AREA / NET SITE AREA	FLOOR AREA RATIO
422,262 SF / 93,839 SF =	4.49

PHASE 1 - NON-RESIDENTIAL DATA	
USE	AREA
COMMERCIAL (LEVEL 1)	1,744 SF
CAFE (LEVEL 1)	1,743 SF
LEASING OFFICE (LEVEL 1)	3,545 SF
FITNESS (LEVEL 1)	4,237 SF
DOG SPA (LEVEL 1)	275 SF
LIVE-WORK OFFICES (LEVEL 1)	1,764 SF
HOTEL UNITS (LEVELS 1 AND 2) TOTAL 8	5,733 SF
<b>TOTAL NON-RESIDENTIAL</b>	<b>19,041 SF</b>

PHASE 1 - RESIDENTIAL DATA					
UNIT TYPE	SIZE	COUNT	TOTAL SF	MIX	REQ'D PARKING
1 BEDROOM (STUDIO S1)	569 SF	24	13,858 SF	12%	24
1 BEDROOM (A1)	662 SF	40	26,480 SF	21%	40
1 BEDROOM (A2)	724 SF	6	4,344 SF	3%	6
1 BEDROOM (A2-1)	782 SF	18	14,078 SF	9%	18
1 BEDROOM (A2-2)	714 SF	6	4,284 SF	3%	6
1 BEDROOM (A3)	761 SF	7	5,327 SF	4%	7
1 BEDROOM (A4)	829 SF	5	4,145 SF	3%	5
1 BEDROOM (A5)	833 SF	15	12,495 SF	8%	15
1 BEDROOM (LIVE/WORK #1)	628 SF	4	2,512 SF	2%	4
2 BEDROOM (B1)	982 SF	41	40,262 SF	21%	41
2 BEDROOM (B2)	1,110 SF	23	25,530 SF	12%	23
2 BEDROOM (B3)	1,230 SF	5	6,150 SF	3%	5
<b>TOTAL RESIDENTIAL UNITS</b>		<b>194</b>	<b>159,261 SF</b>	<b>100%</b>	<b>194</b>
<b>TOTAL STUDIO UNITS</b>		<b>24</b>	<b>13,858 SF</b>	<b>12%</b>	
<b>TOTAL 1 BEDROOM UNITS</b>		<b>101</b>	<b>73,663 SF</b>	<b>52%</b>	
<b>TOTAL 2 BEDROOM UNITS</b>		<b>69</b>	<b>65,792 SF</b>	<b>36%</b>	
<b>AVERAGE UNIT SIZE</b>			<b>821 SF</b>		

PHASE 1 - RESIDENTIAL AMENITIES DATA	
USE	AREA
CLUB/LOUNGE (LEVEL 2)	2,770 SF
CLUB/LOUNGE PATIO (LEVEL 2)	494 SF
MEDIA (LEVEL 2)	847 SF
CLUB/LOUNGE (LEVEL 3)	2,320 SF
ROOF TERRACE 1 (LEVEL 3)	2,010 SF
<b>TOTAL RESIDENTIAL AMENITIES AREA</b>	<b>8,441 SF</b>

PHASE 1 - PROVIDED RESIDENTIAL GROSS FLOOR AREA DATA	
USE	AREA
RESIDENTIAL UNITS	159,261 SF
RESIDENTIAL AMENITIES AREA	8,441 SF
COVERED RESIDENTIAL CORRIDORS, DECKS AND PATIOS	43,288 SF
<b>TOTAL RESIDENTIAL AREA</b>	<b>210,988 SF</b>

PHASE 1 - REQUIRED VEHICLE PARKING DATA				
REQUIRED NON-RESIDENTIAL PARKING				
USE	PARKING FACTOR		REQUIRED PARKING	
	MIN	MAX	MIN	MAX
OFFICES	1 PER 1,000 SF	4 PER 1,000 SF	5	21
COMMERCIAL / CAFE / DOG SPA	2 PER 1,000 SF	4 PER 1,000 SF	8	15
FITNESS	2 PER 1,000 SF	4 PER 1,000 SF	8	17
HOTEL UNITS	1 PER UNIT		8	8
STANDARD NON-RESIDENTIAL PARKING REQUIRED (WARNER CENTER 2035 PLAN)			MINIMUM	29
ACCESSIBLE NON-RESIDENTIAL PARKING REQUIRED (CBC 2016 TABLE 11B-208.2)			MAXIMUM	61
				1

REQUIRED RESIDENTIAL PARKING	
STANDARD RESIDENTIAL PARKING REQUIRED (WARNER CENTER 2035 PLAN)	194
ACCESSIBLE RESIDENTIAL PARKING REQUIRED (CBC 2016 SECTION 1109A.3)	5

PHASE 1 - PROVIDED VEHICLE PARKING DATA (5% OF PARKING SPACES TO BE DESIGNATED FOR ELECTRICAL CHARGING OUTLETS PER WCSP)			
PROVIDED NON-RESIDENTIAL PARKING			
LEVEL	TYPE	PROVIDED PARKING	TOTAL
LEVEL 1	STANDARD	23	29
	COMPACT	5	
	TANDEM	0	
	ACCESSIBLE	1	
<b>TOTAL NON-RESIDENTIAL PARKING PROVIDED</b>			<b>29</b>

PROVIDED RESIDENTIAL PARKING			
LEVEL	TYPE	PROVIDED PARKING	TOTAL
LEVEL P1	STANDARD	51	165
	COMPACT	6	
	TANDEM	106	
	ACCESSIBLE	2	
LEVEL 1	STANDARD	4	53
	COMPACT	0	
	TANDEM	48	
	ACCESSIBLE	1	
LEVEL 2	STANDARD	40	70
	COMPACT	6	
	TANDEM	22	
	ACCESSIBLE	2	
<b>TOTAL RESIDENTIAL PARKING PROVIDED</b>			<b>288</b>

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PROJECT DATA



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PHASE 2 (OFFICE TOWER) - REQUIRED VEHICLE PARKING DATA				
REQUIRED NON-RESIDENTIAL PARKING				
USE	PARKING FACTOR		REQUIRED PARKING	
	MIN	MAX	MIN	MAX
OFFICES	1 PER 1,000 SF	4 PER 1,000 SF	192	769
STANDARD NON-RESIDENTIAL PARKING REQUIRED (WARNER CENTER 2035 PLAN)			MINIMUM	192
			MAXIMUM	769
ACCESSIBLE NON-RESIDENTIAL PARKING REQUIRED (CBC 2018 TABLE 11B-208.2)			7	

PHASE 2 (OFFICE TOWER) - PROVIDED VEHICLE PARKING DATA (5% OF PARKING SPACES TO BE DESIGNATED FOR ELECTRICAL CHARGING OUTLETS PER WCSP)			
PROVIDED NON-RESIDENTIAL PARKING			
LEVEL	TYPE	PROVIDED PARKING	TOTAL
LEVEL P2	STANDARD	78	234
LEVEL P1	STANDARD	74	
LEVEL 1	STANDARD	30	
LEVEL 2	STANDARD	52	
TOTAL NON-RESIDENTIAL PARKING PROVIDED			234

PHASE 1 + PHASE 2 (OFFICE TOWER) - GRAND TOTAL VEHICLE PARKING PROVIDED	
NON-RESIDENTIAL	283
RESIDENTIAL	288

TYPE	TOTAL PROVIDED PARKING BY TYPE
STANDARD	345
COMPACT	17
TANDEM	178
ACCESSIBLE	13
PHASE 1 + PHASE 2 (OFFICE TOWER) - TOTAL PROVIDED PARKING	551

PHASE 1 - REQUIRED BICYCLE PARKING DATA		
REQUIRED RESIDENTIAL BICYCLE PARKING - LAMC TABLE 12.21 A.16 (a)(1)(i)		
LONG TERM (INCLUDES 2 SPACES FOR HOTEL UNITS)		124
SHORT TERM (INCLUDES 2 SPACES FOR HOTEL UNITS)		14
REQUIRED NON-RESIDENTIAL BICYCLE PARKING - LAMC TABLE 12.21 A.16 (a)(2)		
LONG TERM	OFFICE (1 PER 5,000 SF)	2
	COMMERCIAL/ DOG SPA (1 PER 2,000 SF)	2
	CAFE (1 PER 2,000 SF)	2
	FITNESS (1 PER 2,000 SF)	2
TOTAL		8
SHORT TERM	OFFICE (1 PER 10,000 SF)	2
	COMMERCIAL/ DOG SPA (1 PER 2,000 SF)	2
	CAFE (1 PER 2,000 SF)	2
	FITNESS (1 PER 2,000 SF)	2
TOTAL		8

PHASE 1 - PROVIDED BICYCLE PARKING DATA		
ON-SITE CHANGING / SHOWER FACILITIES FOR EMPLOYEES PROVIDED AT LEVEL 1 FITNESS		
PROVIDED RESIDENTIAL BICYCLE PARKING		
LONG-TERM (LEVEL P1)		124
SHORT-TERM (LEVEL 1)		14
PROVIDED NON-RESIDENTIAL BICYCLE PARKING		
LONG-TERM (LEVEL 1)		8
SHORT-TERM (LEVEL 1)		8

PHASE 2 (OFFICE TOWER) - REQUIRED BICYCLE PARKING DATA		
REQUIRED NON-RESIDENTIAL BICYCLE PARKING		
LONG TERM	OFFICE (1 PER 5,000 SF)	38
SHORT TERM	OFFICE (1 PER 10,000 SF)	19
TOTAL		57

PHASE 2 (OFFICE TOWER) - PROVIDED BICYCLE PARKING DATA		
ON-SITE CHANGING / SHOWER FACILITIES FOR EMPLOYEES PROVIDED AT LEVEL 1 FITNESS		
PROVIDED NON-RESIDENTIAL BICYCLE PARKING		
LONG-TERM (LEVEL 1)		38
SHORT-TERM (LEVEL 1)		20

PHASE 1 + PHASE 2 (OFFICE TOWER) - GRAND TOTAL BICYCLE PARKING PROVIDED	
NON-RESIDENTIAL	74
RESIDENTIAL	138

PHASE 1 + PHASE 2 (OFFICE TOWER) - TOTAL BICYCLE PARKING	
	212

PHASE 1 - REQUIRED RESIDENTIAL MOTORCYCLE / SCOOTER PARKING	
REQUIRED RESIDENTIAL MOTORCYCLE PARKING (5% OF BUILDING OCCUPANTS BASED ON 1.5 PERSONS PER DWELLING UNIT)	
BUILDING OCCUPANTS PER WCSP (202 X 1.5)	303
REQUIRED MOTORCYCLE / SCOOTER PARKING (5% OF OCCUPANTS)	16
PHASE 1 - REQUIRED NON-RESIDENTIAL MOTORCYCLE PARKING	
REQUIRED NON-RESIDENTIAL MOTORCYCLE PARKING (5% OF BUILDING OCCUPANTS BASED ON 1 EMPLOYEE PER 350 SF FLOOR AREA)	
BUILDING OCCUPANTS PER WCSP (13,033 SF QUALIFYING AREA/ 350 SF)	38
REQUIRED MOTORCYCLE / SCOOTER PARKING (5% OF OCCUPANTS)	2

PHASE 1 - PROVIDED MOTORCYCLE / SCOOTER PARKING DATA	
PROVIDED RESIDENTIAL MOTORCYCLE PARKING	
LEVEL P1	16
PROVIDED NON-RESIDENTIAL MOTORCYCLE PARKING	
LEVEL 1	2

PHASE 2 (OFFICE TOWER) - REQUIRED NON-RESIDENTIAL MOTORCYCLE PARKING	
REQUIRED NON-RESIDENTIAL MOTORCYCLE PARKING (5% OF BUILDING OCCUPANTS BASED ON 1 EMPLOYEE PER 350 SF FLOOR AREA)	
BUILDING OCCUPANTS PER WCSP (191,950 SF QUALIFYING AREA/ 350 SF)	549
REQUIRED MOTORCYCLE / SCOOTER PARKING (5% OF OCCUPANTS)	28

PHASE 2 (OFFICE TOWER) - PROVIDED MOTORCYCLE / SCOOTER PARKING DATA	
PROVIDED NON-RESIDENTIAL MOTORCYCLE PARKING	
LEVEL 1	14
LEVEL 2	14

PHASE 1 + PHASE 2 (OFFICE TOWER) - GRAND TOTAL MOTORCYCLE PARKING PROVIDED	
NON-RESIDENTIAL	30
RESIDENTIAL	18

PHASE 1 + PHASE 2 (OFFICE TOWER) - TOTAL MOTORCYCLE PARKING	
	46

PUBLIC ACCESSIBLE OPEN SPACE CALCULATION	
REQUIRED PUBLIC ACCESSIBLE OPEN SPACE (15% OF NET SITE)	14,076 SF
PROVIDED PUBLIC ACCESSIBLE OPEN SPACE (PHASE 2)	15,200 SF TOTAL
REQUIRED LANDSCAPE PAOS (50% OF PROVIDED PAOS)	7,600 SF
PROVIDED LANDSCAPE PAOS (PHASE 2)	7,751 SF

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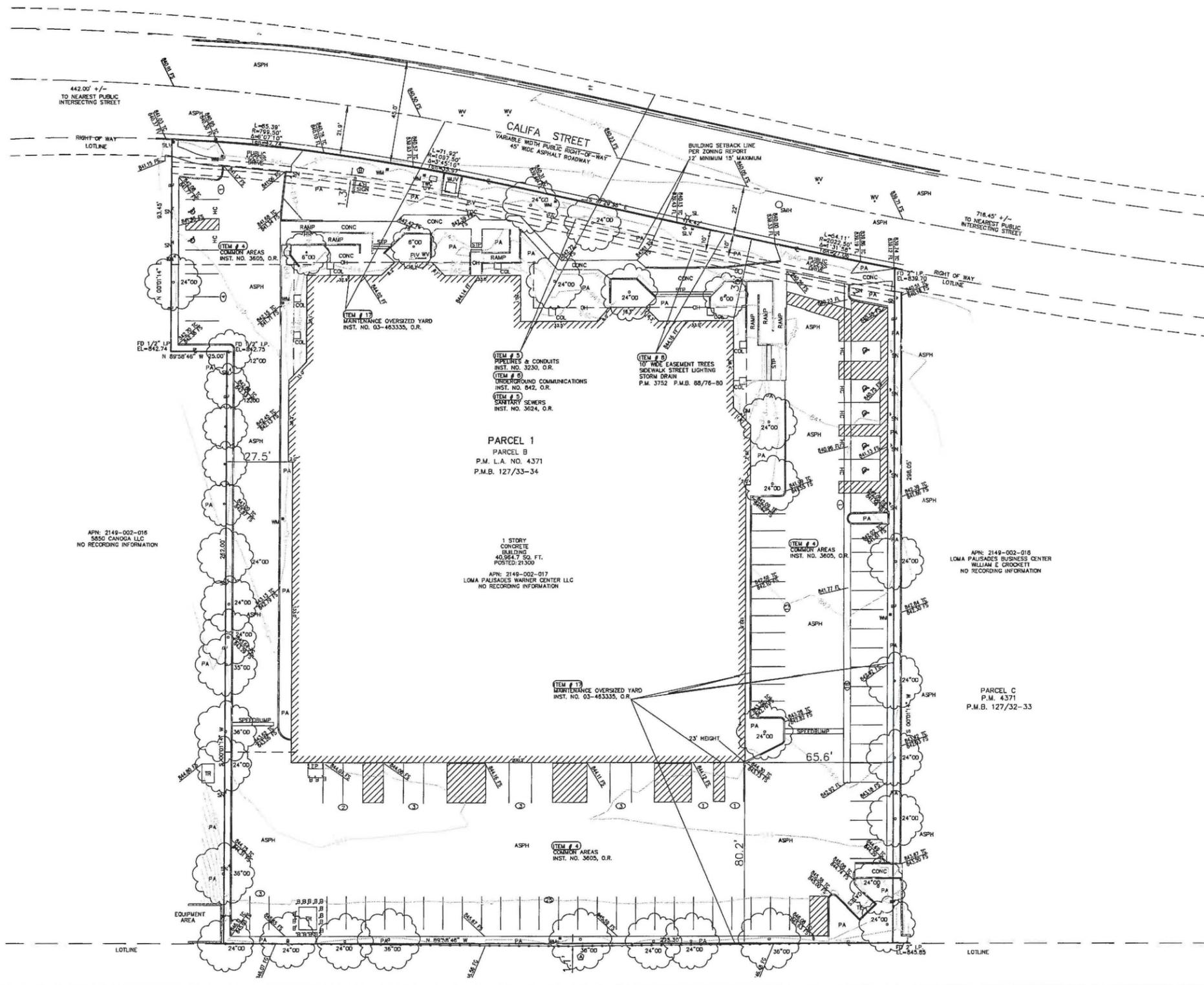
PROJECT DATA



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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**LEGEND**

- APN ASSESSORS PARCEL NUMBER
- ASPH ASPHALT
- B BOLLARD
- BK. BOOK
- CONC CONCRETE
- DOC. DOCUMENT
- EM ELECTRIC METER
- FD FOUND MONUMENT - AS NOTED
- HC HANDICAP
- LS LIGHT STANDARD
- NO. NUMBER
- O.R. OFFICIAL RECORDS
- OH OVERHANG
- OHBB OVERHEAD BILLBOARD
- OHE OVERHEAD ELECTRIC LINE
- OHT OVERHEAD TELEPHONE LINE
- PA PLANTER AREA
- PG. PAGE
- PL PROPERTY LINE
- PP POWER POLE
- STP STEP
- TE TRASH ENCLOSURE
- WM WATER METER
- WV WATER VALVE
- Block Wall - Typical
- Parking Space Counter
- Hatched Area - Painted
- ( ) QUANTITY
- FENCE CHAIN LINK - TYPICAL
- FENCE WROUGHT IRON - TYPICAL
- FIRE DEPARTMENT CHECK VALVE
- |— CONTOURS
- TREE DECIDUOUS
- IP. IRON PIPE
- EL. ELEVATION
- O.D. OUTSIDE DIAMETER

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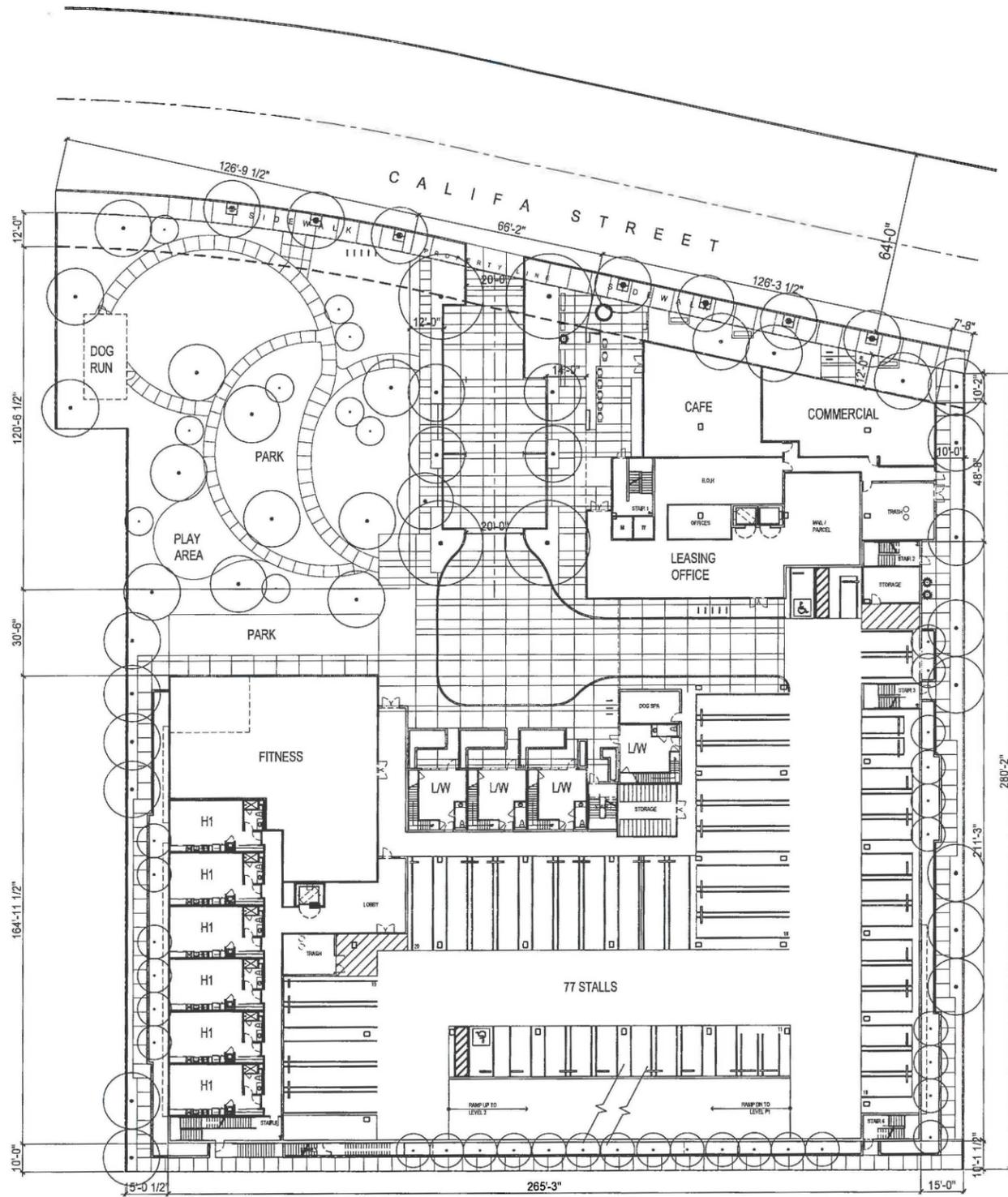


EXISTING SITE PLAN

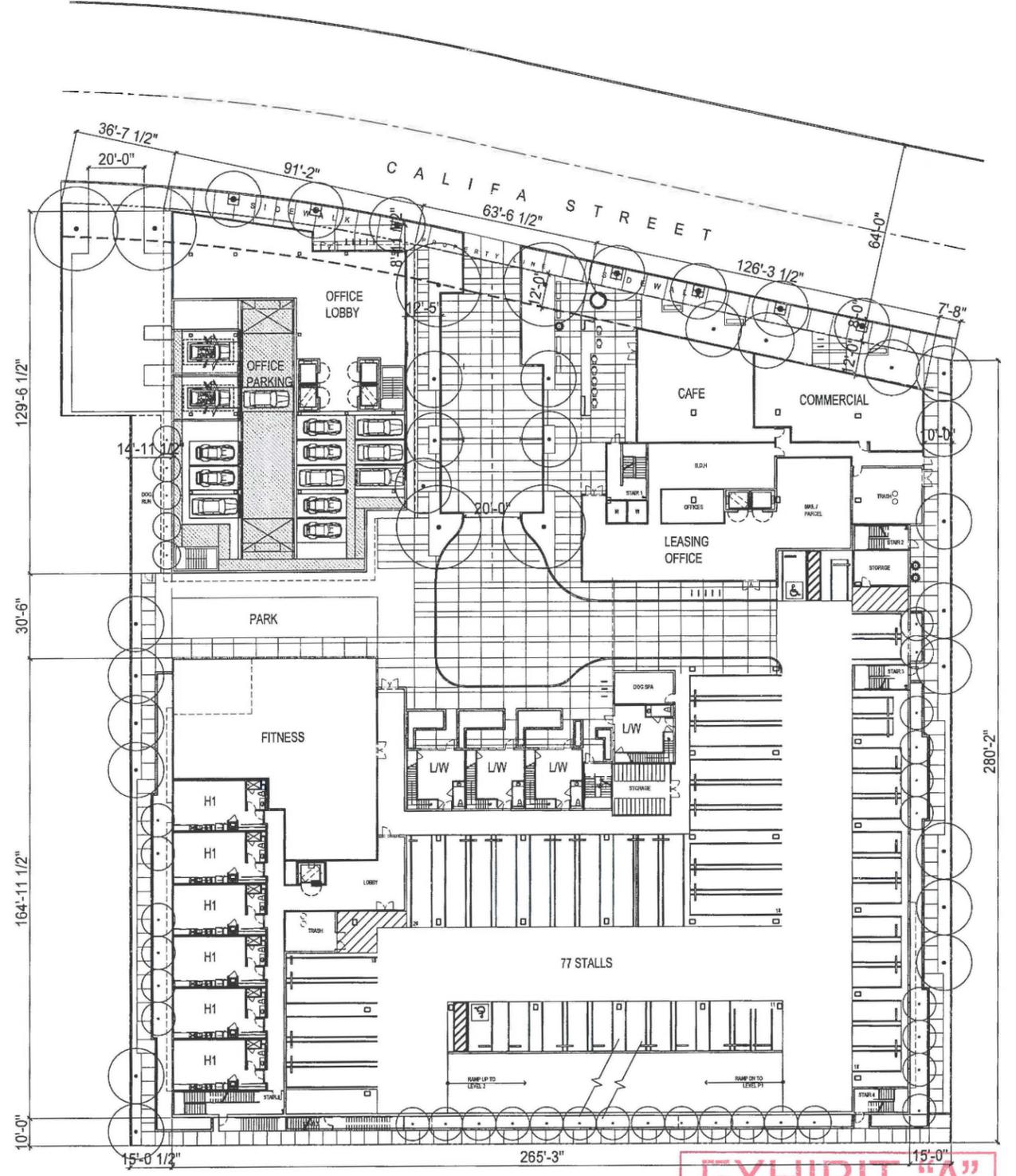
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**PHASE 1**



**PHASE 2**



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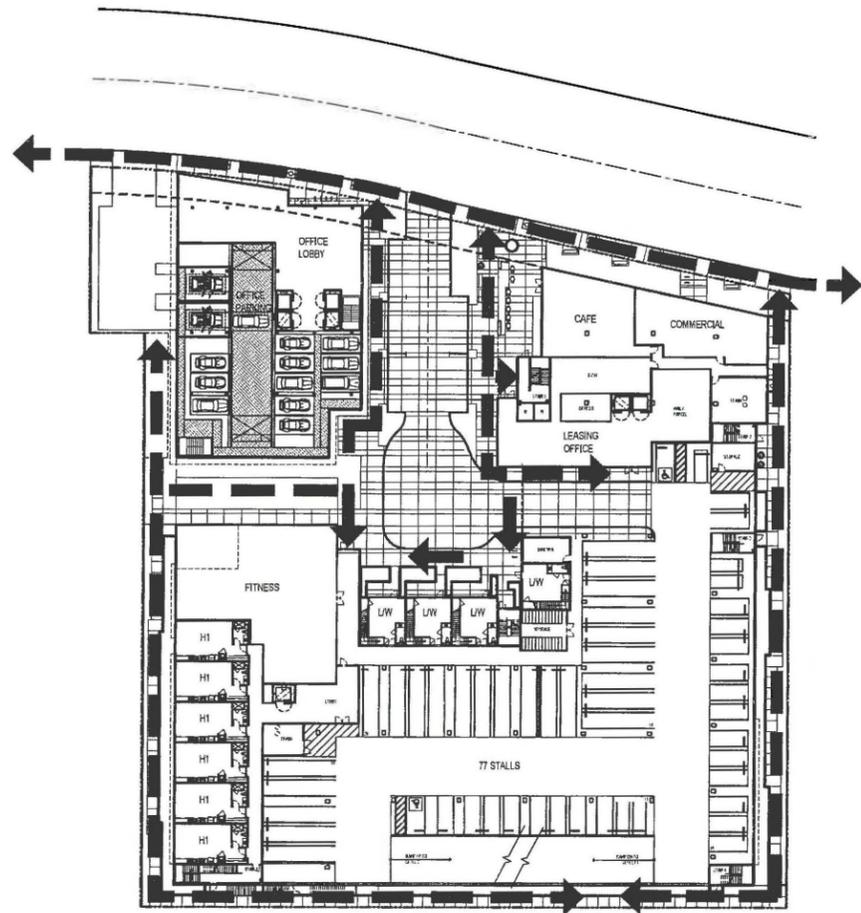
PHASE 1 & 2 - SITE PLANS  
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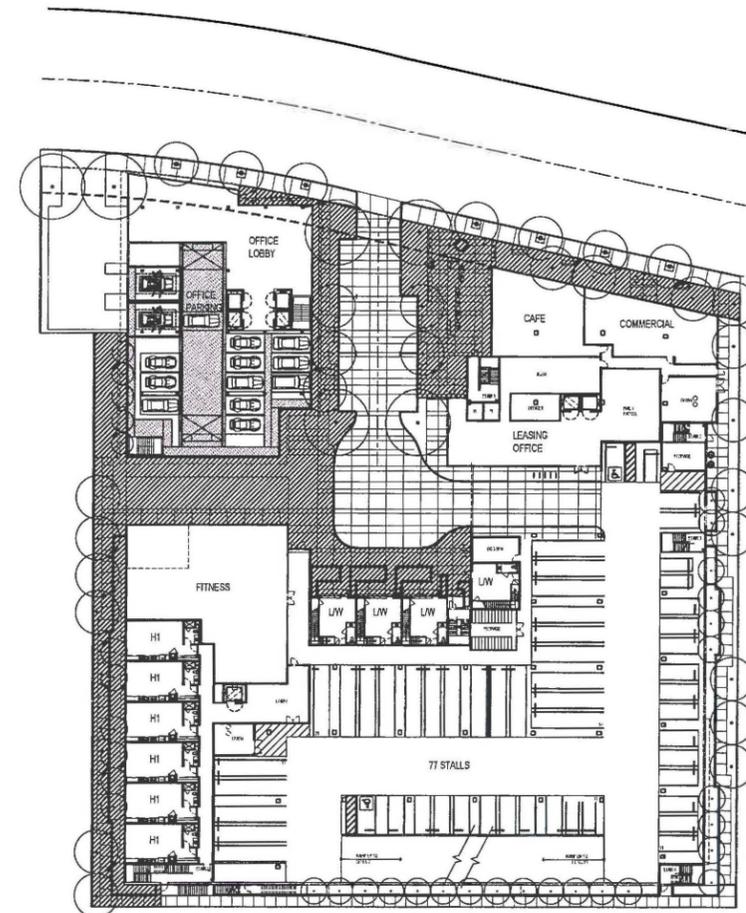
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**CONNECTIVITY DIAGRAM**



**PAOS DIAGRAM**

SITE AREA: 93,839 SF

TOTAL REQUIRED: 14,076 SF (15% OF SITE AREA)

TOTAL PROVIDED: 15,200 SF

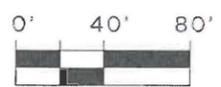
\*SEE LANDSCAPE PLANS FOR LANDSCAPING DETAILS

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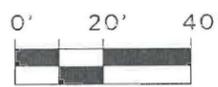
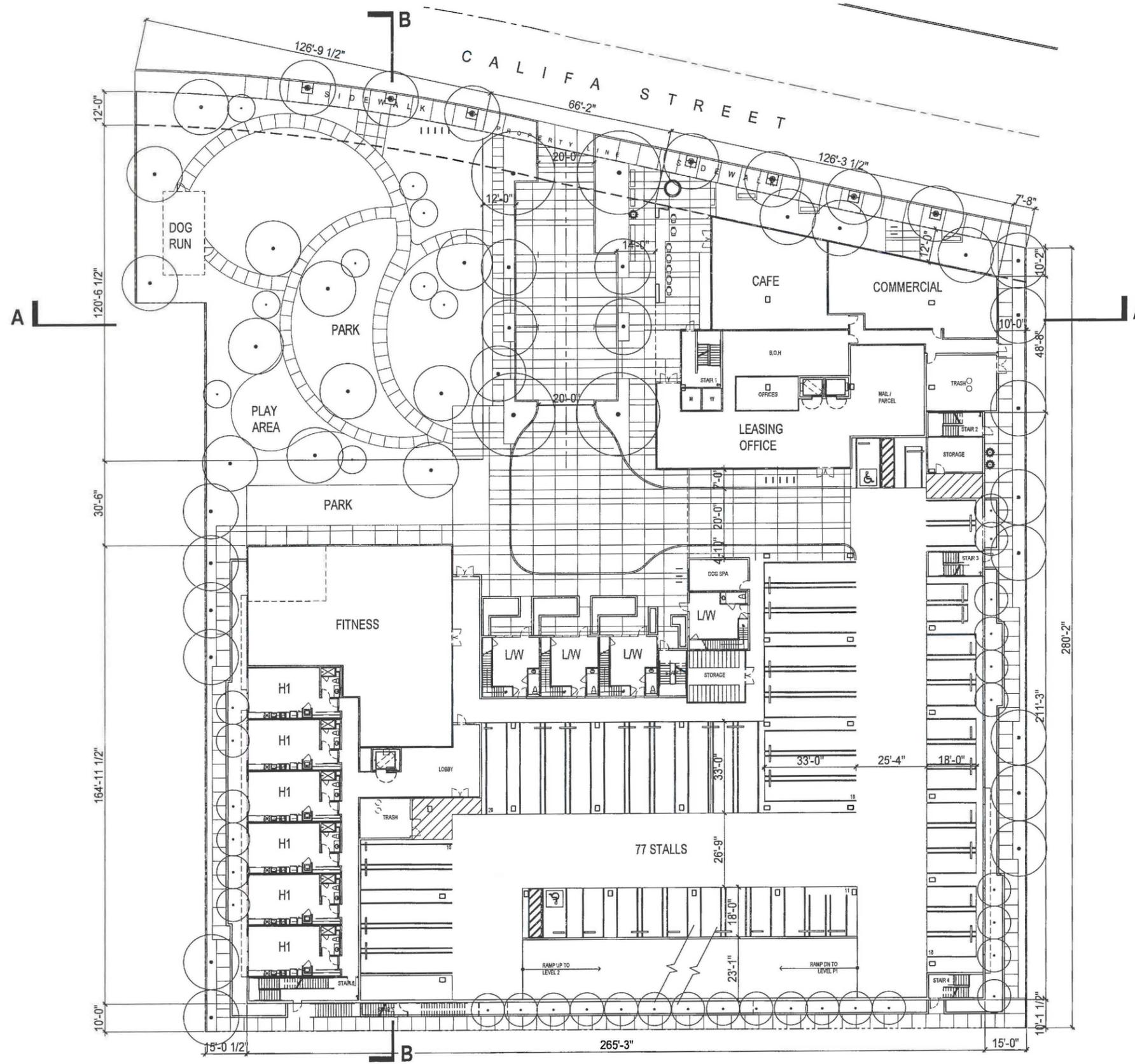


**CONNECTIVITY & PAOS DIAGRAMS**



**CALIFA STREET MIXED USE**  
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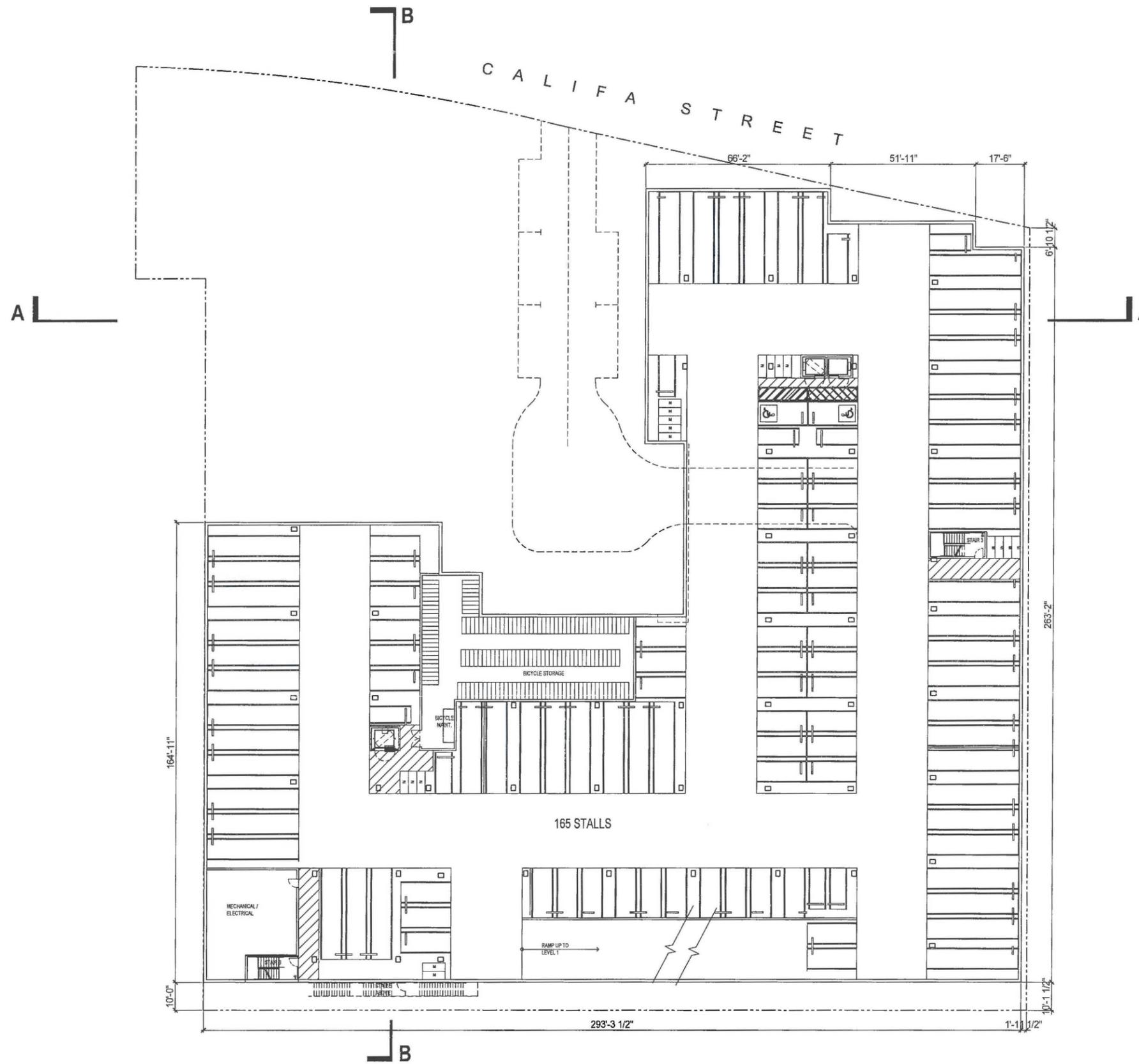
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**PHASE 1**  
**FLOOR PLAN - LEVEL 1**

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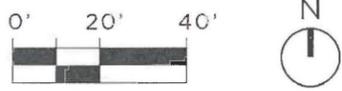
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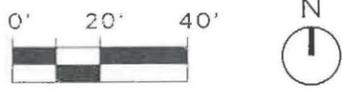
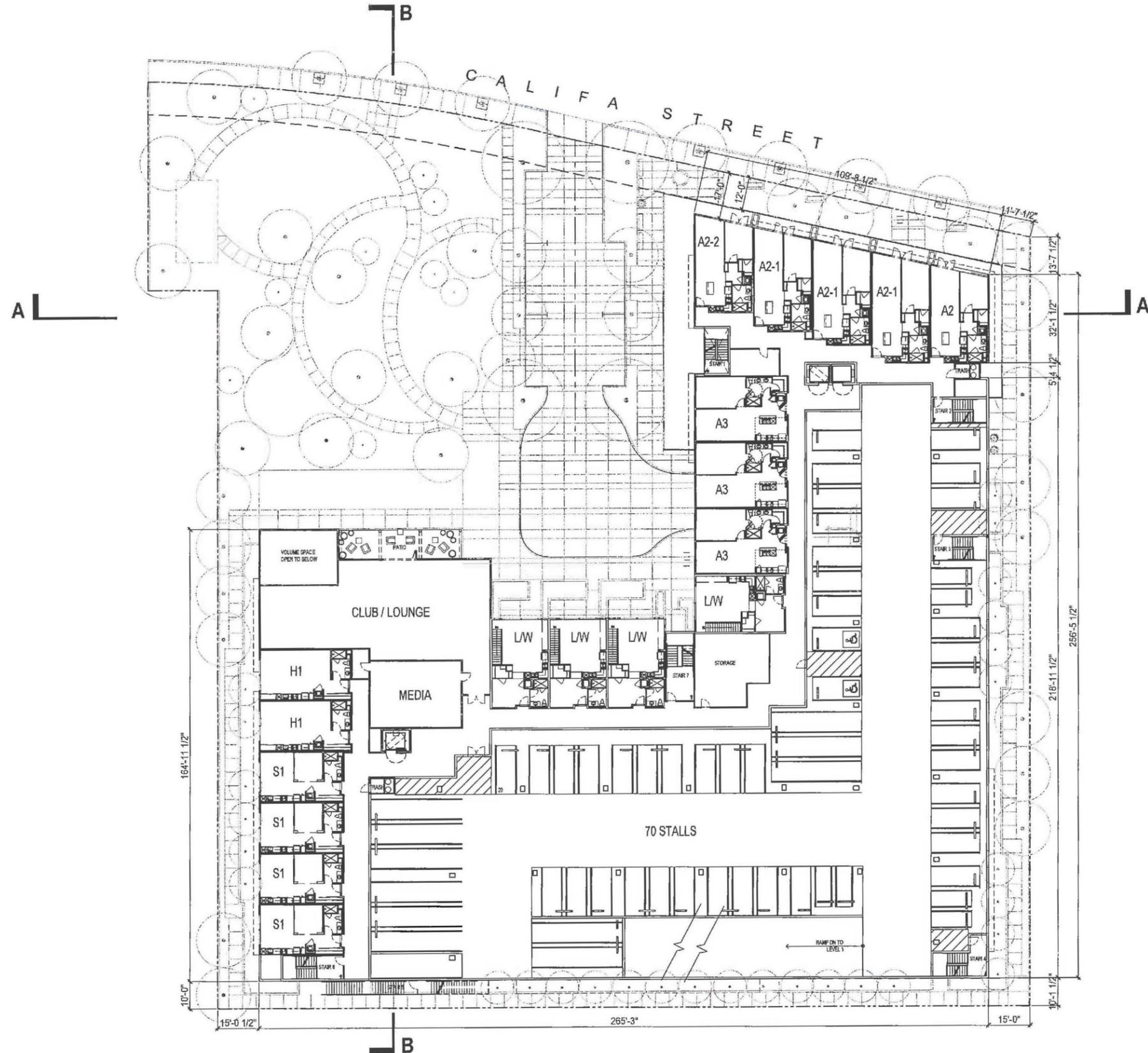
**PHASE 1**  
**FLOOR PLAN - LEVEL P1**



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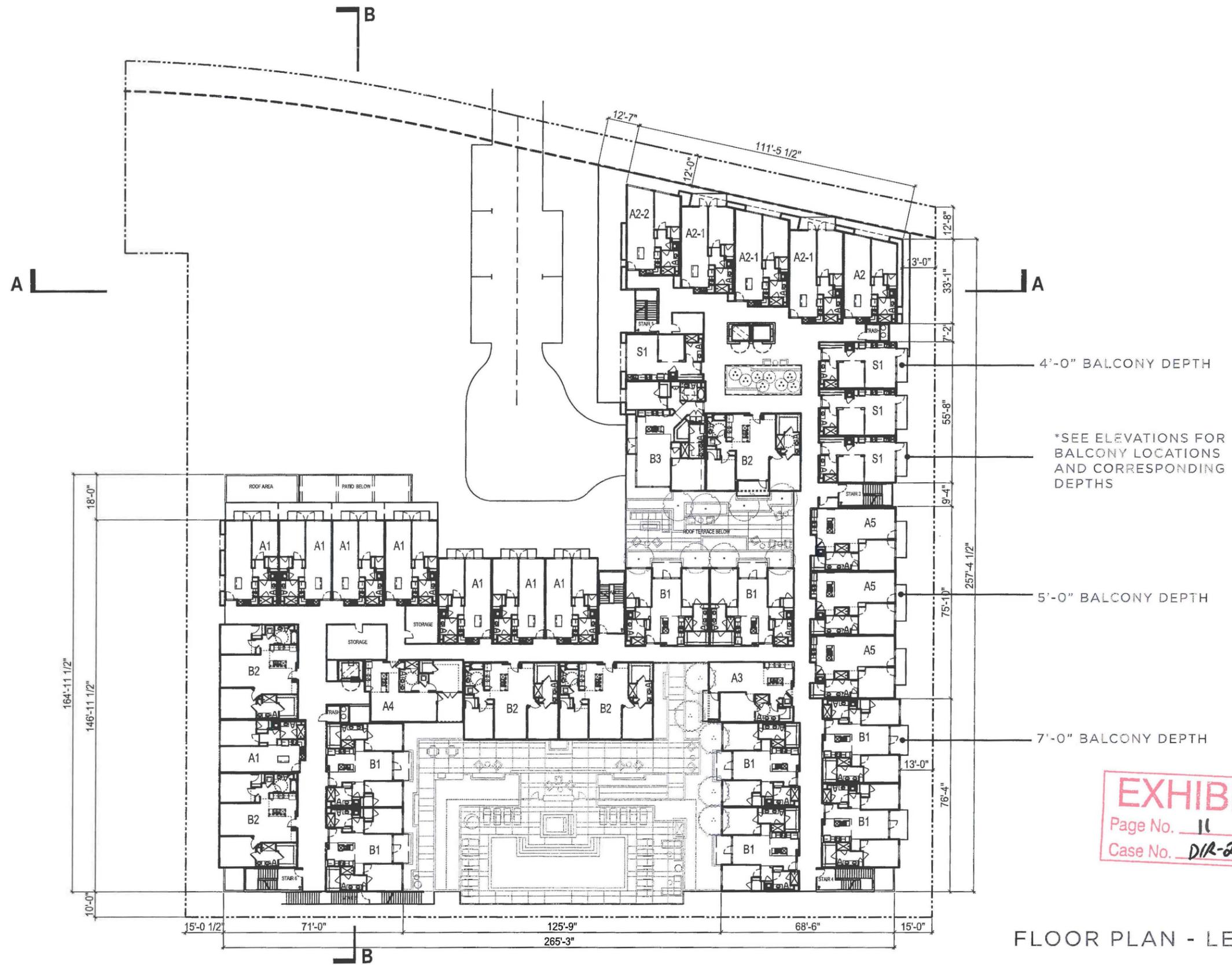
**PHASE 1**  
**FLOOR PLAN - LEVEL 2**



**CALIFA STREET MIXED USE**  
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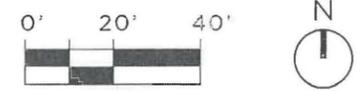




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**PHASE 1**  
**FLOOR PLAN - LEVELS 4-7**



**CALIFA STREET MIXED USE**  
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PHASE 1  
ELEVATIONS



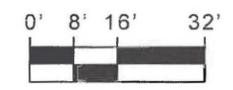
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PHASE 1  
ELEVATIONS



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NORTH ELEVATION (VIEW ALONG CALIFA STREET)

**MATERIAL LEGEND**

- 1 STUCCO - FINE SAND ACRYLIC FINISH (COLOR: WHITE - DEW380)
- 2 STUCCO - FINE SAND ACRYLIC FINISH (COLOR: PEWTER PATTERN - DET627)
- 3 STUCCO - FINE SAND ACRYLIC FINISH (COLOR: TANGERINE TANGO - DE5194)
- 4 STUCCO - FINE SAND ACRYLIC FINISH (COLOR: METAL FRINGE - DET626)
- 5 WOOD SLAT BALCONY (COLOR: OLYMPIC - 901 WHITE BIRCH)
- 6 WOOD SLAT SIDING (COLOR: OLYMPIC - 901 WHITE BIRCH)
- 7 VERTICAL METAL SIDING (COLOR: METAL SALES - TAUPE 74)
- 8 STUCCO - FINE SAND ACRYLIC FINISH (COLOR: COVERED IN PLATINUM - DE6367)
- 9 VERTICAL METAL SIDING (COLOR: METAL SALES - CUSTOM COLOR TO MATCH CONFIDENT YELLOW - DEA117)
- 10 VERTICAL METAL PANELS (COLOR: METAL SALES - CUSTOM COLOR TO MATCH TANGERINE TANGO - DE5194)
- 11 SILVER STEEL CANOPY
- 12 STUCCO - FINE SAND ACRYLIC FINISH (COLOR: CASTLEROCK - DE6375)
- 13 OPEN STEEL STAIR
- 14 SILVER PERFORATED METAL SCREEN RAILING
- 15 ORANGE PERFORATED METAL SCREEN RAILING
- 16 CONCRETE BLOCK (DARK GRAY)

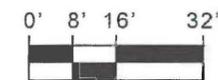


WEST ELEVATION

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**PHASE 1**

**TYPICAL BUILDING MATERIALS/COLORS**



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PHASE 1  
PERSPECTIVE VIEWS



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PHASE 1

PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
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JUN 18 2020

PHASE 1

PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019

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PHASE 1  
PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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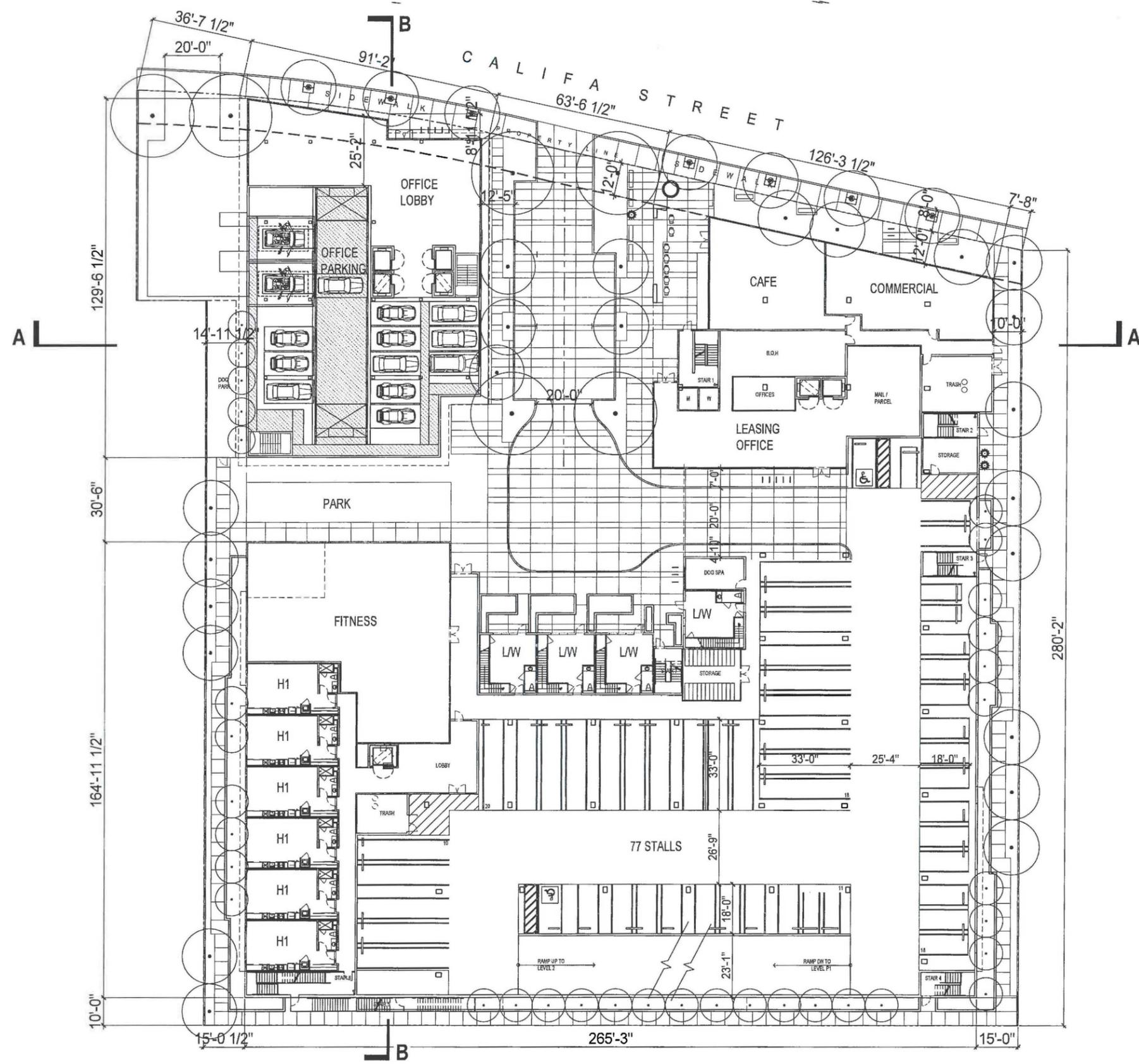
PHASE 1  
PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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JUN 18 2020

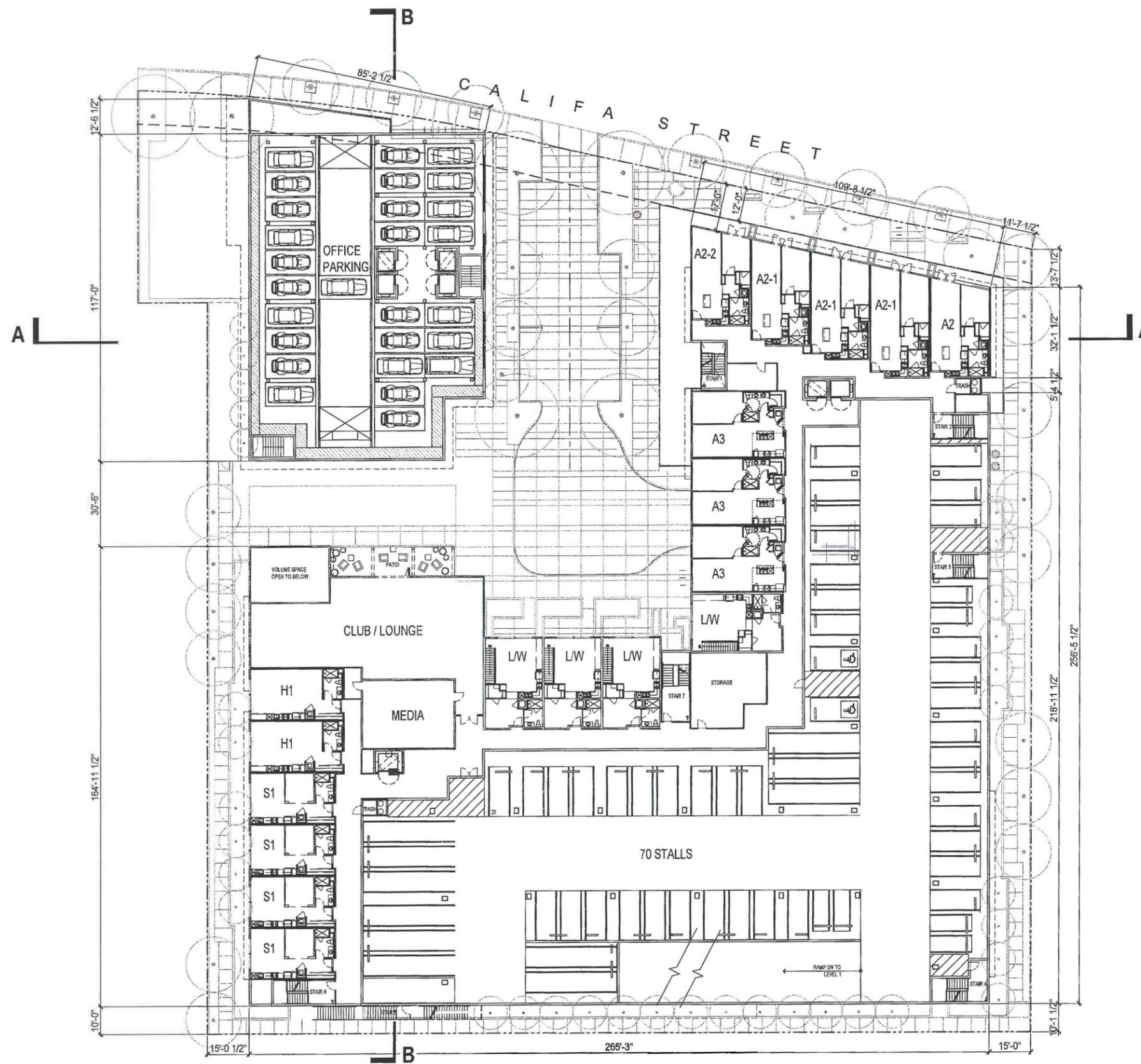
**EXHIBIT "A"**  
 Page No. 21 of 46  
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**PHASE 2**  
**FLOOR PLAN - LEVEL 1**



**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

**NEWMAN GARRISON + PARTNERS**  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



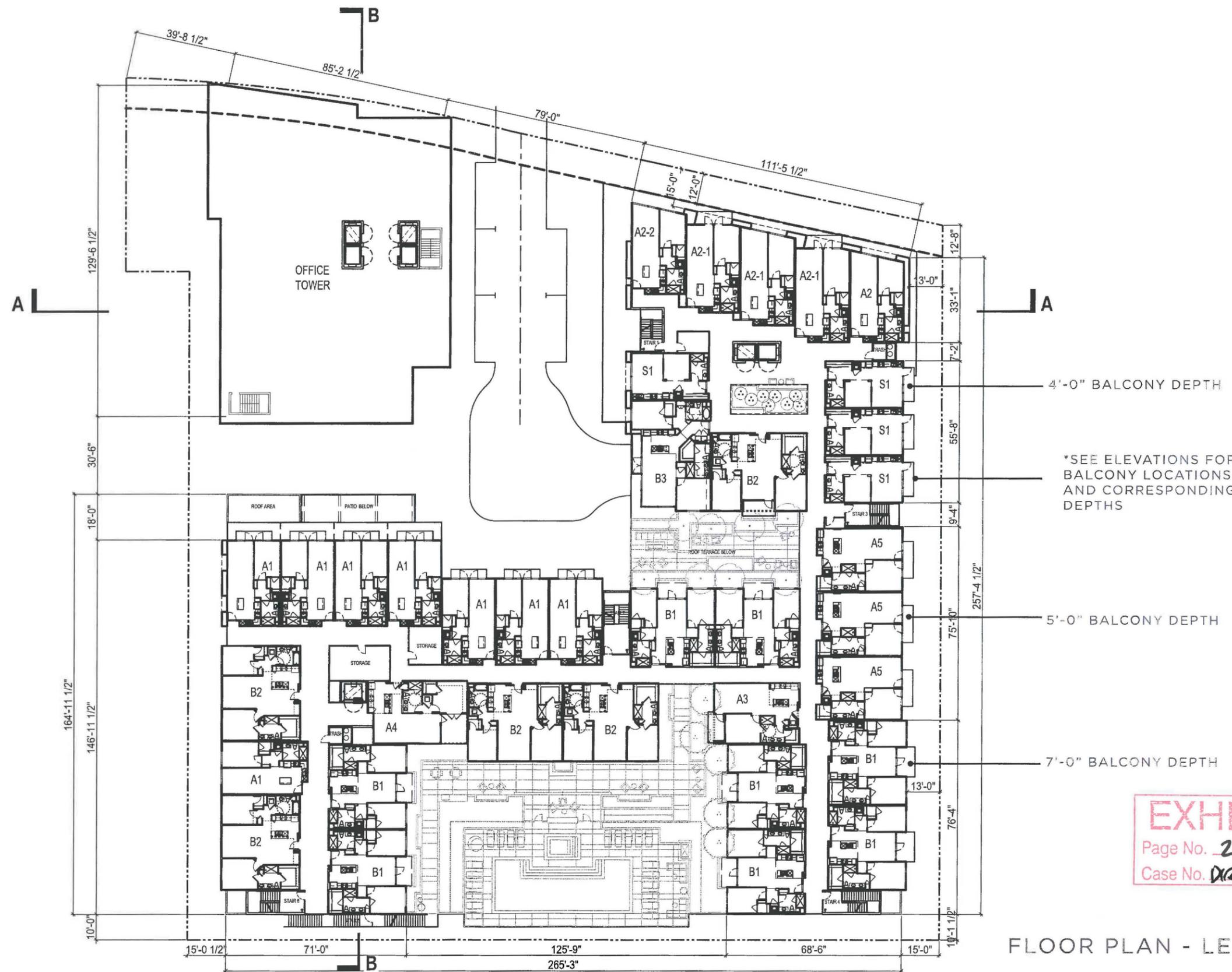
JUN 18 2020  
**EXHIBIT "A"**  
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 Case No. DR-208-2713-SPP

**PHASE 2**  
**FLOOR PLAN - LEVEL 2**



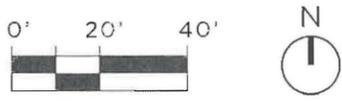
**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

**NEWMAN GARRISON + PARTNERS**  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



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**PHASE 2**  
**FLOOR PLAN - LEVELS 3-23**



**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

**NEWMAN GARRISON + PARTNERS**  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



- BALCONIES ARE 50% TRANSPARENT  
 - AT GROUND FLOOR, 75% OF BUILDING FACADE IN NON-RESIDENTIAL AREAS FEATURES TRANSPARENT GLASS AND DOORS BETWEEN 30" AND 84" FROM THE GROUND

OVERALL BUILDING HEIGHT: 95'-6"

270'-0"

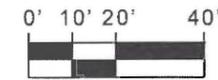
OVERALL BUILDING HEIGHT: 327'-0"

NORTH ELEVATION (VIEW ALONG CALIFA STREET)

JUN 18 2020

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PHASE 2  
 ELEVATIONS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



OVERALL BUILDING HEIGHT: 327'-0"

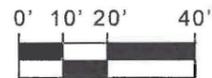
270'-0"

OVERALL BUILDING HEIGHT: 85'-6"

WEST ELEVATION

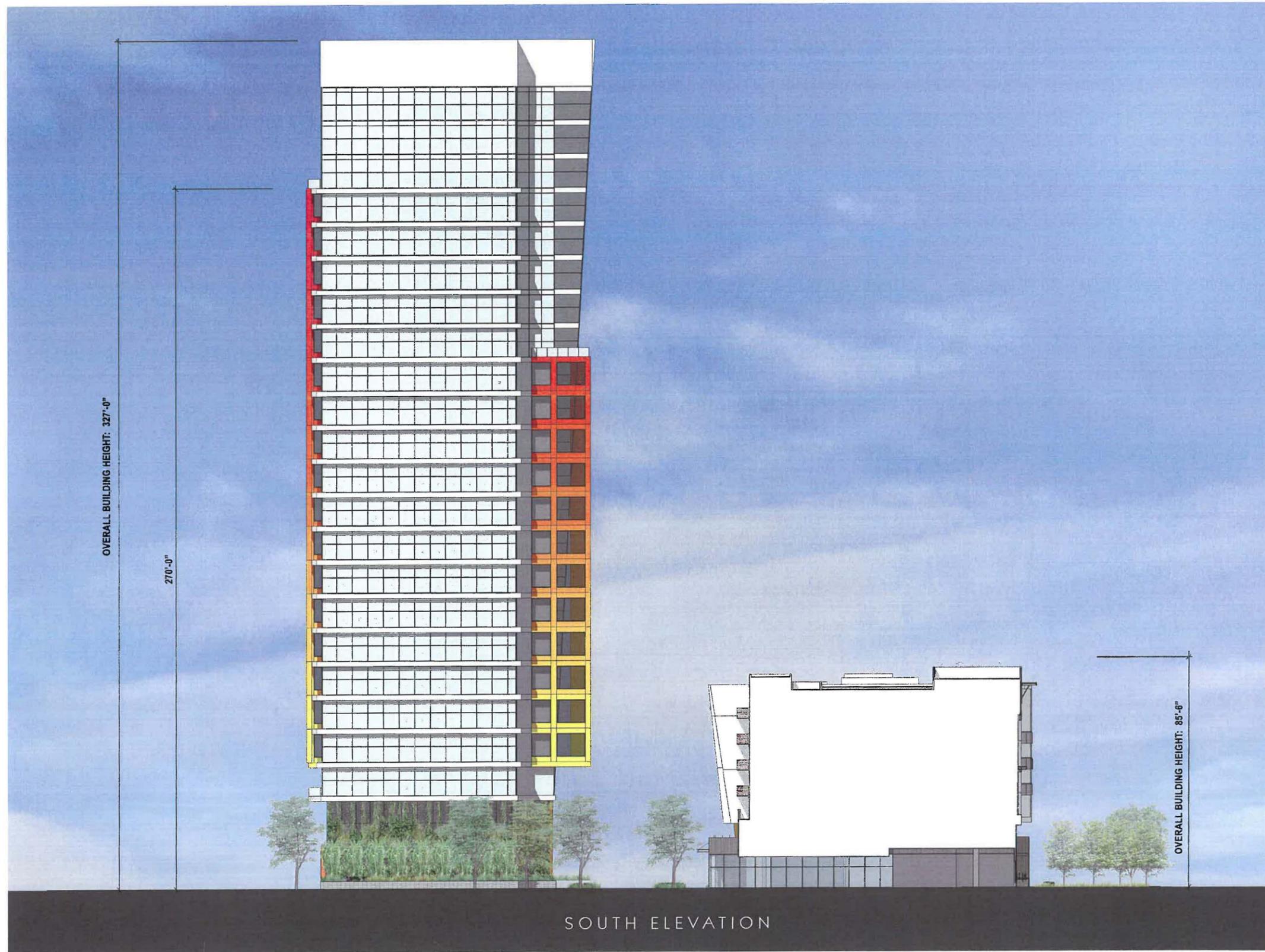
JUN 18 2020  
**EXHIBIT "A"**  
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PHASE 2  
 ELEVATIONS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

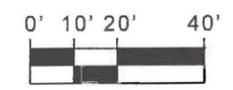
NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



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**EXHIBIT "A"**  
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PHASE 2  
 ELEVATIONS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

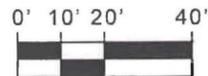
NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019

26



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**EXHIBIT "A"**  
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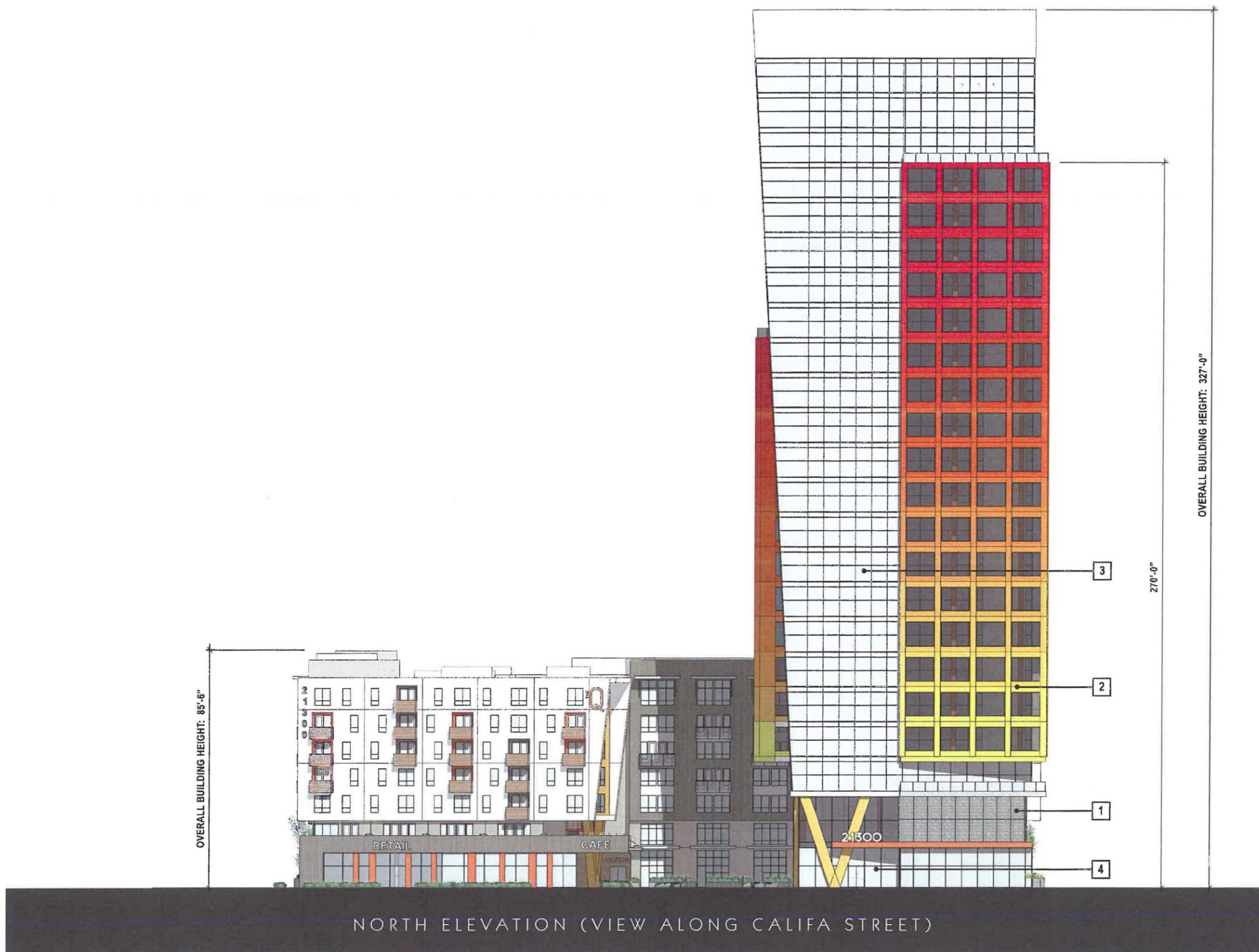
PHASE 2  
 ELEVATIONS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019

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**MATERIAL LEGEND**

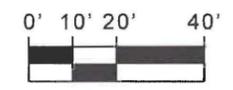
- 1 WATER JET-CUT PANELS - DARK GRAY (BOK MODERN - PATTERN A12) \* (SEE PATTERN IMAGE BELOW)
- 2 ALUMINUM PANELS WITH GRADIENT COLOR
- 3 CURTAIN WALL WINDOW SYSTEM
- 4 STOREFRONT WINDOW SYSTEM



JUN 18 2020  
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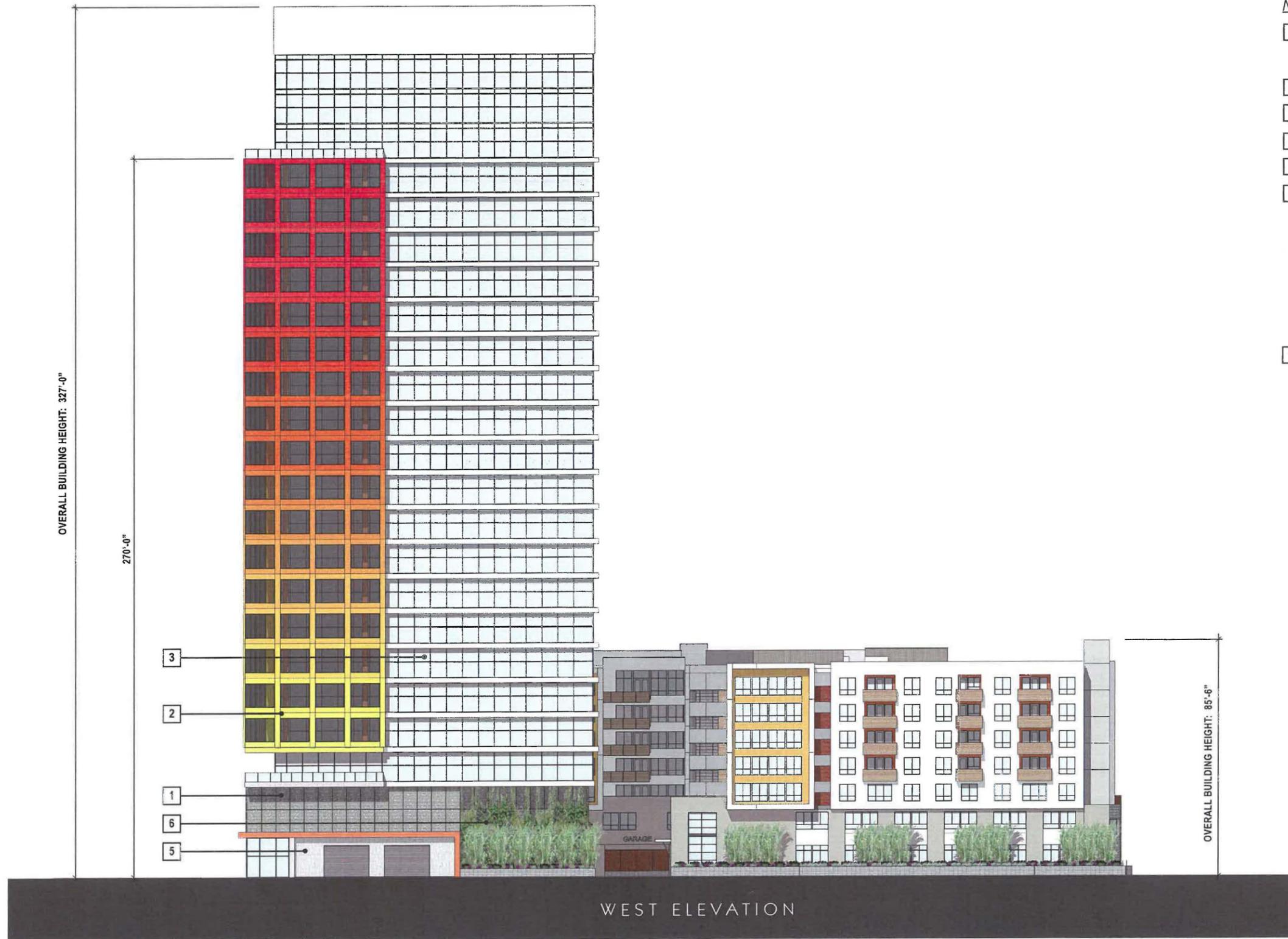
NORTH ELEVATION (VIEW ALONG CALIFA STREET)

**PHASE 2**  
**TYPICAL BUILDING MATERIALS/COLORS**



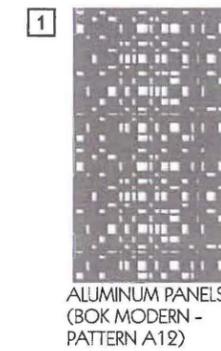
**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



**MATERIAL LEGEND**

- 1 WATER JET-CUT PANELS - DARK GRAY  
(BOK MODERN - PATTERN A12) \* (SEE PATTERN IMAGE BELOW)
- 2 ALUMINUM PANELS WITH GRADIENT COLOR
- 3 CURTAIN WALL WINDOW SYSTEM
- 4 STOREFRONT WINDOW SYSTEM
- 5 CONCRETE WALL
- 6 GREEN WALL SYSTEM



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WEST ELEVATION

PHASE 2

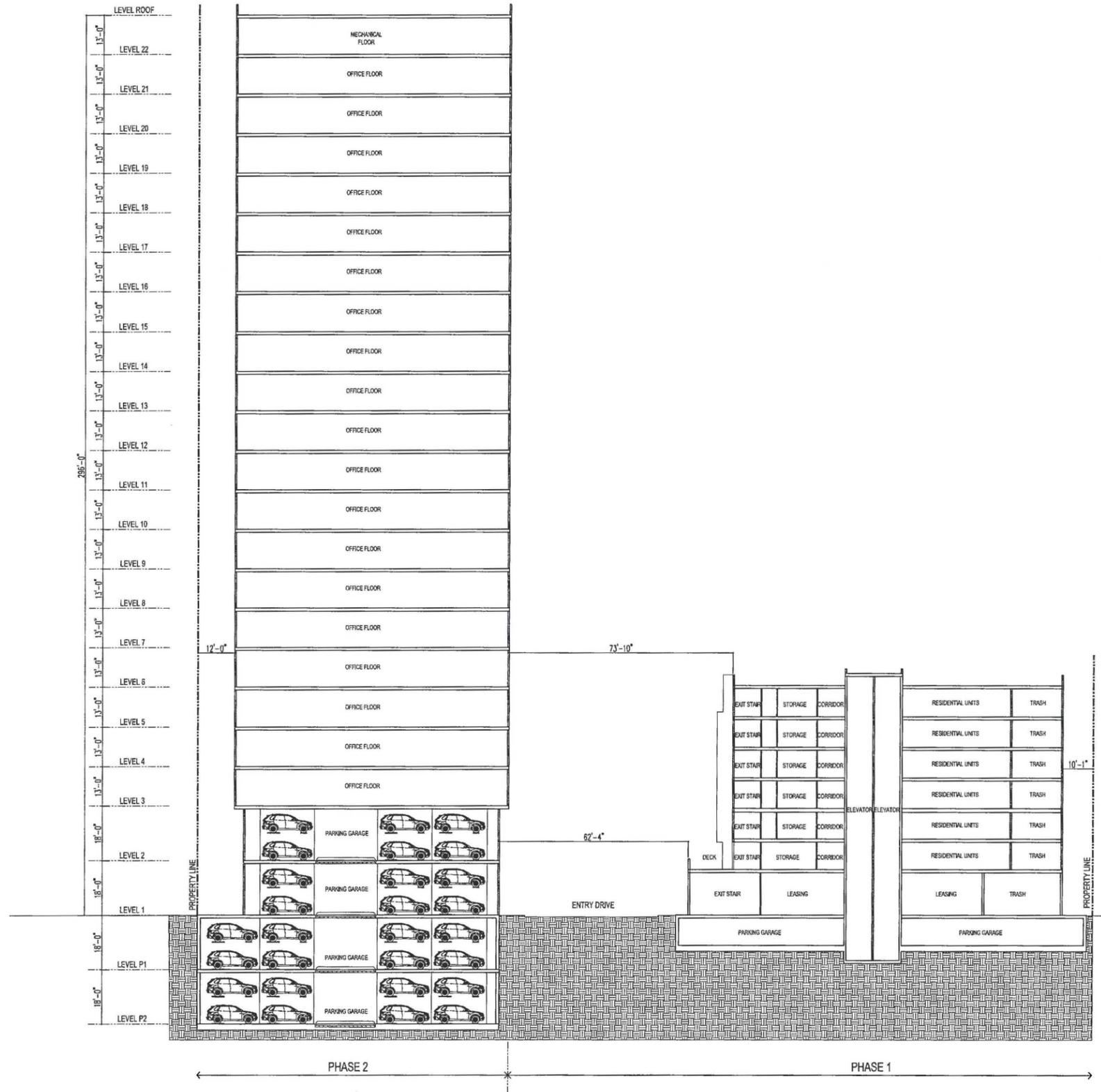
TYPICAL BUILDING MATERIALS/COLORS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019

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JUN 18 2020  
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**PHASE 2**  
**SITE SECTION A-A**



**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

**NEWMAN GARRISON + PARTNERS**  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019





**EXHIBIT "A"**  
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JUN 18 2020

**PHASE 2**

**PERSPECTIVE VIEWS**



**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

**NEWMAN GARRISON + PARTNERS**  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019

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JUN 18 2020

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**PHASE 2**  
 PERSPECTIVE VIEWS



**CALIFA STREET MIXED USE**  
 WOODLAND HILLS, CALIFORNIA

**NEWMAN GARRISON + PARTNERS**  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



JUN 18 2020

**EXHIBIT "A"**  
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**PHASE 2**  
 PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
 WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
 ARCHITECTURE | PLANNING | INTERIORS  
 PROJECT #18002 | DATE: 12.16.2019



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Case No. DR-2018-2713-SJP

**PHASE 2**  
PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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PHASE 2

PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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PHASE 2

PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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JUN 18, 2020

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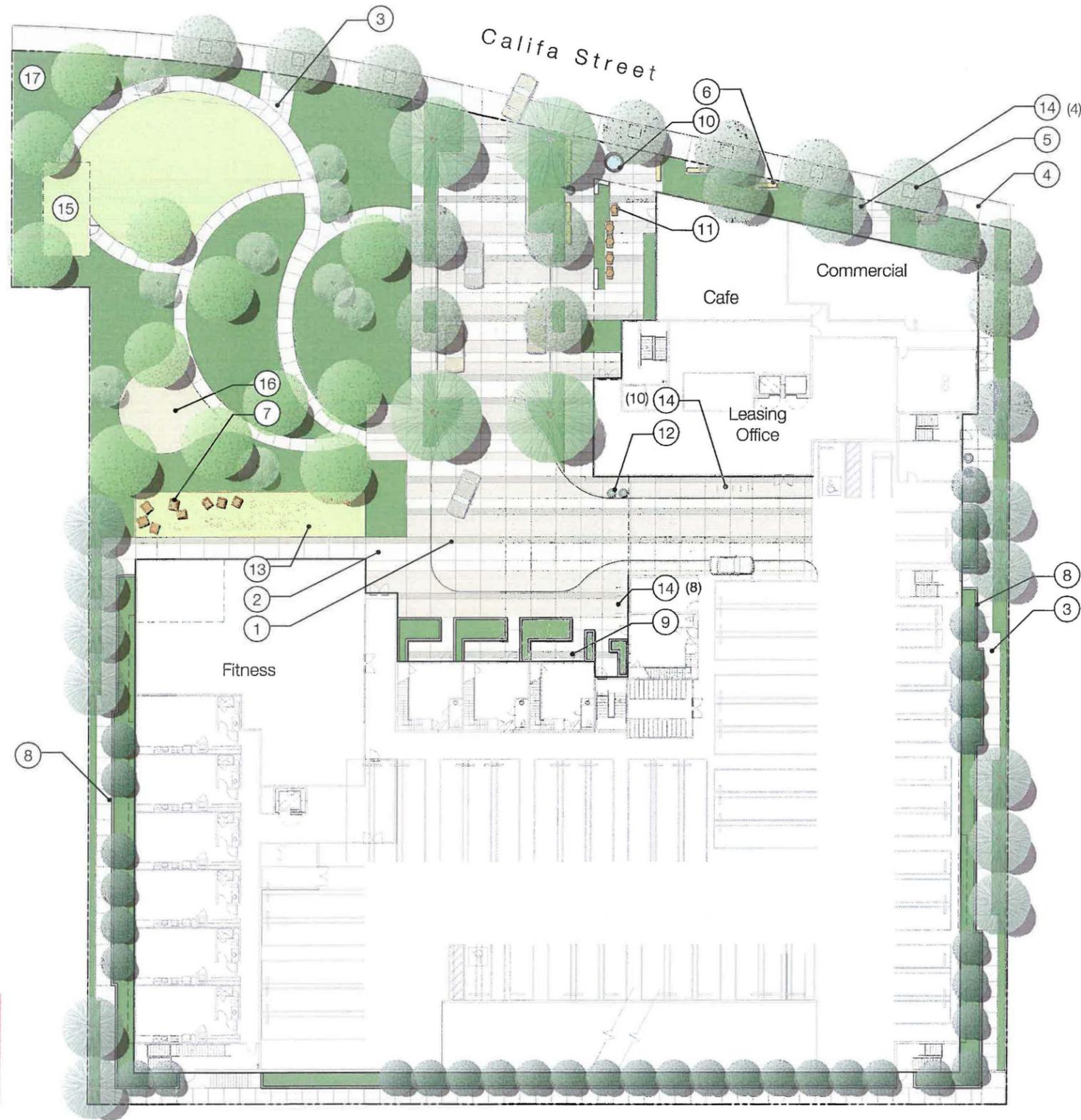
PHASE 2  
PERSPECTIVE VIEWS



CALIFA STREET MIXED USE  
WOODLAND HILLS, CALIFORNIA

NEWMAN GARRISON + PARTNERS  
ARCHITECTURE | PLANNING | INTERIORS  
PROJECT #18002 | DATE: 12.16.2019

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**Legend**

- ① Decorative Vehicular Concrete
- ② Decorative Pedestrian Concrete
- ③ Natural Color Concrete
- ④ City Sidewalk
- ⑤ ADA Accessible Tree Grate, Typ.
- ⑥ Fixed Bench, Typ.
- ⑦ Movable Lounge Seating, Typ.
- ⑧ Raised Planter, Typ.
- ⑨ Live/Work Patio, Typ.
- ⑩ Entry Fountain
- ⑪ Cafe Seating
- ⑫ Potted Plants, Typ.
- ⑬ Lawn
- ⑭ Bike Parking
- ⑮ Dog Run
- ⑯ Play Area
- ⑰ Native Planting and Groundcover

**Tree Legend**

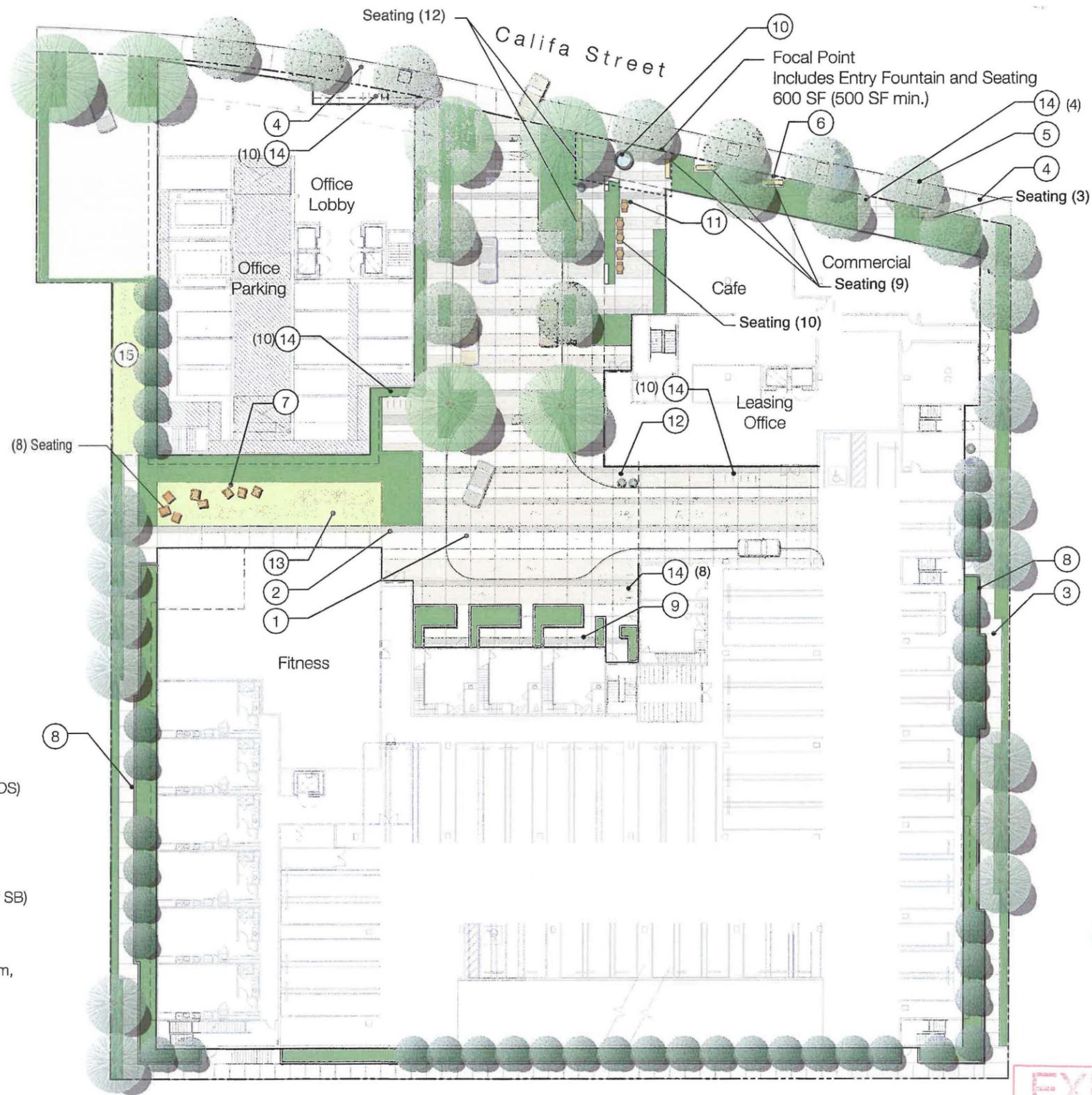
	Size	Qty.
	24" Box	35
	36" Box	12
	36" Box	16
	24" Box	4
	24" Box	12
	24" Box	9

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 Case No. \_\_\_\_\_

**Califa** Ground Level Plan - Phase 1



**Legend**

- ① Decorative Vehicular Concrete
- ② Decorative Pedestrian Concrete
- ③ Natural Color Concrete
- ④ City Sidewalk
- ⑤ ADA Accessible Tree Grate, Typ.
- ⑥ Fixed Bench, Typ.
- ⑦ Movable Lounge Seating, Typ.
- ⑧ Raised Planter, Typ.
- ⑨ Live/Work Patio, Typ.
- ⑩ Entry Fountain
- ⑪ Cafe Seating
- ⑫ Potted Plants, Typ.
- ⑬ Lawn
- ⑭ Bike Parking
- ⑮ Dog Run

**Tree Legend**

	Size	Qty.
	24" Box	35
	36" Box	12
	36" Box	16
	48" Box	6

Landscape PAOS Provided: 7,751 SF  
 Landscape PAOS Required: 7,600 SF (50% of PAOS)

Seating Provided: 42  
 Seating Required: 31 (1 per 500 SF of PAOS)

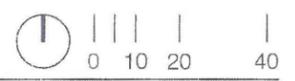
Landscape in Setback Provided: 1,549 SF  
 Landscape in Setback Required: 1,401 SF (30% of SB)

90% of PAOS is Open to Sky

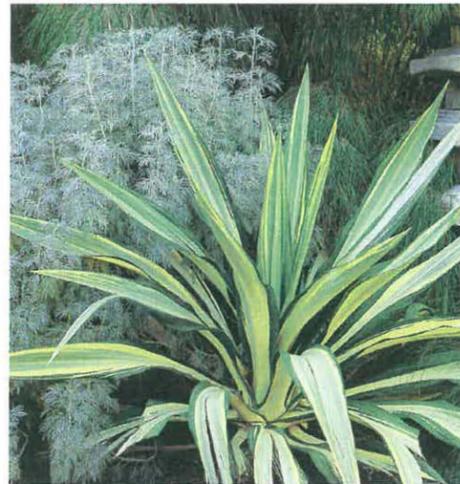
PAOS shall be open to the public from 6am to 10pm, seven days a week

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 Case No. \_\_\_\_\_



**Califa Ground Level Plan - Phase 2**



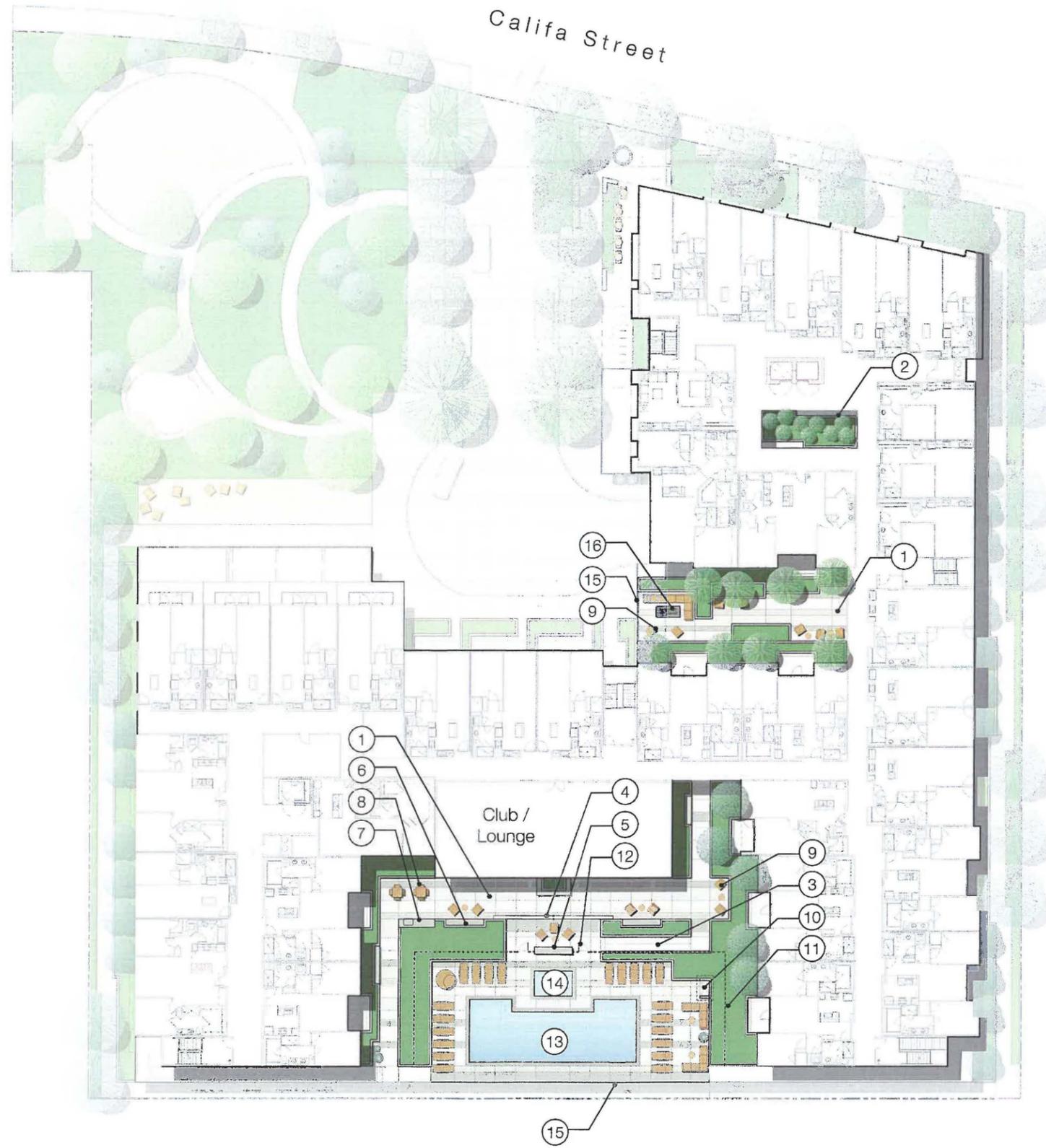
Califa Ground Level Imagery

December 20

JUN 18 2020

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Page No. 41 of 46  
Case No. DIR-2018-2713-SPP

EPTDESIGN



**Legend**

- ① Decorative Concrete
- ② Raised Planter, Typ.
- ③ Sloped Walkway
- ④ (2) 6" Steps
- ⑤ Double Sided Fireplace
- ⑥ Banquette Seating, Typ.
- ⑦ Grill Counter
- ⑧ Cafe Seating
- ⑨ Lounge Seating
- ⑩ Pool Shower
- ⑪ Pool Enclosure Fence
- ⑫ Pool Gate
- ⑬ Pool (53' x 20')
- ⑭ Spa (12' x 8')
- ⑮ Guardrail
- ⑯ Firepit

**Tree Legend**

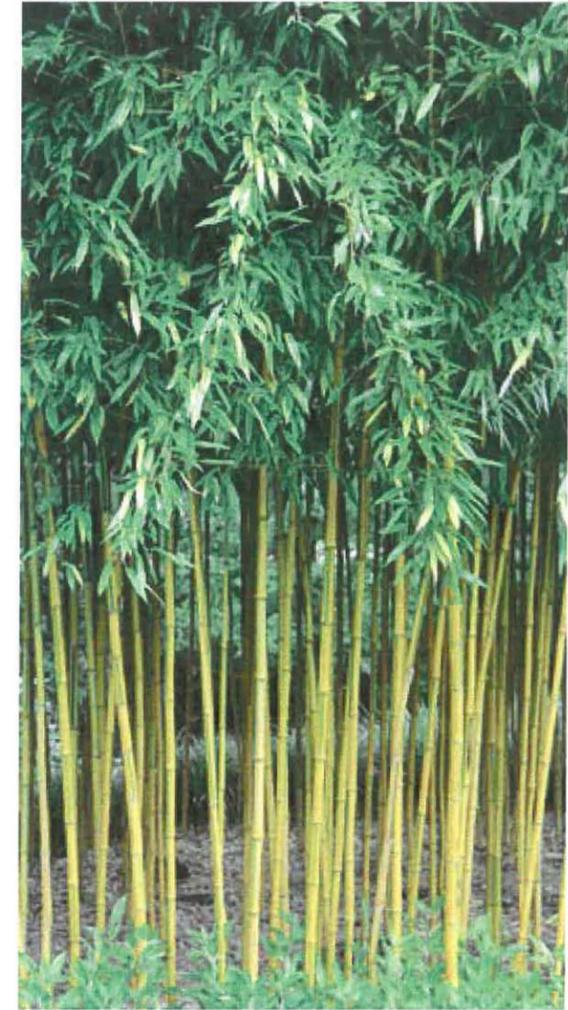
	Size	Qty.
 Bambusa textilis var. Gracilis Slender Weaver's Bamboo	24" Box	9
 Cercis occidentalis Western Redbud	24" Box	8
 Podocarpus macrophyllus Yew podocarpus	24" Box	5

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 Case No. DA-200-273-58P

**Califa** Level 3 Imagery

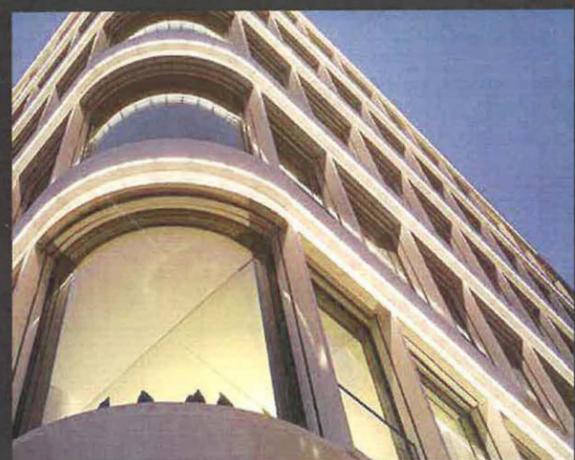


CALIFA FACADE LIGHTING





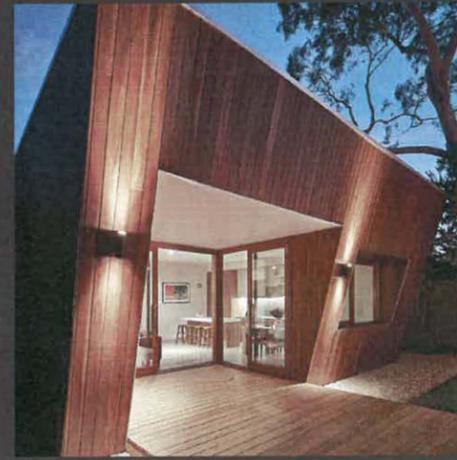
CALIFA FACADE LIGHTING



1 LINEAR DETAIL AT BALCONIES



2 SCONCE RHYTHM ALONG FACADE



3 UP-DOWN ACCENT LIGHT



4 STEEL FRAME ACCENT UPLIGHT



5 TREE UPLIGHTS



CALIFA FACADE LIGHTING



1 LINEAR DETAIL AT BALCONIES



2 SCQNC RHYTHM ALONG FACADE



3 UP-DOWN ACCENT LIGHT



4 STEEL FRAME ACCENT UPLIGHT



5 TREE UPLIGHTS

**Exhibit B: Sign Plans,  
dated July 30, 2019**

# CALIFORNIA HOME BUILDERS



**CALIFA STREET**

JUN 18 2020  
**EXHIBIT "B"**  
Page No. 1 of 12  
Case No. DIR-2018-2713-SPP

**JULY 30, 2019**

TYPESTYLES FOR THIS PROJECT  
Other Fonts can be used with Owner's Approval

Acumin Variable Concept Semibold:

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890

Futura HEAVY :

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890

Futura STD MED :

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890

Frutiger 65 Bold :

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890

Helvetica NEUE 77 Bold Condensed :

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
1234567890

COLORS FOR THIS PROJECT  
Other colors can be used with Owner's Approval



ILLUMINATED SIGNS

All signage and sign components shall be installed in accordance with approved UL listings and N.E.C. specifications. All illuminated signage shall bear the UL label; the installation shall comply with all local building codes. UL Labels shall be placed in accordance with approved display guidelines.

NOTE: The signage will be internally or externally by LED lighting, and will be fully dimmable and controlled by a programmable timer. The signage display or lighting will not have a wattage draw exceeding 12 watts per square foot. The Maximum total lumen output is 20 lumens per square foot. The materials of this sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code. The materials are made of non-combustible materials or plastics approved by both the Fire Department and LADBS.

JUN 18 2020  
EXHIBIT "B"  
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Case No. DER-2018-2713-SPP



1 LOW VOLTAGE LED INTERNALLY ILLUMINATED, FACE LIT ALUMINUM CHANNEL LETTERS PAINTED

FONT: ACUMIN VARIABLE CONCEPT SEMIBOLD

ALL COLORS TO BE APPROVED BY LANDLORD.

SIZES WILL CHANGE PENDING FIELD MEASURE

(A)  WHITE

ELEC. DETAIL TO FOLLOW

JUN 18 2020

EXHIBIT "B"

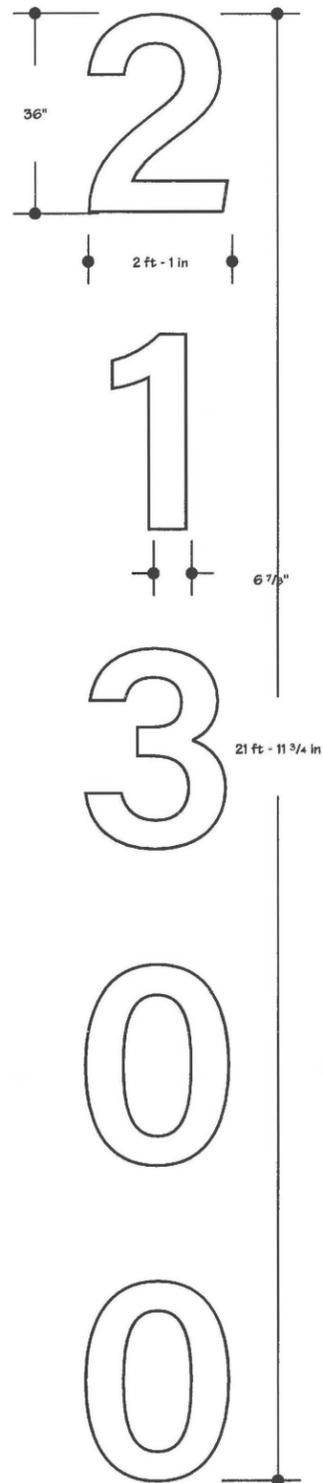
Page No. 4 of 12

Case No. DJR-2018-2713-SPP

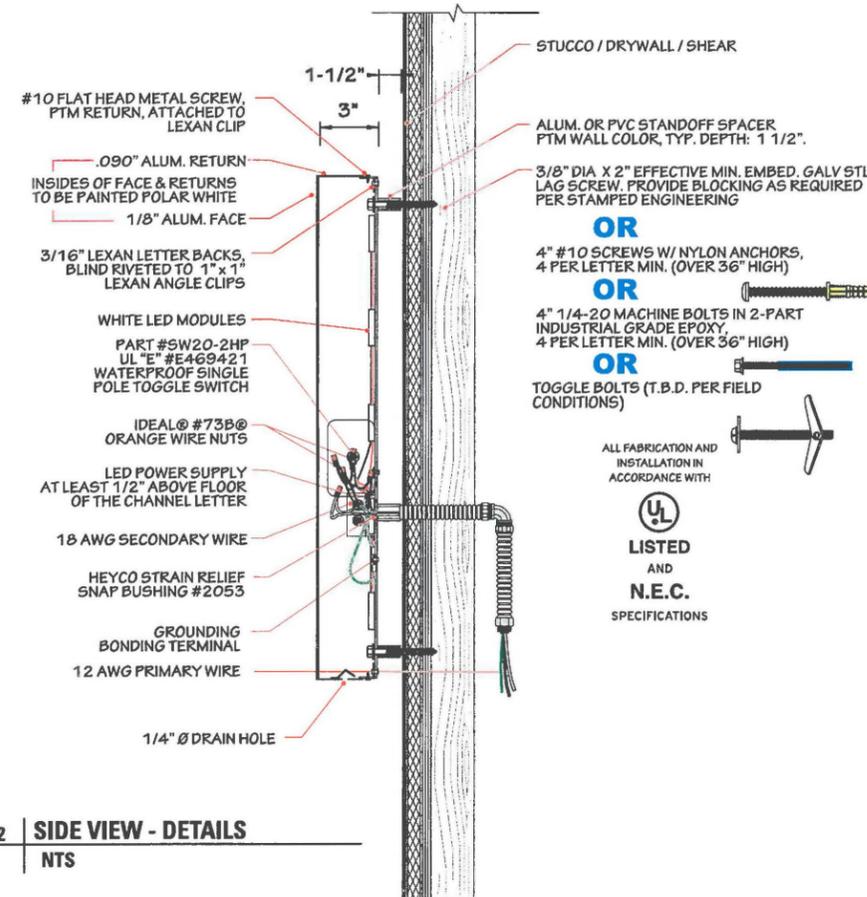
NOTE: Signs are located within 26' below the top of the building

FIELD MEASURE REQUIRED

FIELD MEASURE REQUIRED TO CONFIRM METHOD OF ATTACHMENT



1 FRONT VIEW: DETAIL  
SCALE: 3/8" = 1' - 0"



2 SIDE VIEW - DETAILS  
NTS

ELECTRICAL NOTES PRIMARY ELECTRICAL FEED.

12V LED MODULES, LOW VOLTAGE, CLASS 2 WIRING, POWER SUPPLY DESIGNATED BY MANUFACTURER AND UL APPROVED.

CLIENT TO PROVIDE ONE (1) DEDICATED ELECTRICAL CIRCUIT LOCATED NO FARTHER THAN SIX (6) FEET FROM THE CONNECTION POINT.

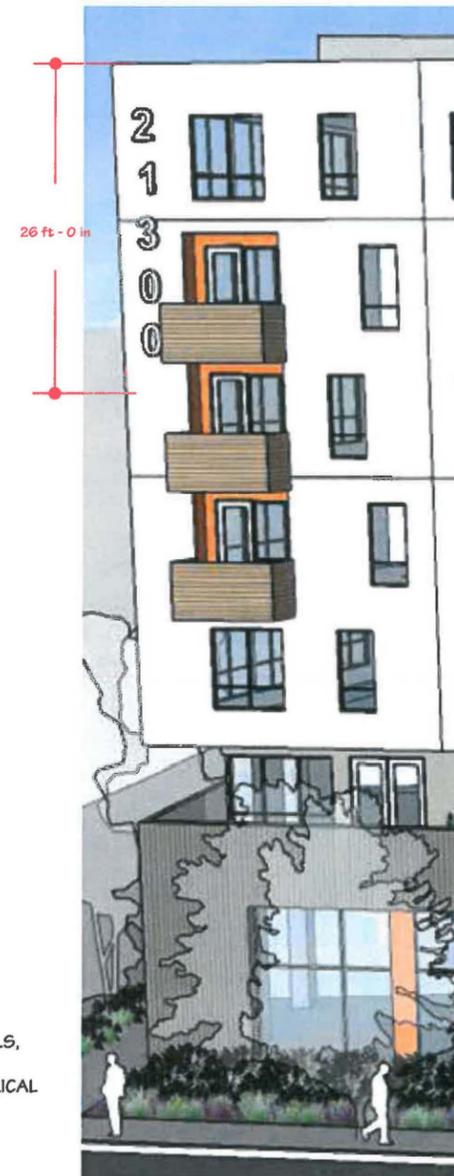
CIRCUIT TO BE 120V/20A, ON 24 HOUR TIME CLOCK OR PHOTO CELL SWITCH, OR DUSK TO DAWN SOLAR SWITCH OR ASTRONOMICAL CLOCK INCORPORATED.

UL LISTED DISCONNECT SWITCH IN THE SIGN IN A WEATHER-PROOF TRANSFORMER BOX, AND DISCONNECT SWITCH IN THE PRIMARY CIRCUIT PANEL POWER SUPPLY AS PER LOCAL BUILDING CODES.

ALL BRANCH CIRCUITS FOR SIGN MUST BE TOTALLY DEDICATED TO SIGNS INCLUDING DEDICATED GROUND AND DEDICATED NEUTRAL PER CIRCUIT. SIGN CIRCUITS MUST NOT BE SHARED WITH OTHER LOADS SUCH AS LIGHTING, AIR CONDITIONING AND OTHER EQUIPMENT.

SIGN MUST SATISFY ALL TITLE 24 REQUIREMENTS

TITLE 24 ELECTRICAL DISCLAIMER OUTDOOR DIMENSIONS IS A C-45 FULL SERVICE ELECTRICAL SIGN COMPANY. WE ARE LIABLE ONLY FOR THE SIGN LOCATION PROVIDED TO US FROM OUR CUSTOMERS. ANYTHING FURTHER THAN SIX (6) FEET IS THE RESPONSIBILITY OF A LICENSED C-10 ELECTRICAL CONTRACTOR. OUR LICENSE AND OUR SIGNED TITLE 24 DOCUMENTS, SUBMITTED AT THE TIME OF PERMITTING, WILL CLEARLY STATE THAT WE ARE NOT RESPONSIBLE FOR ANY NEW OR EXISTING LIGHTING CONTROLS, ASTRONOMICAL TIME CLOCKS, PHOTOCELLS, OR ANY POWER COMING TO OUR SIGN LOCATION. THE ABOVE AND ALL ELECTRICAL POWER TO THE JOB SITE TO BE PROVIDED BY OTHERS.



3 TYPICAL ELEVATION VIEW:  
SCALE: NOT TO SCALE

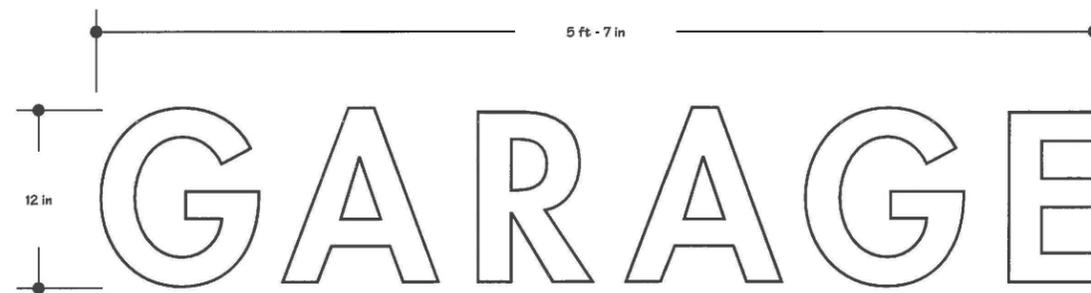
**OUTDOOR DIMENSIONS**  
5325 E. HUNTER AVENUE  
ANAHEIM, CA 92807  
714-578-9555 FAX 714-693-9578

CLIENT: CALIFORNIA HOME BUILDERS	PROJECT: CALIFA STREET	SCALE: AS NOTED
REVISIONS: 07/26/19.25 07/30/19.25		
PROOF: (Initial) MA MA		
CLIENT APPROVAL: (Please Check Box) <input type="checkbox"/> AS SHOWN <input type="checkbox"/> WITH CHANGES	YOUR SIGNATURE ACKNOWLEDGES FULL APPROVAL OF DESIGN LAYOUT AND CONTENT, RELEASING OUTDOOR DIMENSIONS FROM RESPONSIBILITY IN REGARD TO INCORRECT DESIGN AND INFORMATION. THE COLORS SHOWN ARE ONLY REPRESENTATIVE OF ACTUAL PMS COLOR CALL OUTS. FINAL COLOR WILL BE MATCHED AS CLOSE AS POSSIBLE, DUE TO MATERIALS USED.	DESIGNS ARE THE PROPERTY OF OUTDOOR DIMENSIONS UNTIL PURCHASED BY CLIENT.
CLIENT SIGNATURE _____ DATE _____	<b>CONCEPT DESIGN NOT FOR PRODUCTION</b>	

DATE: 07/22/19	SIGN TYPE: ELC.2_1
SALES REP: DH	
DESIGNER: MA	
PROOF: (Initial) MA	.75







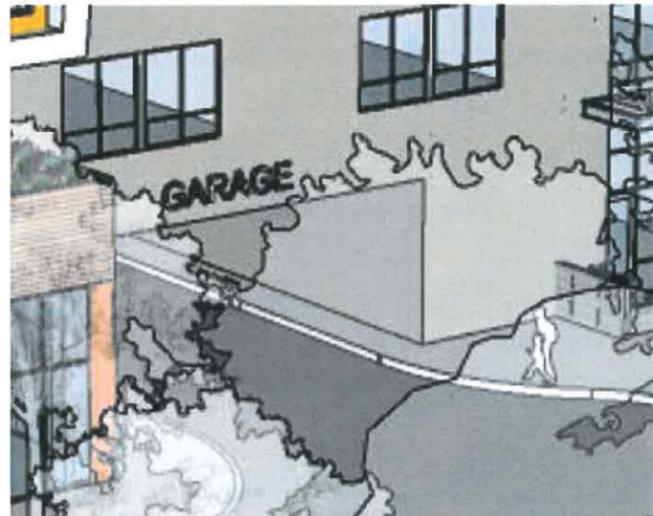
1 FRONT VIEW: DETAIL  
SCALE: 1" = 1' - 0"

- 1 3" DEEP FACE ILLUMINATED CHANNEL LETTERS WITH A RACEWAY BEHIND THE WALL
- 2 ALL PENETRATIONS TO BE FILLED WITH INDUSTRIAL GRADE SILICONE

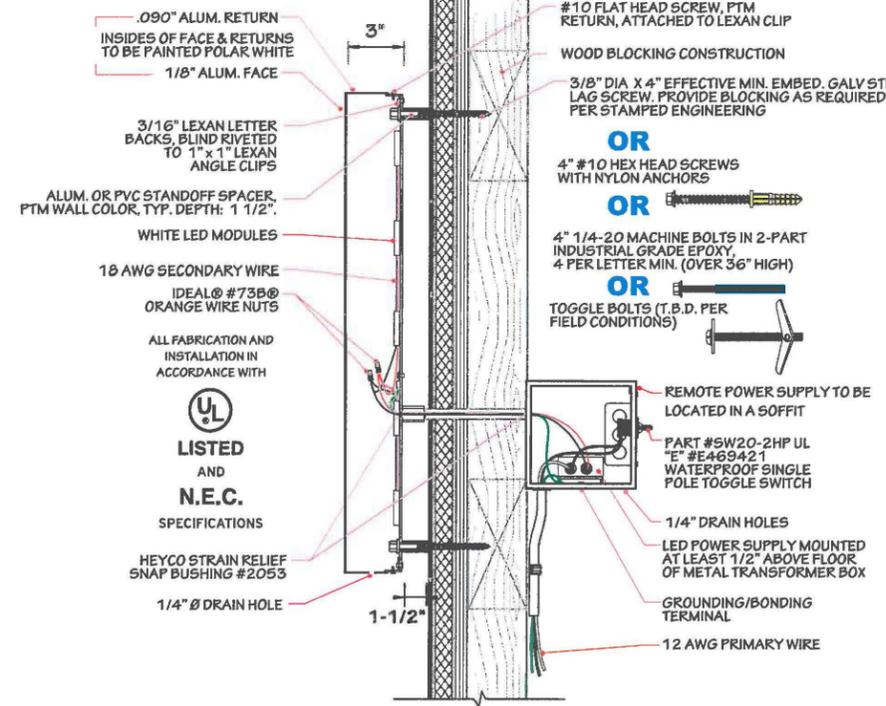
Ⓐ  WHITE

FONT: FUTURA HEAVY

NOTE: Signs are not higher the 35' above grade.



NOTE: SIGNAGE REQUIRES WOOD BLOCKING



3 SIDE DETAIL:  
SCALE: NTS

ELECTRICAL NOTES PRIMARY ELECTRICAL FEED.  
12V LED MODULES, LOW VOLTAGE, CLASS 2 WIRING, POWER SUPPLY DESIGNATED BY MANUFACTURER AND UL APPROVED.

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SIGN MUST SATISFY ALL TITLE 24 REQUIREMENTS.

JUN 18 2020

EXHIBIT "B"

Page No. 7 of 12

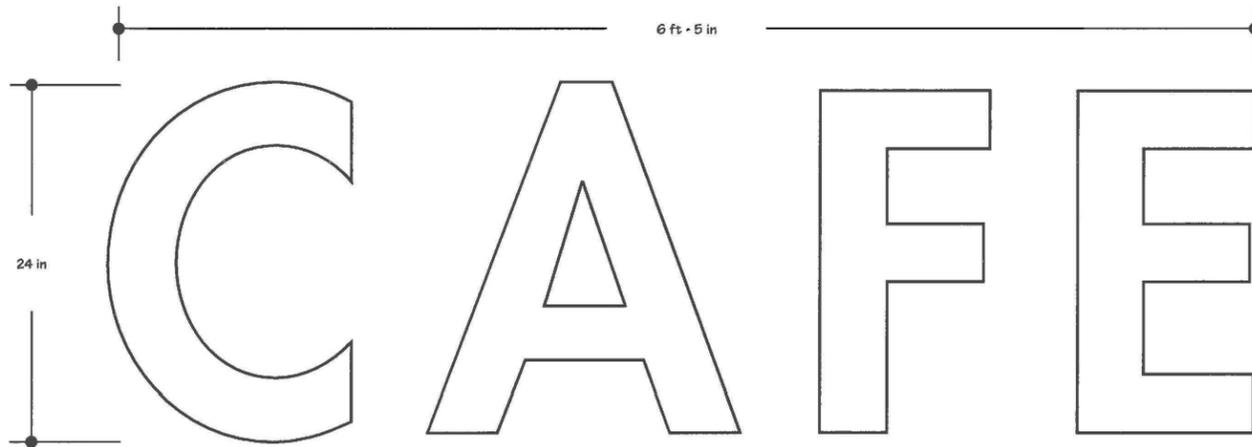
Case No. DIR-2018-2713-SPP

2 TYPICAL ELEVATION:  
SCALE: NTS

**FIELD MEASURE & INSPECTION REQUIRED**

**FIELD INSPECTION REQUIRED TO CONFIRM METHOD OF ATTACHMENT**

<p>5325 E. HUNTER AVENUE ANAHEIM, CA 92807 714-578-9555 FAX 714-693-9578</p>	<p>CLIENT: <b>CALIFORNIA HOME BUILDERS</b></p>	<p>PROJECT: <b>CALIFA STREET</b></p>	<p>DATE: 07/22/19</p>	<p>SIGN TYPE: ELC.5_1</p>	
	<p>REVISIONS: <span style="font-size: small;">▲ 07/26/19.25 ▲ ▲ ▲ ▲ ▲ ▲ ▲ ▲ ▲ ▲</span></p>			<p>SCALE: AS NOTED</p>	
	<p>PROOF: (Initial) <span style="font-size: small;">▲ MA ▲ ▲ ▲ ▲ ▲ ▲ ▲ ▲ ▲ ▲</span></p>			<p>SALES REP: DH</p>	
	<p>CLIENT APPROVAL: (Please Check Box)</p> <p><input type="checkbox"/> AS SHOWN</p> <p><input type="checkbox"/> WITH CHANGES</p> <p>CLIENT SIGNATURE _____ DATE _____</p>			<p>DESIGNER: MA</p>	
<p>YOUR SIGNATURE ACKNOWLEDGES FULL APPROVAL OF DESIGN LAYOUT AND CONTENT, RELEASING OUTDOOR DIMENSIONS FROM RESPONSIBILITY IN REGARD TO INCORRECT DESIGN AND INFORMATION. THE COLORS SHOWN ARE ONLY REPRESENTATIVE OF ACTUAL PMS COLOR CALL OUTS. FINAL COLOR WILL BE MATCHED AS CLOSE AS POSSIBLE, DUE TO MATERIALS USED.</p>			<p style="color: red; font-weight: bold;">DESIGNS ARE THE PROPERTY OF OUTDOOR DIMENSIONS UNTIL PURCHASED BY CLIENT.</p>		
<p style="font-weight: bold; color: red; font-size: 18px;">CONCEPT DESIGN NOT FOR PRODUCTION</p>			<p>PROOF: (Initial) MA .75</p>		



**1 FRONT VIEW: DETAIL**  
SCALE: 1" = 1' - 0"

**S/F CAFE ID**

- 1 3" DEEP FACE ILLUMINATED CHANNEL LETTERS WITH A RACEWAY BEHIND THE WALL
- 2 ALL PENETRATIONS TO BE FILLED WITH INDUSTRIAL GRADE SILICONE

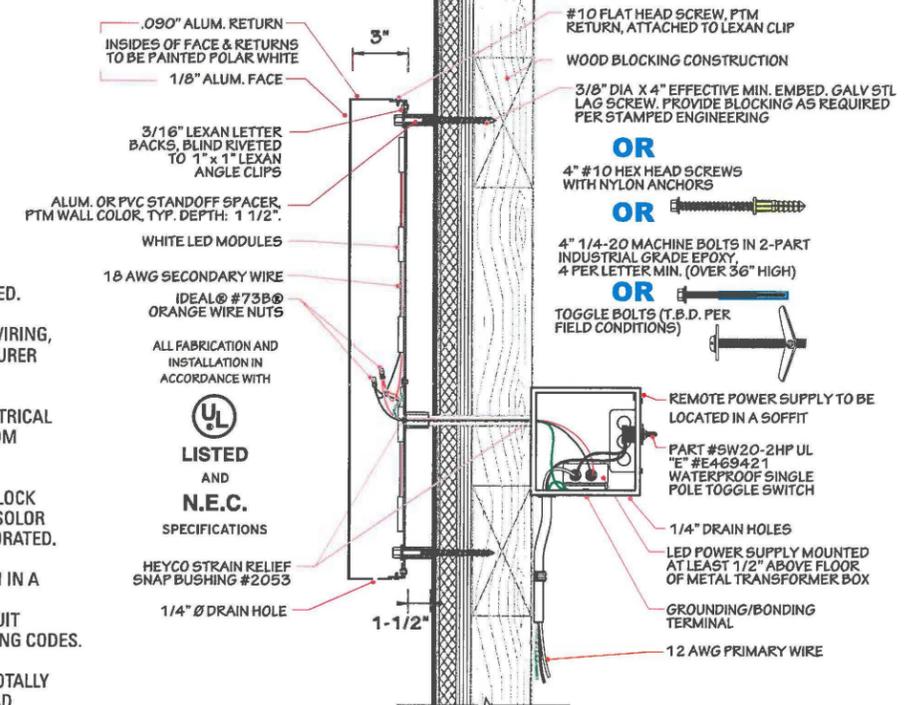
SIZES WILL CHANGE PENDING FIELD MEASURE

(A)  WHITE

FONT: FUTURA HEAVY

JUN 18 2020  
**EXHIBIT "B"**  
Page No. 8 of 12  
Case No. DIR-2018-2713-SP

**NOTE: SIGNAGE REQUIRES WOOD BLOCKING**



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**NOTE: Signs are not higher the 35' above grade.**



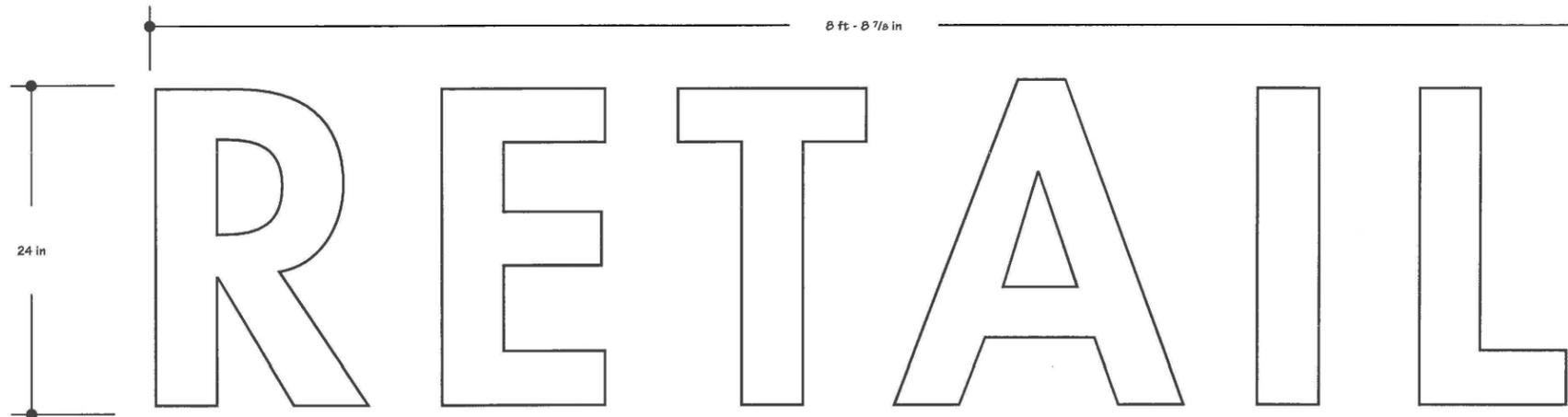
**2 TYPICAL ELEVATION:**  
SCALE: NTS

**3 SIDE DETAIL:**  
SCALE: NTS

**FIELD MEASURE & INSPECTION REQUIRED**  
**FIELD INSPECTION REQUIRED TO CONFIRM METHOD OF ATTACHMENT**

**OUTDOOR DIMENSIONS**  
5325 E. HUNTER AVENUE  
ANAHEIM, CA 92807  
714-578-9555 FAX 714-693-9578

<b>CLIENT:</b> CALIFORNIA HOME BUILDERS	<b>PROJECT:</b> CALIFA STREET	<b>DATE:</b> 07/22/19	<b>SIGN TYPE:</b> RS.1_1										
<b>REVISIONS:</b> <table border="1" style="width: 100%; height: 20px;"><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table>													
<b>PROOF:</b> (Initial) <table border="1" style="width: 100%; height: 20px;"><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table>													
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CLIENT SIGNATURE _____ DATE _____	<b>DESIGNS ARE THE PROPERTY OF OUTDOOR DIMENSIONS UNTIL PURCHASED BY CLIENT.</b>	<b>CONCEPT DESIGN NOT FOR PRODUCTION</b>											
		<b>SALES REP:</b> DH	<b>DESIGNER:</b> MA										
		<b>PROOF:</b> MA	<b>DATE:</b> .75										



1 FRONT VIEW: DETAIL  
SCALE: 1" = 1' - 0"

- 1 3" DEEP FACE ILLUMINATED CHANNEL LETTERS WITH A RACEWAY BEHIND THE WALL
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SIZES WILL CHANGE PENDING FIELD MEASURE

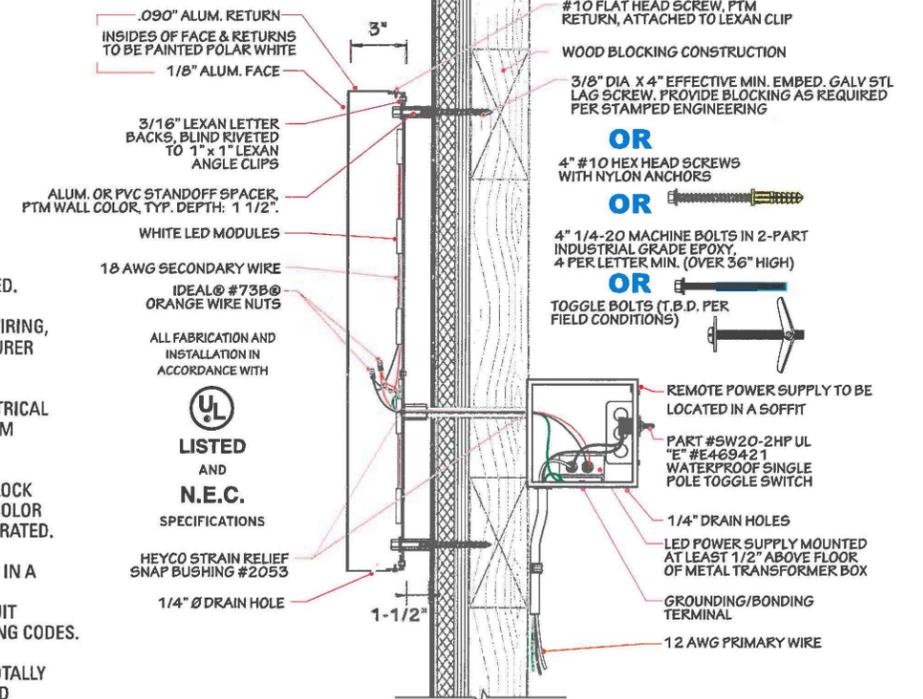
(A)    WHITE

FONT: FUTURA HEAVY

JUN 18 2020

**EXHIBIT "B"**  
Page No. 9 of 12  
Case No. DIA-2018-2713-SPP

**NOTE: SIGNAGE REQUIRES WOOD BLOCKING**



3 SIDE DETAIL:  
SCALE: NTS

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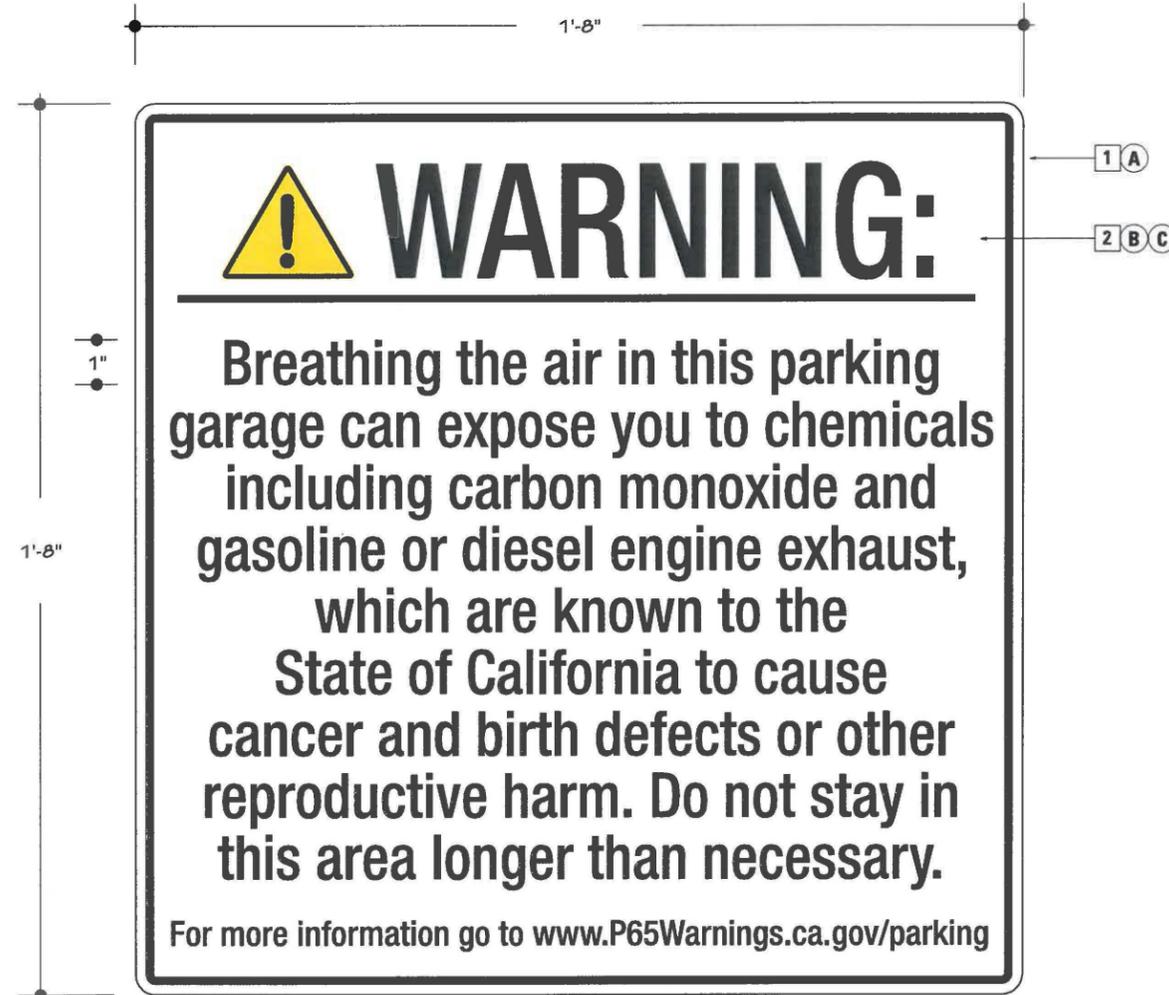
2 TYPICAL ELEVATION:  
SCALE: NTS

**FIELD MEASURE & INSPECTION REQUIRED**  
**FIELD INSPECTION REQUIRED TO CONFIRM METHOD OF ATTACHMENT**

**OUTDOOR DIMENSIONS**  
5325 E. HUNTER AVENUE  
ANAHEIM, CA 92807  
714-578-9555 FAX 714-693-9578

<b>CLIENT:</b> CALIFORNIA HOME BUILDERS	<b>PROJECT:</b> CALIFA STREET	<b>DATE:</b> 07/22/19	<b>SIGN TYPE:</b> RS.2_1
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<b>PROOF:</b> <span style="font-size: small;">(1 in 10)</span>		<b>DESIGNER:</b> MA	
<b>CLIENT APPROVAL:</b> (Please Check Box)	<b>YOUR SIGNATURE ACKNOWLEDGES FULL APPROVAL OF DESIGN LAYOUT AND CONTENT, RELEASING OUTDOOR DIMENSIONS FROM RESPONSIBILITY IN REGARD TO INCORRECT DESIGN AND INFORMATION. THE COLORS SHOWN ARE ONLY REPRESENTATIVE OF ACTUAL PMS COLOR CALL OUTS. FINAL COLOR WILL BE MATCHED AS CLOSE AS POSSIBLE DUE TO MATERIALS USED.</b>	<b>SCALE:</b> AS NOTED	<b>PROOF:</b> MA   .75
<input type="checkbox"/> AS SHOWN	<b>DESIGNS ARE THE PROPERTY OF OUTDOOR DIMENSIONS UNTIL PURCHASED BY CLIENT.</b>	<b>CONCEPT DESIGN NOT FOR PRODUCTION</b>	
<input type="checkbox"/> WITH CHANGES	CLIENT SIGNATURE _____ DATE _____		



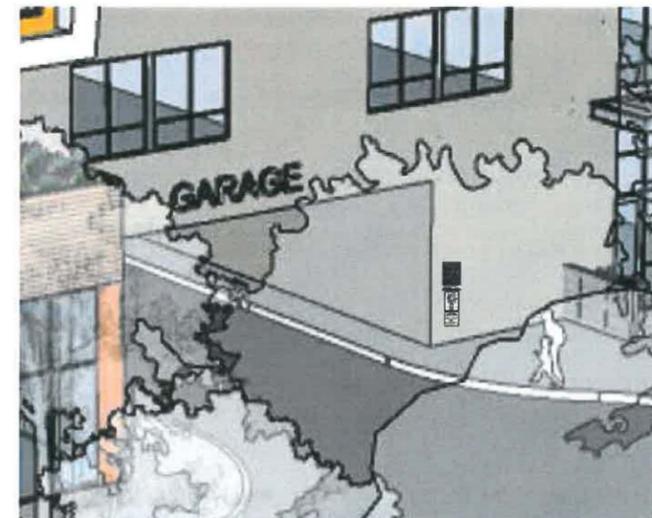


1 .090 PAINTED ALUMINUM W/SILKSCREEN COPY & CLEAR COAT

(A)		WHITE
(B)		BLACK
(C)		PMS 109 C

JUN 18 2020

**EXHIBIT "B"**  
 Page No. 11 of 12  
 Case No. DIR-2018-2713-88



1 FRONT VIEW:  
 SCALE: 3" = 1' - 0"

2 TYPICAL ELEVATION:  
 SCALE: NTS

 5325 E. HUNTER AVENUE ANAHEIM, CA 92807 714-578-9555 FAX 714-693-9578	CLIENT: <b>CALIFORNIA HOME BUILDERS</b>		PROJECT: <b>CALIFA STREET</b>		DATE: 07/22/19	SIGN TYPE: E.3
	REVISIONS:				SCALE: AS NOTED	
	PROOF: (Initial)				SALES REP: DH	
	CLIENT APPROVAL: (Please Check Box) <input type="checkbox"/> AS SHOWN <input type="checkbox"/> WITH CHANGES		YOUR SIGNATURE ACKNOWLEDGES FULL APPROVAL OF DESIGN LAYOUT AND CONTENT, RELEASING OUTDOOR DIMENSIONS FROM RESPONSIBILITY IN REGARD TO INCORRECT DESIGN AND INFORMATION. THE COLORS SHOWN ARE ONLY REPRESENTATIVE OF ACTUAL PMS COLOR CALL OUTS. FINAL COLOR WILL BE MATCHED AS CLOSE AS POSSIBLE. DUE TO MATERIALS USED.		DESIGNS ARE THE PROPERTY OF OUTDOOR DIMENSIONS UNTIL PURCHASED BY CLIENT.	
CLIENT SIGNATURE _____ DATE _____		CONCEPTS: <input type="checkbox"/>		WORKING DRAWING: <input type="checkbox"/>		
				DESIGNER: MA		
				PROOF: MA .75		

**S/F H/C PARKING DISCLAIMER**

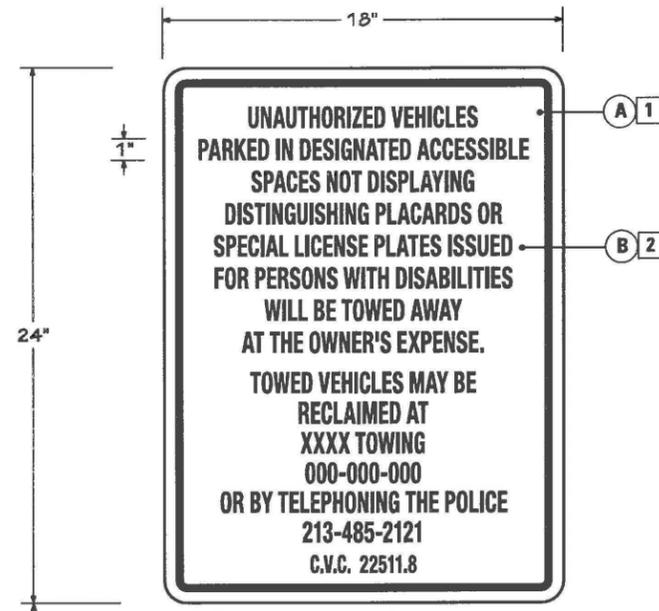
- 1 PANEL IS .090 ALUMINUM PAINTED WITH (2) PART AUTO PAINT
- 2 COPY IS SILKSCREENED & SPRAYED WITH CLEAR COAT
- 3 2" SQ. PERFORATED GALVANIZED STEEL BREAK-A-WAY POST

1 POST MOUNTED &  
1 WALL MOUNTED AT GARAGE ENTRY

FACE PANEL ATTACHED TO 2" SQUARE GALVANIZED STEEL POST WITH MECHANICAL FASTENERS. PVC SLEEVE SET IN CONCRETE FOOTING.

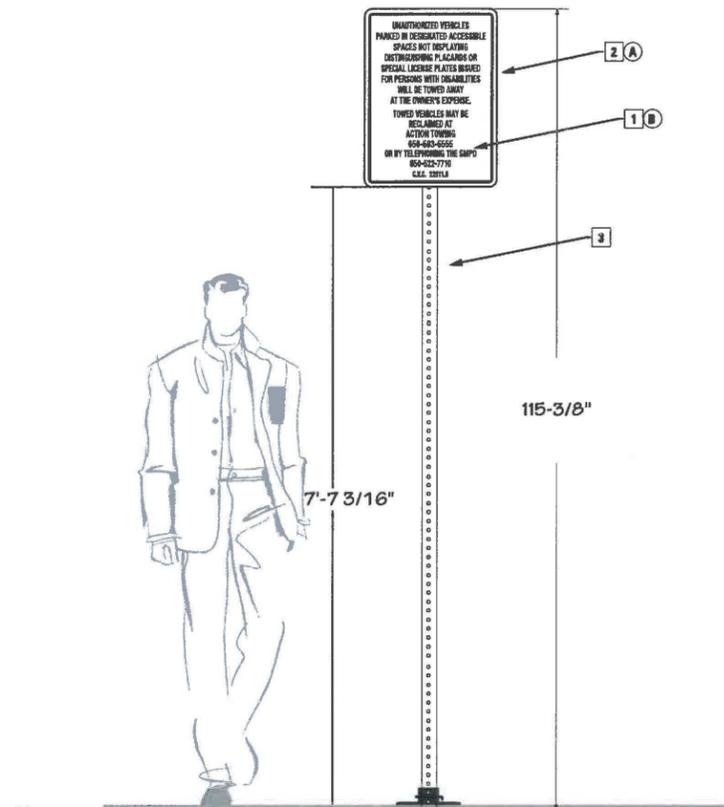
(A)		BLACK
(B)		WHITE

JUN 18 2020  
**EXHIBIT "B"**  
Page No. 12 of 12  
Case No. DIA-2018-2713-SPP

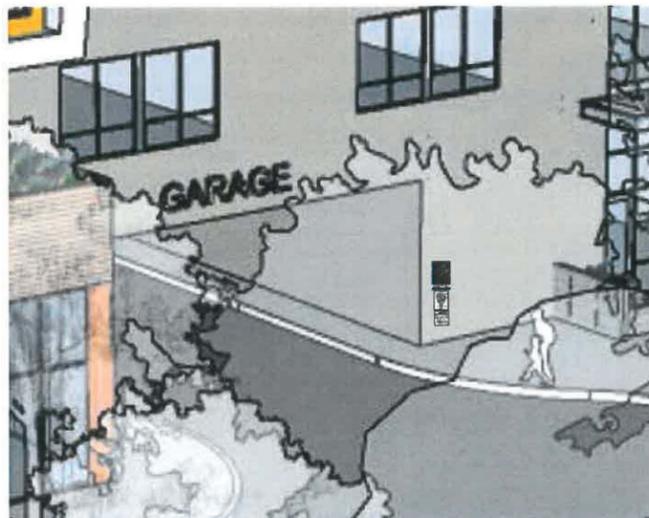


QTY: (2)

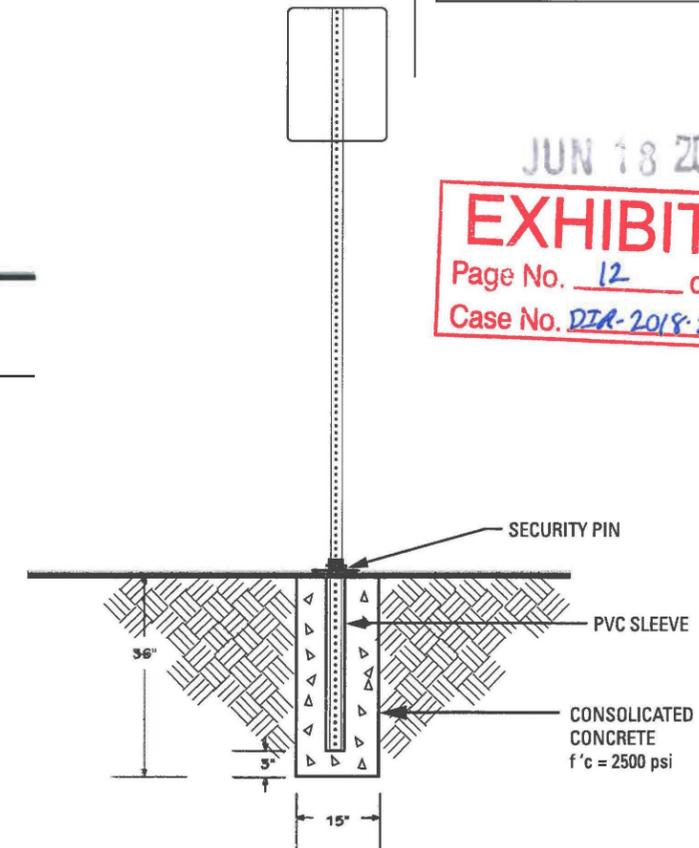
**1 FRONT VIEW DETAIL:**  
SCALE: 1 1/2" = 1' - 0"



**2 FRONT VIEW:**  
SCALE: 1/2" = 1' - 0"



**4 TYPICAL ELEVATION:**  
SCALE: NTS



**3 ENGINEERING CALCULATIONS**  
SCALE: 3/8" = 1' - 0"

**OUTDOOR DIMENSIONS**  
5325 E. HUNTER AVENUE  
ANAHEIM, CA 92807  
714-578-9555 FAX 714-693-9578

<b>CLIENT: CALIFORNIA HOME BUILDERS</b>				<b>PROJECT: CALIFA STREET</b>				<b>DATE: 07/22/19</b>		<b>SIGN TYPE: E.4</b>	
<b>REVISIONS:</b> 				<b>SCALE: AS NOTED</b>				<b>SALES REP: DH</b>		<b>DESIGNER: MA</b>	
<b>PROOF:</b> 				<b>CLIENT APPROVAL:</b> (Please Check Box)				<b>CONCEPTS:</b> <input type="checkbox"/>		<b>WORKING DRAWING:</b> <input type="checkbox"/>	
<input type="checkbox"/> AS SHOWN <input type="checkbox"/> WITH CHANGES				YOUR SIGNATURE ACKNOWLEDGES FULL APPROVAL OF DESIGN LAYOUT AND CONTENT, RELEASING OUTDOOR DIMENSIONS FROM RESPONSIBILITY IN REGARD TO INCORRECT DESIGN AND INFORMATION. THE COLORS SHOWN ARE ONLY REPRESENTATIVE OF ACTUAL PMS COLOR CALL OUTS. FINAL COLOR WILL BE MATCHED AS CLOSE AS POSSIBLE, DUE TO MATERIALS USED.				DESIGNS ARE THE PROPERTY OF OUTDOOR DIMENSIONS UNTIL PURCHASED BY CLIENT.		<b>PROOF:</b> MA .75	
CLIENT SIGNATURE _____ DATE _____											

**Exhibit C: Appeal by  
Southwest Regional  
Council of Carpenters  
of DIR-2018-2713-SPP**



APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

- Area Planning Commission, City Planning Commission, City Council, Director of Planning, Zoning Administrator

Regarding Case Number: DIR-2018-2713-SPP

Project Address: 21300 - 21320 W CALIFA ST Los Angeles, CA 91367

Final Date to Appeal: 07/06/2020

2. APPELLANT

- Appellant Identity: Representative, Applicant, Property Owner, Operator of the Use/Site

Person, other than the Applicant, Owner or Operator claiming to be aggrieved: SOUTHWEST REGIONAL COUNCIL OF CARPENTERS

- Person affected by the determination made by the Department of Building and Safety: Representative, Applicant, Owner, Operator, Aggrieved Party

3. APPELLANT INFORMATION

Appellant's Name: Mitchell M. Tsai

Company/Organization: MITCHELL M. TSAI, ATTORNEY AT LAW PC

Mailing Address: 155 South El Molino Avenue, Ste. 104

City: Pasadena State: CA Zip: 91101

Telephone: 6263819248 E-mail: mitch@mitchtsailaw.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

- Self, Other: SOUTHWEST REGIONAL COUNCIL OF CARPENTERS

b. Is the appeal being filed to support the original applicant's position? Yes, No

**4. REPRESENTATIVE/AGENT INFORMATION**

Representative/Agent name (if applicable): Mitchell M. Tsai

Company: MITCHELL M. TSAI, ATTORNEY AT LAW

Mailing Address: 155 South El Molino Avenue, Ste. 104

City: Pasadena State: CA Zip: 91101

Telephone: 6263819248 E-mail: mitch@mitchtsailaw.com

**5. JUSTIFICATION/REASON FOR APPEAL**

a. Is the entire decision, or only parts of it being appealed?  Entire  Part

b. Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

**6. APPLICANT'S AFFIDAVIT**

I certify that the statements contained in this application are complete and true:

Appellant Signature: Mitchell M. Tsai Date: Jul 3, 2020  
Mitchell M. Tsai (Jul 3, 2020 16:19 PDT)

**GENERAL APPEAL FILING REQUIREMENTS**

**B. ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES**

**1. Appeal Documents**

a. **Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Appeal Application (form CP-7769)
- Justification/Reason for Appeal
- Copies of Original Determination Letter

**b. Electronic Copy**

Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

**c. Appeal Fee**

- Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

**d. Notice Requirement**

- Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

**SPECIFIC CASE TYPES - APPEAL FILING INFORMATION**

**C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)**

**1. Density Bonus/TOC**

Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:

- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.
- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.
- Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

**D. WAIVER OF DEDICATION AND OR IMPROVEMENT**

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:

- Waivers for By-Right Projects, can only be appealed by the owner.
- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

**E. TENTATIVE TRACT/VESTING**

**1. Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

- Provide a copy of the written determination letter from Commission.

**F. BUILDING AND SAFETY DETERMINATION**

**1. Appeal of the Department of Building and Safety determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.**

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

**b. Notice Requirement**

- Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

**2. Appeal of the Director of City Planning determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.**

**a. Appeal Fee**

- Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

**b. Notice Requirement**

- Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
- Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

**G. NUISANCE ABATEMENT**

1. **Nuisance Abatement** - Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:

- Nuisance Abatement is only appealable to the City Council.

**a. Appeal Fee**

Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**

Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

**a. Appeal Fee**

Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.

Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

**NOTES**

*A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.*

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)



APPLICATIONS:

APPEAL APPLICATION CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) Instructions and Checklist

Related Code Section: The Los Angeles Municipal Code (LAMC) Section 11.5.13 (Ord. No. 186,338) established the appeal procedure to the City Council for California Environmental Quality Act (CEQA) determinations.

Purpose: The Appeal - A CEQA clearance can only be appealed if a non-elected decision-making body (ZA, APC, CPC, DIR) makes a determination for a project that is not further appealable. To initiate appeal of a CEQA document this form must be completely filled out with the required materials attached and filed within 15 calendar days from the final administrative decision, of the entitlement application.

General Information

Appealable CEQA documents:

- Certified Environmental Impact Report (EIR)
- Statutory Communities Environmental Assessment (SCEA)
- Mitigated Negative Declaration (MND)
- Negative Declaration (ND)
- Categorical Exemption (CE) determination
- Statutory Exemption (SE) determination

NOTE:

- Actions not appealable include an addendum, findings made pursuant to CEQA Guidelines Section 15162, or a determination that an action does not constitute a project under CEQA.
- All CEQA appeals are heard by the City Council.

This form is only for the appeal of Department of City Planning determinations: All other CEQA appeals are filed with the City Clerk pursuant to the LAMC Section 197.01.

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

1. Case Information

Environmental Case Number: ENV-2008-3471-EIR
Related Entitlement Case Number(s): DIR-2018-2713-SPP
Project Address: 21300 - 21320 W CALIFA ST Los Angeles, CA 91367
Date of Final Entitlement Determination: 07/06/2020
The CEQA Clearance being appealed is a(n):
[ ] EIR [ ] SCEA [ ] MND [ ] ND [x] CE [x] SC

2. Appellant Identity (check all that apply)

- [x] Representative [ ] Property Owner [x] Other Person
[ ] Applicant [ ] Operator of the Use/Site

3. Appellant Information

Appellant Name: Mitchell M. Tsai
Company/Organization: SOUTHWEST REGIONAL COUNCIL OF CARPENTERS
Mailing Address: 155 South El Molino Avenue, Ste. 104
City: Pasadena State: CA Zip: 91101
Telephone: 6263819248 E-mail: mitch@mitchtsailaw.com

- a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?
[ ] Self [x] Other: SOUTHWEST REGIONAL COUNCIL OF CARPENTERS
b. Is the appeal being filed to support the original applicant's position? [ ] Yes [x] No

**4. Representative/Agent Information**

Representative/Agent name (if applicable): Mitchell M. Tsai  
 Company: MITCHELL M. TSAI, ATTORNEY AT LAW PC  
 Mailing Address: 155 South El Molino Avenue, Ste. 104  
 City: Pasadena State: CA Zip: 91101  
 Telephone: 6263819248 E-mail: mitch@mitchtsailaw.com

**5. Appeal Justification**

Attach a separate sheet providing your specific reasons for the appeal. Your reasons must state how you believe CEQA was incorrectly applied, providing a legal basis for the appeal.

**6. Applicant's Affidavit**

I certify that the statements contained in this application are complete and true:

Appellant Signature: *Mitchell M. Tsai* Date: 07/03/2020  
Mitchell.M.Tsai/Jul 3, 2020 16:33 PDT

**ENVIRONMENTAL APPEAL FILING REQUIREMENTS**

Note: City Clerk prepares mailing list for CEAQ appeals per LAMC Section 11.5.13 E.

**1. Three (3) sets** - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- Environmental Appeal Application (form CP-7840)
- Justification/Reason for Appeal
- Copies of the written Determination Letter, from the final appellate body, which must be a non-elected decision-making body

**2. Electronic Copy**

- Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Environmental Appeal Application.pdf", "Justification/Reason Statement.pdf", "Final Determination Letter.pdf"). No file should exceed 9.8 MB in size.

**3. Appeal Fee**

- Original Applicant - A fee equal to 85% of the original application fee of the Environmental case; provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- Other Persons - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified	<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)	



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F: (626) 389-5414  
E: mitch@mitchtsailaw.com

**Mitchell M. Tsai**  
Attorney At Law

155 South El Molino Avenue  
Suite 104  
Pasadena, California 91101

---

**VIA ELECTRONIC FILING & E-MAIL**

July 6, 2020

*Mailed to:* City of Los Angeles  
Department of City Planning  
201 N. Figueroa Street, 4th Floor  
Los Angeles, CA 90012

*E-mail Delivery to:* cityclerk@lacity.org  
blake.lamb@lacity.org  
tim.fargo@lacity.org  
delia.arriaga@lacity.org  
planning.figcounter@lacity.org

RE: APPEAL OF LETTER OF DETERMINATION REGARDING  
WARNER CENTER 2035 SPECIFIC PLAN PERMIT COMPLIANCE  
REVIEW - CASE NO. DIR-2018-2713-SPP; 21300 CALIFA STREET

Dear President Dierking, Honorable Commissioners, Ms. Wolcott, Mr. Lamb, Mr. Fargo, and Ms. Arriaga:

On behalf of the Southwest Regional Council of Carpenters (“**Commenter**” or “**Carpenters**”), my Office is submitting these comments on the City of Los Angeles’ (“**City**” or “**Lead Agency**”) Director of Planning’s (“**Director**”) determination on June 18, 2020 entitled “Warner Center 2035 Specific Plan and Warner Center 2035 Specific Plan Sign District Project Permit Compliance Review” for Case No. DIR-2018-2713-SPP, located at 21300 Califa Street (“**Project**”). (6/18/2020 Letter of Determination [“LOD”].)

On June 18, 2020, the Director approved the Project by finding that the Project is within the scope of the Warner Center 2035 Program EIR No. ENV-2008-3471-EIR; SCH No. 1990011055 (“**Program EIR**”), the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur, and no new mitigation is required; and the City has



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Attorney At Law

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Pasadena, California 91101

---

**VIA ELECTRONIC FILING & E-MAIL**

July 6, 2020

*Mailed to:* City of Los Angeles  
Department of City Planning  
201 N. Figueroa Street, 4th Floor  
Los Angeles, CA 90012

*E-mail Delivery to:* cityclerk@lacity.org  
blake.lamb@lacity.org  
tim.fargo@lacity.org  
delia.arriaga@lacity.org  
planning.figcounter@lacity.org

RE: APPEAL OF LETTER OF DETERMINATION REGARDING  
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On June 18, 2020, the Director approved the Project by finding that the Project is within the scope of the Warner Center 2035 Program EIR No. ENV-2008-3471-EIR; SCH No. 1990011055 (“**Program EIR**”), the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur, and no new mitigation is required; and the City has

incorporated all feasible mitigation measures from the Program EIR on the Project. (6/18/2020 LOD.)

This comment letter is being submitted to support the appeal of the Director’s June 18, 2020 LOD approving the Project for the Warner Center 2035 Specific Plan, DIR-2018-2713-SPP. (6/18/2020 LOD.)

The Southwest Carpenters is a labor union representing 50,000 union carpenters in six states, including in southern California, and has a strong interest in well-ordered land use planning and addressing the environmental impacts of development projects.

Commenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

Commenters incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 CA4th 173, 191 (finding that any party who has objected to the Project’s environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

**I. THE PROJECT IS INCONSISTENT WITH THE WARNER CENTER 2035 PLAN AND THE LOS ANGELES MUNICIPAL CODE**

a. The Director’s Findings Under LAMC 11.5.7(C)(2) Are Unsupported.

The primary purpose of the June 18, 2020 LOD is to approve the Project with the determination that it is compliant with the Warner Center 2035 Specific Plan. Los Angeles Municipal Code (“LAMC”) 11.5.7(C)(2) requires that the Director make written findings prior to granting a Project Permit Compliance for Project in a specific plan area. The LOD then analyzes and concludes that the Project is consistent with the applicable general and specific plans, including the Warner Center 2035 Specific Plan. (*Id.* pp. 33-56.)

Specifically, before granting a Project Permit Compliance request, LAMC 11.5.7(C)(2) requires the Director to make written findings that the Project satisfies each of the following requirements:

- (a) That the project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan; and
- (b) That the project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible

For reasons stated below, the Project is inconsistent with the Warner Center 2035 Plan and the applicable Community Plan. Thus, the Director’s finding under LAMC 11.5.7(C)(2)(a) is unsupported by substantial evidence. Moreover, due to the failure of the City to incorporate all mitigation measures from the Program EIR, the Director’s finding under (b) is also unsupported.

**1. The Project Fails to Comply with the Warner Center 2035 Plan**

*i. The Project Does Not Comply with the Specific Plan’s Cultural Amenities Trust Fund Requirements*

The Warner Center 2035 Plan requires that projects with values of over \$500,000.00 pay into the Warner Center Cultural Amenities Trust Fund. (Warner Center 2035 Plan at pp. 15, 43, 111.) The Warner Center 2035 Plan defines “Warner Center Cultural Amenities Fee,” in part, as “[a] fee designed to specify that the cultural arts fees

collected into a specific fund, known as the Warner Center Cultural Amenities Trust Fund, to be used for cultural arts and amenities with the Plan area only....” (Warner Center 2035 Plan, pg. 15.)

However, the Project’s Condition of Approval No. 26 merely references the conditional requirements. (6/18/2020 LOD, P. 13.) Since the Letter of Determination admits that this Project would exceed the \$500,000 threshold and the estimated total Cultural Amenities fee will be \$1,982,631.05, the Condition of Approval No. 26 should be revised to state that the Applicant will be assessed Cultural Amenities fees under the Specific Plan because the Project meets the \$500,000 minimum threshold. The current conditional language is confusing and ambiguous.

*ii. The LOD Fails to Apply the Fees from the Mobility Fee Update*

The Letter of Determination applies Mobility Fees from the 2019 table and not from the recent Mobility Fee Update, Appendix D to the Specific Plan, which was amended by Ordinance No. 186,498 (effective March 10, 2020.) (June 18, 2020 LOD, pp. 43-44.) This is wrong and must be revised to reflect the fees from the Mobility Fee Update.

The City applies the Mobility Fee Update inconsistently to various cases within the Warner Center 2035 Specific Plan. In another Specific Plan case, Case No. DIR-2018-3394-SPP-1A, Project Site 6366-6410 Canoga Avenue, the City refused to apply the Mobility Fee Update, effective March 10, 2020, to that case because the Letter of Determination for the case was issued on January 2, 2020, before the effective date. (Case No. DIR-2018-3394-SPP-1A, Staff Report to South Valley Area Planning Commission, A-3.) In a different Specific Plan case, Case No. DIR-2017-1708-SPP, while the City correctly applied the Mobility Fee Update to the project, the Project Applicant appealed to apply the older Mobility Fees, but the City Planning Commission at the most recent appeal hearing expressed it would require the Mobility Fee Update.

The Mobility Fee Update went into effect on March 10, 2020 and the LOD was issued June 18, 2020. There is no excuse for to apply an outdated Mobility Fee here and the latest Mobility Fee Update must be applied.

*iii. The Project Should Be Stayed Until the City Implements City Council’s Direction to Implement Additional Labor Standards, Local Hire, Prevailing Wage, and Affordable Housing Requirements*

The City has recently approved a number of changes to the Warner Center 2035 Plan, including measures to implement labor standards, local hire, prevailing wage, and affordable housing requirements (Council Files 13-0197-S4, 13-0197-S9, 13-0197-S6), all of which are currently being ignored as part of the City’s Warner Center 2035 Plan implementation process.

The Project ignores these developments in their entirety by failing to require any of the aforementioned community benefits that were promised to the City’s community many years ago as part of approval of the Warner Center 2035 Plan.

Therefore, the Project fails to adequately comply with the Warner Center 2035 Plan’s and the LAMC’s required procedures for Project modification/revision.

**2. The Project is Inconsistent with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan**

Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Objective 1-4 requires that projects “[p]rovide a diversity of housing opportunities capable of accommodating all persons regardless of income, age or ethnic background.” (CPWWHWH Community Plan, p. III-4.) However, the Project proposes zero affordable or low income housing units. Therefore, the LOD fails to establish that the Project is consistent with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Objective 1-4.

**3. The Project Fails to Adopt All Mitigation Measures from the Program EIR**

The LOD fails to require the Project to implement all of the mitigation measures adopted by the Program EIR. (6/18/2020 LOD.) The LOD excludes the following mitigation measures:

- AES-5
- AES-6
- AES-21, 22, 23, 24, 25, 26
- AQ-2
- AQ-10, 11, 12, 13, 14

AQ-16, 17, 18

BIO-2

BIO-4

BIO-5

CUL-1 and 2

GEO-13

HYDRO-1

HYDRO-4

HYDRO-12 and 13

NOI-1 and 2

NOI-8 and 9

TRS-1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, and 101.

As listed above, the LOD excludes 130 mitigation measures adopted by the Program EIR. And most shockingly, the LOD excludes ALL but one of the transportation/traffic mitigation measures adopted by the Program EIR (LOD only adopted TRS-100 out of a total of 101 mitigation measures). Despite excluding 130 mitigation measures from the Project, the LOD fails to explain why such exclusion was necessary. As such, the Director and the City failed to provide substantial evidence to support its decision to exclude a huge bulk of the mitigation measures adopted by the Program EIR, the only environmental document that supports this Project.

According to LAMC 11.5.7(C)(2)(b), the Director must find that the project incorporates mitigation measures to the extent physically feasible. Here, the Director's finding that "the City has incorporated all feasible mitigation measures from the Program EIR on the Project" is unsupported and unreasonable.

## II. **THE PROJECT VIOLATES THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

### a. Background Regarding the California Environmental Quality Act

The California Environmental Quality Act, Cal. Pub. Res. Code § 21100 *et seq* ("CEQA") has two basic purposes. First, CEQA is designed to inform decision

makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations (“**CCR**” or “**CEQA Guidelines**”) § 15002(a)(1). “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal.3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal.App.4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal.3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. (*Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal.App.4th 48, 102, 131.) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.”

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 449–450).

b. The Program EIR is Insufficient

PRC section 21094 allows a prior program EIR to be used for a later project but only if it is consistent with the program, plan, policy, or ordinance for which an environment impact report has been prepared and certified, consistent with applicable local land use plans and zoning of the city, county, or city and county in which the later project would be located, and not subject to PRC section 21166. As explained above, the Project is inconsistent with the Program EIR.

**III. CONCLUSION**

For aforementioned reasons, Commenter requests that the City grant its appeal and send the Project back to be re-analyzed and considered for its consistency with the Warner Center 2035 Plan and compliance with CEQA.

Regards,

  
\_\_\_\_\_  
Mitchell M. Tsai

MITCHELL M. TSAI, ATTORNEY AT LAW

**Exhibit D: Director's  
Determination  
DIR-2018-2713-SPP,  
dated June 18, 2020**

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

VAHID KHORSAND  
VICE-PRESIDENT

DAVID H. J. AMBROZ  
CAROLINE CHOE  
HELEN LEUNG

KAREN MACK  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
DANA M. PERLMAN

**CITY OF LOS ANGELES  
CALIFORNIA**



ERIC GARCETTI  
MAYOR

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SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

TRICIA KEANE  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**WARNER CENTER 2035 SPECIFIC PLAN AND  
WARNER CENTER 2035 SPECIFIC PLAN SIGN DISTRICT  
PROJECT PERMIT COMPLIANCE REVIEW**

June 18, 2020

**Applicant**

Sharon "Shawn" Evenheim  
California Home Builders  
21510 Roscoe Boulevard  
Canoga Park, CA 91304

**Owner**

De Soto WH, LLC  
c/o California Home Builders  
21510 Roscoe Boulevard  
Canoga Park, CA 91304

**Owner**

De Soto WH, LLC  
c/o California Home Builders  
21510 Roscoe Boulevard  
Canoga Park, CA 91304

**Case No.**

**CEQA:**

**DIR-2018-2713-SPP**  
ENV-2008-3471-EIR;  
SCH No. 1990011055

**Location:**

21300 Califa Street

**Council District:**

3 - Blumenfield

**Area Planning Commission:**

South Valley

**Neighborhood Council:**

Woodland Hills - Warner  
Center

**Community Plan Area:**

Canoga Park - Winnetka  
Woodland Hills - West  
Hills

**Specific Plan:**

Warner Center 2035

**Specific Plan Subarea:**

Commerce District

**Legal Description:**

Lot B, Tract PM 4371

**Last Day to File an Appeal:**

July 6, 2020

**DETERMINATION**

As the designee of the Director of Planning, I hereby:

**Find**, pursuant to CEQA Guidelines Sections 15168 and 15162, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the project is within the scope of the Warner Center 2035 Program EIR No. ENV-2008-3471-EIR; SCH No. 1990011055 ("Program EIR"), the environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur, and no new mitigation is required; and the City has incorporated all feasible mitigation measures from the Program EIR on the Project.

Pursuant to Section 11.5.7.C of the Los Angeles Municipal Code (LAMC) and Section 5.3.3 of the **Warner Center 2035 Plan (WC2035)** (Ordinance 182,766), as the designee of the Director of Planning, I hereby:

**Approve with Conditions** a Project Permit Compliance Review for the demolition of a 40,965 square-foot one (1) story office building on a 93,839 square-foot lot after dedications and the construction of a two-phase, two-building project totaling 422,262 square feet. Phase 1 includes the construction of a new 230,029 square-foot, mixed-use, seven (7) -story building which measures 85 feet and six (6) inches in height. The building is comprised of 210,988 square feet of Residential Floor Area, a maximum 194 dwelling units and includes 2,512 square feet divided among four (4) Work-Live Units. Phase 1 also includes 19,041 square feet of Non-Residential Floor Area comprised of a maximum of eight (8) hotel units, 1,764 square feet divided among four (4) Work-Live Offices, 3,545 square-foot lobby and leasing office, a 1,743 square-foot café, a 1,744 square-foot commercial retail space, a 4,237 square-foot fitness center, and a 275 square-foot dog spa. Phase 1 provides three (3) levels of parking, one (1) of which is subterranean, and will provide 288 residential parking spaces and 30 non-residential parking spaces, totaling a maximum of 317 parking spaces. Phase 2 includes a 22-story, 192,233 square-foot, and 327-foot height office building (Commercial Tower Building) with a lobby on the ground floor. The Phase 2 building also includes four (4) levels of parking, two (2) of which are subterranean, totaling a maximum of 234 vehicle parking spaces.

Pursuant to Section 11.5.7.C of the Los Angeles Municipal Code (LAMC) and Section 5.C.3 of the **Warner Center 2035 Plan Sign District (WC2035)** (Ordinance 183,147), as the designee of the Director of Planning, I hereby:

**Approve with Conditions** a Project Permit Compliance Review to approve a Phase 1 Sign Plan not to exceed 190.7 square feet with one (1) Identification Sign, five (5) Wall Signs, and five (5) Informational Signs.

## CONDITIONS OF APPROVAL

This Project approval is subject to the following Conditions of Approval imposed to ensure compliance with the Warner Center 2035 Plan and is based upon the attached Findings. **In addition, the applicant shall comply with any requirements of the Department of Building and Safety (B&S), Department of Transportation (DOT), Bureau of Engineering (BOE), Urban Forestry Division of the Bureau of the Street Services (BSS), Bureau of Street Lighting (BSL), and the Department of Recreation and Parks (RAP).**

- 1. Site Development.** Except as modified herein, the Project shall be in substantial conformance with the plans and materials submitted by the Applicant, labeled Project Plans Exhibit "A" and Sign Plans Exhibit "B", dated December 16, 2019 and July 30, 2019 respectively and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Valley Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization. Prior to the issuance of any building permit, except for demolition, excavation, or foundation permits for any component of this Project, detailed plans showing that component's compliance with these conditions shall be submitted for review, to the satisfaction of the Director of Planning, unless otherwise specified.

### Warner Center 2035 Specific Plan Conditions

- 2. Uses.** In compliance with Section 6.1.2.2.1 and Appendix A of the Specific Plan, uses on the Project site shall be restricted to those permitted in the Commerce District of the Specific Plan. The Project includes Work-Live Units, multiple residential dwelling units, commercial and retail uses included as permitted in Appendix A. Any use defined by Appendix A as requiring a Conditional Use Permit shall be considered under a separate application to the Department of City Planning and is not approved as part of this Project Permit Compliance Review.
- 3. Intensity.** The project shall be limited to an FAR of 4.5:1 as defined by Section 4 of the Specific Plan.
- 4. Permitted Development by Floor Area.** The Project shall provide a minimum of 50 percent of Non-Residential floor area and a maximum of 50 percent Residential floor area of the total floor area proposed, as defined by Section 6.1.2.2.3 and Appendix B in the Specific Plan for projects that have a FAR of 3.0:1 or greater. Since the Project square footage is 422,262 resulting in an FAR greater than 3.0:1, then the Project shall provide a minimum of 211,131 square feet of Non-Residential floor area and a maximum of 211,131 square feet of Residential floor area of the total floor area proposed.
- 5. Ground Floor Limitations.** Pursuant to Section 6.1.2.2.4, the following are required:
  - a. Residential Uses.** The Project shall not permit residential uses on the ground floor;
  - b. Depth and Height.** Ground-floor Non-Residential development shall have a minimum depth of 25 feet from the Building Façade, and a minimum floor-to-floor height of 15 feet;

- c. **Transparency.** Ground-floor Non-Residential development shall have a minimum of 75 percent of the Building Façade located between 30 inches and 84 inches from the ground floor devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted towards such minimum percentage;
  - d. **Permitted Non-Habitable Uses Ancillary to Residential Use.** Ground-floor Non-Residential development may include non-habitable uses that are used in conjunction with residential uses for the Project, including but not limited to: leasing offices, community centers, entrance lobbies, gym/fitness center, residential business center, and concierge services as long as such uses comply with subsections 5(a) and 5(b);
  - e. **Parking.** Parking at the ground floor of the Project shall have:
    - i. At least 80 percent of the ground-floor frontage on any side of above-grade parking adjacent to a public street (not including an alley) or adjacent to a public open space/plaza shall be devoted to ground-floor Non-Residential development.
    - ii. A minimum of the first 12 vertical feet of the ground-level Building Façade that includes all of the following features:
      - 1. Articulation and modulation through changes in the vertical wall plane and/or a change in building material;
      - 2. Use of windows with non-reflective glazing that may be translucent but not black or mirrored glass or similar opaque glazing; and
      - 3. Integration of building entrances.
      - 4. Buffering of the street edge with landscaping, berms, or landscaped planters.
6. **Building Height.** Although all Projects within the Commerce District are permitted an unlimited building and structure height, Phase 1 of the Project shall be limited to a maximum of 85 feet and six (6) inches in height and Phase 2 of the Project shall be limited to a maximum of 327 feet in height per Exhibit “A”.
7. **Street Standards – Improvements and Dedications.** Califa Street is designated as a Modified Collector Street and shall be in compliance with Table 2, which requires for the south side of the east/west section fronting the Project to be a 40-foot half right-of-way, including a 32-foot half roadway and an eight (8)-foot half sidewalk. As directed by the Bureau of Engineering, the Project shall comply with the street standards on Table 2 of the Specific Plan as follows: **(DOT/BOE/DCP)**
- a. **Dedications.**
    - i. *Califa Street:* The Project shall dedicate a variable width strip of land along the property frontage to complete a 40-foot half right-of-way in accordance with Table 1 Modified Collector Street standards of the Specific Plan. **(BOE)**

**b. Improvements**

- i. *Califa Street*. The Project shall construct additional surfacing to join the existing improvements to provide a 32-foot half roadway including asphalt pavement, integral concrete curb, 2-foot gutter and 8-foot concrete sidewalk. These improvements should suitably transition to join the existing improvements. **(BOE)**
  
- ii. *Street Trees*. The Project shall preserve to the greatest extent possible all existing Street Trees if the curb is not being relocated. As necessary, the Project shall install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Prior to the issuance of a permit for the Project, satisfactory arrangements shall be made with the Urban Forestry Division of the Bureau of Street Services for the construction of tree wells and planting of street trees along Califa Street Note: if existing, healthy street trees are to be removed, per Appendix F, Section 7, Guideline 6, they shall be relocated in the following locations in order of preference: nearby streets, public open space and or other private project sites. All trees should be planted within the boundaries of the Plan, if feasible. **(BSS/DCP)**
  1. Replacement. One (1) street tree shall be replaced at a ratio of 2:1. The street tree replacement is subject to further review and approval from the Division of Urban Forestry, which may supersede this condition. A copy of the Tree Removal Permit from the Division of Urban Forestry shall be submitted to the subject case file prior to final signoff. Final landscape plans shall show these required replacement trees.
  2. Non-Protected Trees. Prior to issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. Should the applicant need the removal or planting of any tree in the public right-of-way, approval is required from the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.
  3. Bonding (Tree Survival). The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced, or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new protected tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's protected tree bond may be exonerated.

The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence

satisfactory to the City Engineer and Urban Forestry Division that the protected trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

iii. *Street Lighting.* Street lighting may be required to the satisfaction of the Bureau of Street Lighting. **(BSL).**

c. **Additional Requirements.** The Department of Transportation may have additional requirements for dedication and improvements. See BOE Report, dated October 24, 2018, for additional instructions regarding other improvements requested. **(DOT)**

**8. Setbacks.** The Project shall observe a front setback area of no less than 12 feet and no more than 20 feet. A minimum of 30 percent of the required setback shall be landscaped. Prior to signoff for Phase 2 (Commercial Tower Building), a revised Site Plan shall be submitted to Valley Project Planning with an appointment for review and approval to show a front setback of not less than 12 feet and no more than 20 feet for the tower building proposed in Phase 2.

**9. Publicly Accessible Open Space (PAOS).**

Based on a net site area of 93,839 square feet, the Project shall provide at least 14,076 square feet of PAOS that:

- a. may be adjacent to or interrupted by the public right-of-way, but otherwise shall be contiguous;
- b. is integrated into the overall design of the Project;
- c. is integrated with neighboring buildings or structures and any existing, or approved, PAOS, if applicable;
- d. is maintained in good condition;
- e. is open to the public from 6:00 a.m. to 10:00 p.m., seven (7) days a week. There shall be at least two (2) signs stating the hours of operation of the PAOS, including in the focal point(s). PAOS identification signage shall indicate that the PAOS is available for use by the public from 6 a.m. to 10 p.m., seven (7) days a week. Supporting documentation of signage and placement shall be submitted to the subject case file prior to final signoff and to be kept with the file for this case. This identification signage shall not be counted against a Project's signage limitation;
- f. contains a minimum of 13,680 square feet of PAOS that is open to the sky, excluding shade structures and other features or elements that are not calculated as Floor Area;
- g. contains a minimum of 50 percent of PAOS that is landscaped (based on 15,200 square feet provided, 7,600 square feet required);
- h. contains a minimum of 31 seats in the PAOS that is a ratio of no less than one (1) seat per 500 square feet of the provided PAOS. Seating shall include but not be limited to chairs, benches, and planters. Seating shall be permanent or moveable. For benches, two (2) linear feet of bench or seat-wall shall equal one (1) seat;

- i. places seating in a location that considers noontime sun and shade;
  - j. is directly accessible from Califa Street;
  - k. includes a focal point or gathering space of at least 500 square feet facing Califa Street and adjacent to where the café outdoor seating is located as depicted in Exhibit “A”;
  - l. includes required setbacks required along a public way;
  - m. excludes the following uses: surface parking areas, open storage areas, private open space areas not accessible to the general public, swimming pools and spas unless open to the general public, loading docks and parking, driveway entrance/exit areas, sidewalks and parkways in the public right-of-way as of the date of the adoption of the Plan, and detached utility areas/pads;
  - n. includes a mix of passive and active recreational facilities designed to serve residents, employees, and visitors to Warner Center. PAOS shall include amenities for all ages such as one or more tot lots, community gardens, or other physical activity facilities to integrate shared spaces designed for gathering year-round.
- 10. PAOS Covenant and Agreement.** Prior to the issuance of any building permit, the applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department binding the land for the Project and all successors. It shall include a detailed, dimensioned site plan and landscape plan demonstrating the required and provided PAOS areas to remain after the temporary PAOS changes use and a comprehensive summary table showing compliance with the regulations contained in the applicable PAOS conditions herein. It should include information regarding the ongoing maintenance and operation of the open space areas and on-going public access through easement. A copy of the Covenant and Agreement shall be submitted to the case file prior to final signoff and kept with the file for this case.
- 11. Temporary PAOS.** In addition to the Specific Plan’s PAOS requirements, the Project shall temporarily provide PAOS equivalent in the Phase 2 building footprint and driveway area per agreement of the applicant and the Department of City Planning. The temporary PAOS shall include a trail, dog run, play area, native planting and ground cover, natural color concrete, and 21 trees, which are not included in the replacement tree count. Additionally, to the best extent feasible, trees are encouraged to be in movable planter boxes. The temporary PAOS, which does not count toward the required PAOS, shall meet Section 6.2.2 standards until it is necessary to remove for Phase 2 construction.
- 12. Park Fees and Land Dedication.** As applicable, the applicant shall provide documentation that LAMC Section 12.33 Park Fees and Land Dedication requirements were satisfactorily arranged with the Department of Recreation and Parks.

Note: Effective January 11, 2017, RAP is responsible for calculating the required park fees owed by each residential development project, pursuant to Los Angeles Municipal Code (LAMC) 12.33, and issuing the fee calculation letters to applicants. RAP will also be responsible for calculating the required fees for vested projects that are not subject to a

park fee pursuant to LAMC 12.33 but were subject to the Recreation and Park Fee provisions that were effective prior to January 11, 2017 (Quimby Fee). The Quimby Fee is calculated on a per dwelling unit basis with the per unit fee determined by the zone in which the dwelling unit is located. The application for the Project was deemed complete on December 16, 2019. **(RAP)**

### 13. Automobile Parking

- a. **Parking Entrances:** The driveway egress-ingress from Califa Street and at entrances to both the Phase 1 and Phase 2 parking lots shall be limited to a 20-foot width to reduce pedestrian conflicts. The driveway apron shall follow the standard DOT width.
- b. **Residential Parking.** For the Residential use, Phase 1 shall provide a minimum of 194 and a maximum of 388 Residential parking spaces. The Project shall be in substantial conformance with Exhibit A, in which 288 Residential parking spaces are provided. All Residential parking for Phase 1 shall be included in Phase 1.
- c. **Non-Residential Parking.** For the Non-Residential uses, Phase 1 shall provide a minimum of 30 and a maximum of 61 Non-Residential parking spaces, which include a minimum of six (6) spaces for Office use, a minimum of 16) spaces for Commercial use (including the café and dog spa), and exactly eight (8) spaces designated for Hotel use. Phase 2 shall provide a minimum of 193 and a maximum of 768 Non-Residential spaces, all of which will be for Office use.
- d. **Disabled Parking.** The Americans with Disabilities Act (ADA) accessible spaces associated with the Residential and Non-Residential uses shall not be calculated into the Project's total parking count for purposes of a parking maximum.
- e. **Setback Parking.** The project shall not include surface parking in any required setback.

### 14. Bicycle Parking.

- a. **Residential.** Phase 1 shall provide 12 short-term and 122 long-term bicycle parking spaces for Residential use, Phase 2 shall not include Residential use bicycle parking spaces.

- b. **Non-Residential.**

Phase 1 shall provide bicycle parking for Non-Residential uses that includes:

- i. At least two (2) short-term and two (2) long-term bicycle spaces for the Office use;
- ii. At least six (6) short-term and six (6) long-term bicycle parking spaces for the Commercial use (dog spa, café, retail, and fitness center);
- iii. At least two (2) short-term and two (2) long-term bicycle parking spaces for the Hotel use;

- iv. Facilities for employee showers and personal lockers at the Level 1 Fitness Area.

Phase 2 shall provide bicycle parking for Non-Residential uses that includes:

- i. At least 19 short-term and 38 long-term bicycle parking spaces for the Office use;
- ii. Facilities for employee showers and personal lockers at the Level 1 Fitness Area.

Once both Phases are complete, the Project shall provide at least 28 short-term and 46 long-term bicycle parking spaces for Non-Residential uses. The Non-Residential bicycle parking spaces shall be counted separately from Residential bicycle spaces and follow size and design regulations as outlined in the LAMC.

**15. Motorcycle, Moped, and Scooter Parking.** For Phase 1, the Project shall provide 15 Residential and three (3) Non-Residential parking spaces for motorcycles, mopeds, and scooters. For Phase 2, the Project shall provide 28 Non-Residential Motorcycle parking spaces for motorcycles, mopeds, and scooters. The Non-Residential parking spaces shall be counted separately from the Residential Motorcycle parking spaces, auto, and bicycle parking spaces.

**16. Landscape.** Prior to signoff, revised landscape and irrigation plans shall be provided to show:

- a. Compliance with the Landscape Plan Instructions (Form CP-6730) including:
  - i. The name, address, phone number, and email address of the landscape professional who prepared the plans;
  - ii. The site address and legal description, including Arb number;
  - iii. The notation of existing and replacement street trees;
  - iv. The dimensions of all open space areas, including: yards, setbacks, building or structure height, building footprints, open space areas, landscape (planting) areas, hardscape areas, and other key features;
  - v. All plants proposed;
  - vi. Height at planting;
  - vii. Notes indicating a height of at least 35 feet and the age to maturity (maximum of 10 years) for a portion of the trees proposed;
  - viii. WUCOLS classification for all plants;
- b. A minimum of 30 percent of the required setback areas landscaped;
- c. Trees planted at a ratio of every 30 linear feet in the setback area adjacent to the

above-ground parking levels on the east, south, and west elevations;;

- d. Parking structures or that portion of building or structure used for parking at grade or above grade shall use parapet wall, railings, planter boxes, and external landscaping to minimize vehicle headlight and noise impacts on adjacent properties.
- e. The use of shrubs, climbing vines, green screen, or trees to screen blank walls and façades of each parking level to provide landscaped screening and exterior ameliorations to the walls in the following locations:
  - i. Phase 1 above-ground parking levels east, south, and west elevations at the parking level facing the PAOS;
  - ii. Phase 2, above-ground parking levels east, south, and west elevations at the parking level facing the PAOS;
- f. A minimum landscaped setback of five (5) feet shall be observed on all of the perimeters of the standalone parking structures or any portion of a building or structure used for parking at grade or above grade within the interior of a lot, and not located adjacent to an existing public street, new public or private street, or Pedestrian Adapted Pathway (PAP).
- g. On the north elevation at the Work-Live Units, landscaped setbacks with any or all of the following: walkways, porches, patio, and raised planters;
- h. All planted areas within a Project serviced by automatic irrigation systems and conforming to the City's water conservation requirements as prepared by a licensed landscape architect;
- i. Use of a high-efficiency "smart" irrigation system, which includes a weather-based controller, and, where feasible, in-line drip and bubblers, rather than overhead spray. Where overhead spray is used, heads should have low-precipitation nozzles to reduce run-off;
- j. Plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program ([www.bewaterwise.com](http://www.bewaterwise.com)) for at least 50 percent of the plant materials used. The landscape plan shall incorporate Southern California native plant species. Please refer to the Theodore Payne Foundation ([www.theodorepayne.org](http://www.theodorepayne.org) or [www.calscape.org](http://www.calscape.org)) to access their Native Plant Database;
- k. 50 percent of the trees in the third floor open space area as canopy trees that provide shade. Native, drought tolerant, species with a low Water Use Classification of Landscape Species (WUCOLS) level are preferred. Bamboo and Palm tree varieties shall not be counted toward this requirement;
- l. That the Project treats 100 percent of the 85th percentile storm and provide detentions capacity to retain a rainfall intensity of 0.5 inches/hour or other Code requirement if the latter is more restrictive, to the satisfaction of the Bureau of Sanitation. On-site infiltration is the preferred method of treatment;

- m. Additionally, the Project shall use permeable paving for at least 75 percent of all hardscape areas as feasible (a statement from a geotechnical engineer may be required), and in the PAOS areas plant deciduous trees as the most effective means of providing comfortable access to sun and shade.

**17. Supplemental Urban Design Standards.**

- a. **Architecture.** For Phase 1, the Project shall provide variations in depth, accomplished with recesses, courtyards, exterior stairs, and balconies. The Project shall retain the protruding residential balconies with dimensions shown in Exhibit "A", and recessed walls on the east, south, west (facing interior courtyard) elevations. Additionally, the building shall have variations in materials, textures, and rooflines. For Phase 2, the Project shall provide a protruding geometric architectural treatment on the northwest corner of the Commercial Tower Building with gradient-colored aluminum panels that complement the building in Phase 1. The material finishes shall be in conformance with Exhibit "A".
- b. **Lighting and Security.** Prior to sign-off for Phase 2 (Commercial Tower building), revised lighting plans and elevations shall be submitted to Valley Project Planning with an appointment, for review and approval to show the exterior lighting as integrated with design of the structure(s), shielded to reduce glare for all sides of the building, and pointed away from the sky and windows of residential units.

**18. LEED Silver.** Prior to Planning clearance, the Project shall submit proof that the project is designed to meet the equivalent green standards of LEED (Leadership in Energy and Environmental Design) at the Silver Level, in addition to the City's Green Building and any other applicable regulations relating to sustainability standards. (Note: the project is subject to the most current version of LEED at the time of the Planning clearance on the building permit). **(B&S/DCP)**

**19. Green Building Ordinance.** Prior to Planning clearance, the Project shall submit evidence that it complies with the City's Green Building Ordinance No. 182,849. **(B&S/DCP)**

**20. Solar Reflective Index (SRI).** Prior to Planning clearance, an updated roof plan shall be submitted showing the slope of the roof as having a maximum slope of 2:12, and illustrating the percentage of the roof with an SRI equal to or greater than 78 for at least 75 percent of the roof area. **(B&S)**

**21. Design Guidelines.**

- a. **Neighbor Impacts.** Pursuant to Appendix F Section 6 of the Specific Plan, prior to final signoff, the Project shall submit revised plans showing:
  - i. The location on the exterior of all mechanical equipment including the roof, with screens shielding it from public view.
  - ii. The location of the ventilation intakes and exhausts on the exterior located more than 20 vertical and horizontal feet from the sidewalk and directing air flow away from the public realm.

- iii. Metal surfaces on the exterior noted as having a matte finish or other finish that minimizes glare or reflection.
    - iv. Antennas and satellite dishes screened. Cable and satellite services should be provided through a single source that serves individual units throughout the entire complex through wired connections that are contained within building walls.
  - b. **Balconies.** Pursuant to Appendix F Section 6 of the Specific Plan, the balconies shall be a minimum of 50 percent transparent (e.g. either glass or a solid material with openings of 50 percent or greater) and integrate metal railing or guardrail systems.
  - c. **Towers.** For Phase 2, pursuant to Appendix F Section 6 of the Specific Plan, the Commercial Tower Building shall provide variety through subtle details in the curtain wall, and the articulation of a human-scaled base at the street level. Additionally, highly reflective or very dark glass curtain wall system or fenestration are not permitted.
  - d. **On-Site Open Space.** Pursuant to Appendix F Section 7 of the Specific Plan, the Project shall provide adequate passive and active on-site open space to serve residents, employees, and visitors. Per Section 10, plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating shall be placed with consideration to noontime sun and shade; deciduous trees shall be planted as the most effective means of providing comfortable access to sun and shade. PAOS shall include amenities for all ages such as one or more tot lots, community gardens, or other physical activity facilities to integrate shared spaces designed for gathering year-round.
  - e. **Antennas and Satellites Dishes.** Per Appendix F Section 6.B.43 of the Specific Plan, antennas and satellite dishes should be screened. Cable and satellite services should be provided through a single source that serves individual units throughout the entire complex through wired connections that are contained within building walls.
22. **Site Access and Internal Circulation.** Prior to the issuance of any building permit for the Project, a site plan shall be submitted to the DOT's Valley Development Review Section (6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA) for review and approval of driveways, loading/unloading areas, parking, and internal circulation. **(DOT)**
23. **Street Lighting.** Satisfactory arrangements shall be made to guarantee the installation of street lighting facilities, if necessary and not already installed by the Bureau of Street Lighting. **(BSL)**
24. **Mobility Fee.** Pursuant to Section 7 and Appendix D of the Specific Plan, the final determination to pay a Mobility Fee will be calculated using the Appendix D Mobility Fee Table in effect at time application was deemed complete. In accordance with Section 7.3.2.1, the Project is entitled to a credit against the Mobility Fee for the previous use that existed on the site on January 1, 2008. The final Mobility Fee, including these credits, will be calculated by DCP after final square footage totals for the Project uses are determined

through the Plan Check process by Building and Safety. Based on the Preliminary Mobility fee estimate, it is anticipated that the Project will incur a Mobility Fee of approximately \$1,232,232.61. **(B&S/DOT)**

- 25. Transportation Demand Management (TDM) Options.** Prior to the issuance of any building, foundation, grading, demolition, change of use or use of land permit for the Project, the applicant and/or property owner(s) shall either a) join a Transportation Management Organization (TMO) or an equivalent organization or b) submit a Transportation Demand Management (TDM) plan to the satisfaction of the Department of Transportation. For the TMO option, proof of membership in good standing shall be required at the time of building permit clearance. For the TDM option, a TDM approved by the Department of Transportation shall be required at the time of building permit clearance. The applicant shall comply with the minimum specifications outlined in Section 7.8.1.2 of the Specific Plan, which implement the goals and objectives of each option. **(DOT)**
- 26. Warner Center Cultural Amenities Development Fee.** Pursuant to Section 9 of the Specific Plan, if the valuation of a Project's building permit for any land use is \$500,000 or more, the applicant shall be assessed a Warner Center Cultural Amenities Development Fee at the same rate as the Citywide Arts Development Fee. In regards to this Project, LAMC Section 91.107.4.6 sets the fee for Office at \$1.57 per square foot resulting in an estimated amount of \$310,410.90 for 197,542 square feet; Retail Projects at \$1.31 per square foot resulting in an estimated amount of \$10,478.69 for 7,999 square feet, and Hotels at \$0.52 per square foot resulting in an estimated amount of \$2,981.16 for 5,733 square feet. The estimated total is \$82,241.36. The final Cultural Amenities Development Fee will be calculated by Department of Cultural Affairs after final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. All fees collected from the applicant shall be conveyed by the Department of Building and Safety to the Treasurer for deposit into the Warner Center Cultural Amenities Trust Fund (Fund 577), pursuant to Ordinance No. 184,838, which is to be administered by the Warner Center Cultural Amenities Committee per WC2035 Section 9.5. A record of such conveyance shall be provided by the applicant to the Department of City Planning following the issuance of building permit(s) and the payment of the fee. **(B&S/DCP)**

### **Warner Center 2035 Plan Sign District Conditions**

- 27. Sign Plans.** The Project shall be in substantial conformance with the submitted sign plans as per Condition of Approval No. 1 labeled Exhibit "A" and Exhibit "B" dated December 16, 2019 and July 30, 2019.
- 28. Sign Type.** The project shall be limited to:
- a. A maximum of one (1) Identification Sign (shown on Exhibit "B" on sheet 5) as defined by LAMC Section 14.4.2 and Section 4 of the Sign District, which shall be designed as aluminum channel letters and limited to a logo, generic type of business, or the name of the business or building, and shall not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building;
  - b. A maximum of five (5) Wall Signs (shown on Exhibit "B" on sheets 3, 4, 6, 7, and 8) as defined by LAMC Section 14.4.2 and counted separately from Identification Signs, which shall be designed as aluminum channel letters, and shall not cover

the exterior of windows, doors, vents, or other openings that serve occupants of a building;

- c. A maximum of five (5) Information Signs (shown on Exhibit “B” on sheets 9, 10, and 11) as defined by LAMC Section 14.4.2.
- d. Any changes to signs in (a) through (d) herein shall be reviewed by the Valley Project Planning, Warner Center Unit for substantial conformance.

**29. Sign Area.** The project is allowed up to 2 square feet of Combined Sign Area for each linear square foot of street frontage. Per type of sign:

- e. The Identification Sign (shown on Exhibit “B” on sheet 5) shall be limited to a maximum of one (1) sign of 82.5 square feet (approximately 8 feet 3 inches by 10 feet).
- f. No Wall Sign shall exceed 300 square feet in area except when permitted in Identification Vertical Sign Zone 4. The Wall Signs (shown on Exhibit “B” on sheets 3, 4, 6, 7, and 8) shall be limited to one (1) sign of 5.8 square feet (5 feet 9 inches by 1 foot); one (1) sign of 5.6 square feet (5 feet 7 inches by 1 foot); one (1) sign of 12.8 square feet (6 feet 5 inches by 2 feet); and one (1) sign of 17.5 square feet (approximately 8 feet 9 inches by 2 feet) and one (1) sign of approximately 45.7 square feet (2 feet and 1 inch by 21 feet and 11 <sup>3</sup>/<sub>4</sub> inches);
- g. The Information Signs (shown on Exhibit “B” on sheets 9, 10, and 11) shall be limited to two (2) signs of approximately 6 square feet each (2 feet by 3 feet and <sup>1</sup>/<sub>2</sub> inches), one (1) sign of approximately 2.8 square feet each (1 foot 8 inches by 1 foot 8 inches), and two (2) signs of approximately 3 square feet each (1.5 feet by 2 feet).
- h. Any changes to signs in (a) through (d) herein shall be reviewed by the Valley Project Planning, Warner Center Unit for substantial conformance.

**30. Sign Location.** The project shall have:

- a. The one (1) Identification Sign located in Vertical Sign Zone 4, within 26 feet of the absolute top of the building, (shown on Exhibit “B” on sheet 5) shall not encroach into the airspace above the building or structure. The sign shall be located on the north facing building elevation. The sign shall not cover the exterior of windows, doors, vents or other openings that serve the occupants of a building;
- b. The four (5) Wall Signs located in Vertical Sign Zone 1 (shown on Exhibit “B” on sheets 3, 4, 6, 7, and 8) shall be no higher than the top of the second story of the building on which it is placed or higher than 35 feet above grade as measured vertically, whichever is higher. The signs shall be located on the north and west building elevations. The signs shall not cover the exterior of windows, doors, vents or other openings that serve the occupants of a building. Prior to signoff, a revised Sign Plan shall be submitted to Valley Project Planning, Warner Center Unit with an appointment, for review and approval to show the one (1) sign of approximately 45.7 square feet (site address) is no higher than the top of the second story of the building on which it is placed, or higher than 35 feet above grade as measured

vertically, whichever is higher.

- c. The Information Signs in Vertical Sign Zone 1, which shall be no higher than six (6) feet and six (6) inches above the sidewalk grade or edge of roadway, grade nearest the sign.
- d. Any changes to signs in (a) through (d) herein shall be reviewed by the Valley Project Planning, Warner Center Unit for substantial conformance.

**31. Illumination.** The signs shall be internally illuminated with LED lighting and shall not be used as Digital Displays.

- e. The signs shall be located and screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit or the window of any commercial building.
- f. The source of the illumination shall be shielded from public view
- g. The signage shall not use highly reflective materials.
- h. The signage shall have:
  - i. A wattage draw of 12 watts per square foot or less.
  - ii. Each be fully dimmable and controlled by a programmable timer that may adjust luminance levels according to the time of day
  - iii. A maximum total lumen output per display of 20 lumens per square foot

**32. Materials.** The materials, construction, application, location and installation of any sign shall be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code. All new signs and sign support structures shall be made of non-combustible materials or plastics approved by both the Fire Department and LADBS.

**33. Information Signs.** Unless otherwise specified, an Information Sign shall comply with Section 14.4.7 of the LAMC.

**34. Maintenance.** All signage copy shall be properly maintained and free from damaged sign material and other unsightly conditions, including graffiti. 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. Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view. The signage copy must be replaced immediately upon tearing, ripping or peeling, or when marred or damaged by graffiti. No access platform, ladder or other service appurtenance shall be installed or attached to any sign structure. The advertising copy on existing signs that no longer serves current tenants shall be removed immediately upon tenant vacancy. Multiple temporary signs along the building walls of a facade are not permitted.

## Environmental Conditions (Addition or New Construction)

The Warner Center 2035 Specific Plan requires the Director to impose mitigation measures on individual projects which are applicable from Appendix C of the Specific Plan. Appendix C are the list of mitigation measures from the Warner Center 2035 Specific Plan Program EIR.

- 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 Director of Planning or his designee.
- 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.
- AES-3** The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to LAMC Section 91.8104.15.
- AES-4** Multiple temporary signs in the store windows and along the building walls are not permitted.
- AES-7** All signs in the SIGN DISTRICT 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.
- AES-8** The material, construction, mounting, and adhesive methods of all proposed signage shall be subject to the approval of the Fire Department and the Department of Building and Safety.

- 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 foot candles 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-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. 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.

**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.

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

**AQ-1** During the project's construction, the applicant (or successors as appropriate) shall use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust. In addition the project is required to include the following measures *as applicable and feasible*:

- a) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- b) Provide dedicated turn lanes for movement of construction trucks and equipment, on-and off-site.
- c) Reroute construction trucks away from congested streets or sensitive receptor areas. Ongoing monitoring of construction activities by project applicants required as condition of project permit.
- d) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- e) Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- f) Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113s.

- g) Construct or build with materials that do not require painting.
- h) Require the use of pre-painted construction materials.
- i) Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- j) During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher, according to the following:
  - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
  - Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean-up of off-road diesel vehicles, such as heavy-duty construction equipment. More information on this program can be found at the following website: <http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>.
- k) Other measures as applicable on a project by project basis and as may be recommended by SCAQMD on their web site or elsewhere: [www.aqmd.gov/cega/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/cega/handbook/mitigation/MM_intro.html).

Ground cover shall be reestablished on construction sites through seeding and watering on completion of construction (or if sites are to remain undeveloped for more than a year).

- AQ-3** Trucks leaving the construction site shall be washed to reduce track-out dirt and dust.
- AQ-4** The applicant (or successors as appropriate) shall provide rideshare and transit incentives to construction personnel.
- AQ-5** The applicant (or successors as appropriate) shall configure construction parking to minimize interference with traffic lanes.
- AQ-6** The applicant (or successors as appropriate) shall minimize the obstruction of through-traffic in the vicinity of construction sites.
- AQ-7** The applicant (or successors as appropriate) shall use flag people during construction to guide traffic properly.

- AQ-8** Construction activities that could affect roadways shall be scheduled for off- peak periods.
- AQ-9** The applicant (or successors as appropriate) shall ensure 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 applicant shall work with the Los Angeles Department of Building and Safety Grading Division to ensure that haul routes are designed to comply with this measure.
- AQ-15** If the 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, the applicant (or successors as appropriate) 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-19** Goods movement in to and out of the WCRCCSP 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).
- AQ-21** Any new or replacement streetlights shall use energy-efficient lighting.
- AQ-22** All landscaping installed as part of the project shall be drought tolerant to reduce water consumption and provide passive solar benefits.
- BIO-1** Any development on the project site shall avoid the 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 shall implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act:
- a) 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.
  - b) If active nests are found during preconstruction surveys, the project shall 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.

- c) 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** For development in the Specific Plan area the applicant is required to replace the 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. The applicant shall also 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.

**CUL-3** Archaeological monitoring shall be required, 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** 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** 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** A qualified paleontological monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontological 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 paleontological personnel to have low potential to contain fossil resources.

**GEO-1** The project shall 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 project shall 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 project shall 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 project shall 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 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 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 project shall conform to applicable criteria set forth in the Recommended Lateral

Force Requirements and Commentary by the Structural Engineers Association of California.

- GEO-6** The seismic design for structures and foundations shall comply with the parameters outlined in the 2013 California Building Code as designated for site-specific soil conditions.
- GEO-7** The project 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 structural design of each building 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 applicant (or successors as appropriate) shall be required during inclement periods of the year, when rain is threatening (between December 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), to provide 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** Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the Department of Building and Safety in to every project within the Specific Plan area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures.
- GEO-11** 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** Provisions shall be 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.
- HAZ-1** The applicant (or successors as appropriate) shall 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 project applicant and/or contractor shall ensure that no hazardous materials are

transported along Topanga Canyon Boulevard or Burbank Boulevard or within one-quarter mile of a public or private K-12 school.

**HAZ-4** The project applicant and/or contractor shall 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** Any construction site and/or permanent facility storing hazardous materials shall comply with applicable regulations regarding storage, transport and disposal of hazardous materials and wastes.

**HYDRO-2** The structural design of individual projects shall 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** Sufficient area shall 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-5** Runoff from parking lots shall be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems.

**HYDRO-6** All wastes from construction 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** Leaks, drips, and spills be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

**HYDRO-8** Material spills are prohibited from being hosed down on the pavement. Dry cleanup methods shall be required wherever possible.

**HYDRO-9** All dumpsters shall be properly covered and maintained, including immediate emptying when full. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting.

**HYDRO-10** Where project 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** 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.

- NOI-3** All construction activities 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** Noise-generating construction equipment shall 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 project shall use 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** 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.
- NOI-7** The applicant shall 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.
- PS-1** The applicant shall coordinate with the Fire Department as appropriate to ensure that adequate fire protection service levels shall be maintained through the addition of personnel and facilities as necessary to meet anticipated demand, and, where appropriate, through project-specific on-site features that reduce the demand for such personnel and facilities.
- PS-2** Applicants 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 applicant shall consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project.
- PS-5** Project plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of the project.
- PS-6** Fire hydrants shall be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade.
- PS-7** Plot plans indicating access driveways and roads and turning areas shall be reviewed and approved by the Fire Department, prior to the issuance of a building permit.

- PS-8** During the construction phase of each project, emergency access shall remain clear and unobstructed.
- PS-9** The project shall 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 of the City of Los Angeles.
- PS-10** All project 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 applicant (or successors as appropriate) shall be required to provide a Fire Flow analysis. 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 Specific Plan 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.
- PS-12** During project construction, the applicant shall implement security measures including security fencing, lighting, locked entry, and security patrol on the site.
- PS-13** During project construction, the applicant shall provide adequate through access and emergency access to adjacent uses as necessary.
- PS-14** The applicant shall 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** Adequate police protection levels shall be maintained in Warner Center through provision of personnel and facilities, and, where appropriate, through project-specific on-site monitor who shall complete and submit reports documenting compliance to DCP.
- PS-16** The applicant shall 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** Upon completion of each project, the 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 applicant shall 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 project shall 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.
- PS-20** 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.
- PS-21** The project shall comply with the open space regulations of the Specific Plan and, for projects that involve a residential subdivision, also undertake one of the following: (1) dedicate additional parkland to meet the requirements of Los Angeles Municipal Code Section 17.12; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in lieu fees. If any fees are collected, they should be spent within the Specific Plan area including for example within opportunity areas along the Los Angeles River.
- PS-22** The project shall offset the burden on the existing libraries through one of the following: (1) payment of a fee based on an established nexus between the new development, demand and the need for additional personnel and facilities; (2) provision of on-site facilities commensurate with the demand generated; or (3) some combination of the foregoing. If any fees are collected, they should be spent within the Specific Plan area.
- TR-100** The applicant shall be required to develop and, if necessary, implement a construction traffic management plan, subject to DOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.
- U-1** The applicant shall 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.
- U-2:** The applicant shall 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.

**U-3** The applicant shall 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 applicant shall 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 percent; Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and Use of landscape contouring to minimize precipitation runoff

- U-5** Prior to the issuance of a building permit, the 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 project shall 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 project shall comply with any additional mandatory water use restrictions imposed as a result of drought conditions.
- U-8** Automatic sprinkler systems shall 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, the applicant 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. Any pumping of groundwater shall 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).
- U-12** The project shall recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris, and each applicant shall 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 project shall 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. The project shall comply with the City's standard requirement that, all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more, are required to set aside a recycling area or room for on-site recycling activities.
- U-14** The applicant shall 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 LADWP will be required as established by the LADWP.
- U-15** The applicant shall, 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.
- U-16** The applicant shall 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.

### **Administrative Conditions**

1. **Notations on Plans.** Plans submitted to the Department of Building and Safety for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
2. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
3. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

4. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
5. **Covenant and Agreement.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for attachment to the subject case file.
6. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
7. **Expiration.** In the event that this grant is not utilized within **three years** of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
8. **Indemnification and Reimbursement Of Litigation Costs.** Applicant shall do all of the following:
  - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit

does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

## FINDINGS

The proposed project involves the demolition of a 40,965 square-foot one (1) story office building, and the construction of a two-phased, two-building project. Phase 1 includes the construction of a new 230,029 square-foot, mixed-use, seven (7) -story, 85 feet and six (6) inches in height building, comprised of 210,988 square feet of Residential Floor Area, a maximum 194 dwelling units, including 2,512 square feet divided among four (4) Work-Live Units. Phase 1 also includes 19,041 square feet of Non-Residential Floor Area comprised of a maximum of eight (8) hotel units, 1,764 square feet divided among four (4) Work-Live Offices, 3,545 square-foot lobby and leasing office, a 1,743 square-foot café, a 1,744 square-foot commercial retail space, a 4,237 square-foot fitness center, and a 275 square-foot dog spa. Phase 1 includes three (3) levels of parking, one (1) of which is subterranean, and will provide 288 residential parking spaces and 30 non-residential parking spaces, totaling a maximum of 317 parking spaces. Phase 2 includes a 22-story, 192,233 square-foot, and 327 feet in height office building with a lobby on the ground floor. The Phase 2 building also includes four (4) levels of parking, two (2) of which are subterranean, totaling a maximum of 234 vehicle parking spaces.

### 1) That the Project substantially complies with the applicable regulations, findings, standards, and provisions of the Warner Center 2035 Specific Plan.

Based on a review of the plans labeled “**Project Plans – Exhibit A**” and “**Sign Plan – Exhibit B,**” dated December 16, 2019 and July 30, 2019 respectively, attached to the administrative file, and as modified by the conditions contained herein, the Director of Planning makes the following findings in accordance with Section 11.5.7.C.2 of the Los Angeles Municipal Code (LAMC) and the applicable review criteria of the Warner Center 2035 Specific Plan:

#### **Section 6.1.2.2.1: Uses**

The Project’s proposed Phase 1 is a mixed-use development with 194 residential units with leasing office, eight (8) hotel units, four (4) Work-Live Units, a fitness center, a café, a dog spa, and commercial space. The Project’s proposed Phase 2 is 100 percent commercial office space including a lobby on the ground floor. As shown in Exhibit “A”, the proposed uses for Phase 1 and Phase 2 comply with Section 6.1.2.2.1 of the Specific Plan.

#### **Section 6.1.2.2.2: Intensity**

The Project’s combined Phase 1 and Phase 2 will have a Floor Area Ratio of 4.49:1 as shown in Exhibit “A”. As per Section 6.1.2.2.2, the Specific Plan states a base maximum FAR of 4.5:1 shall be permitted for all lots within the Commerce District. Therefore, the Project complies with Section 6.1.2.2.2.

#### **Section 6.1.2.2.3: Permitted Development by Floor Area**

All projects in the Commerce District shall provide a minimum percentage of Non-Residential floor area based on the total FAR of the Project. Per the table in Section 6.1.2.2.3, the Minimum Non Residential Floor Area required for a Project proposing FAR greater than 3.0 is 50 percent, and the Maximum Residential Floor Area permitted is 50 percent. The Project proposes a total of 422,262 square feet of Floor Area, resulting in a FAR of 4.49:1. The Project is, therefore, required to provide a maximum of 211,131 square feet (or at 50 percent) Residential Floor Area and a minimum of 211,131 square feet (or 50 percent) of Non-Residential Floor Area. The Project’s Phase 1 proposes a total of 210,988 square feet of Residential Floor Area, a maximum 194 dwelling units, including 2,512 square feet divided among four (4) Work-Live Units. The Project’s Phase 2 does not propose Residential Floor

Area. The Project's Phase 1 proposes approximately 19,041 square feet of Non-Residential Floor Area comprised of a maximum of eight (8) hotel units, 1,764 square feet divided among four (4) Work-Live Offices, 3,545 square-foot lobby and leasing office, a 1,743 square-foot café, a 1,744 square-foot commercial retail space, a 4,237 square-foot fitness center, and a 275 square-foot dog spa. The Project's Phase 2 proposes 192,233 square feet of Non-Residential Floor Area, comprised entirely of office space. The total proposed Non-Residential for the Project is 211,274 square feet.

Per Appendix B: Graduated FAR Table, any Project proposing qualifying Work-Live Units under this Plan's standards for each applicable District established in Section 6 shall be credited up to a maximum of 50 percent of a unit's floor area for Non-Residential calculation purposes. Qualifying units shall have only the Non-Residential floor area within an individual unit credited as Non-Residential floor area component, up to the maximum of 50 percent of the required non-residential component. The floor area devoted to common areas and other general areas within a Project shall be considered residential for calculation purposes. As such, the Project proposes a Residential Floor Area of approximately 50 percent and Non-Residential Floor Area of approximately 50 percent once both Phase 1 and Phase 2 are complete. Therefore, the Project complies with Section 6.1.2.2.3.

As conditioned, the owner(s) of the property will record a Covenant and Agreement, which runs with the land for the life of the Project, to maintain at least 50 percent of the building's floor area as Non-Residential Floor Area.

#### **Section 6.1.2.2.4: Ground Floor Limitations**

Section 6.1.2.1.4 requires that the ground floor of any Project within the Commerce District shall be subject to the following regulations for discretionary review projects:

- a) Ground-floor Non-Residential uses will have a minimum depth of 25 feet from the front Building Façade and a minimum of 15 feet in floor-to-floor height.
- b) Ground-floor Non-Residential development shall have a minimum of 75 percent of the Building Façade located between 30 inches and 84 inches from the finished grade devoted to transparent windows and/or doors. Dark tinted, reflective or opaque glazing shall not be counted toward such minimum percentage.
- c) Where residential uses are prohibited on the ground floor in the Commerce District, non-habitable uses that are used in conjunction with residential uses may be permitted on the ground floor.
- d) Parking shall only be permitted on the ground floor of a Building or Structure when at least 80 percent of the ground-floor frontage on any side of an above grade parking structure that is either adjacent to a public street (except an alley) or adjacent to a public open space/plaza is devoted to ground-floor Non-Residential development. At least the first 12 vertical feet of the ground-level Building Façade of such Building or Structure shall include all of the following:
  - i. Building Façade articulation and modulation
  - ii. Use of windows with glazing that may be translucent but not black, mirrored glass, or similar opaque glazing
  - iii. Integration of building entrances
  - iv. Buffering of the street edge with landscaping berms, or landscaping planters.

Per Condition of Approval Number 5, the ground-floor Non-Residential uses will have a minimum depth of 25 feet from the front Building Façade and a minimum of 15 feet in floor-to-floor height. Phase 1 includes a café, commercial, and leasing offices on the ground floor, all of which have a depth of at least 25 feet. Phase 2 includes an office lobby on the ground floor, which is at least 25 feet deep. For both Phase 1 and Phase 2, the proposed ground floor fronting Califa Street will have a minimum of 75 percent of the Building Façade located between 30 inches and 84 inches devoted to transparent windows while also maintaining a minimum of 15-foot floor-to-floor height. None of the windows use dark tinted, reflective or opaque glazing. Additionally, the Project does not include any residential uses on the ground floor.

For Phase 1, the portion of the building with above-ground parking levels provides ground-floor Non-Residential facing Califa Street or the open space/ plaza. When the parking structure is not facing the public street or the open space/plaza, at least the first 12 vertical feet of the ground-level Building Façade include changes in the vertical wall plane with a change in material, real and transparent windows, integration of building entrances, and buffering of the street edge with landscaped planters. For Phase 2, the parking structure, the ground floor frontage is adjacent to Califa Street and no part of the ground level parking is facing a public street. As shown in Exhibit “A”, the project complies with Section 6.1.2.2.4 of the Specific Plan.

#### **Section 6.1.2.2.5: Building Height**

For Phase 1, the Project proposes a building height of 85 feet and six (6) inches while for Phase 2, the Project proposes a building height of 327 feet. All projects within the Commerce District are permitted an unlimited Building or Structure height as long as street wall of all Projects with frontage along a public street or highway have a minimum building height of 35 feet along the public street or highway. In this case, the frontage along Califa Street is consistently at least 35 feet in height. In addition, the Project design follows the Urban Design Guidelines in Appendix F. For both Phase 1 and Phase 2, the Project’s design limits breaks in street wall to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, and permitted vehicle driveways. For Phase 1, the mixed-use building’s design provides a break between the ground level retail floor and residential upper floors with a change in materials and change in fenestration.

Additionally, the project is over 75 feet in height and, therefore, subject to Environmental Condition AES-28, which requires that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible. There are no single-family residences in close proximity to the Project site. The properties across the street from the Project site to the north are an office building and parking lots, to the west is a parking lot serving an office building, and to the east of the Project site is another office building. The proposed Project submitted a Shade and Shadow Study, dated April 10, 2018 demonstrating there are no impacts to sensitive receptors. As such, the proposed Project complies with Section 6.1.2.2.5.

#### **Sections 6.1.2.2.6: Street Standards and 7.7: Street Improvements and Dedications**

Street standards in the Commerce District are established in Appendix H, Tables 1 and 2, of the Specific Plan. Califa Street is designated as a Modified Collector Street and per Condition Number 7, it will be in compliance with Table 2, which requires Califa Street be designed with a 40-foot half right-of-way, and improved with a 32-foot half roadway, eight

(8)-foot half sidewalk, and a two (2)-foot gutter. These conditions were directed by the Bureau of Engineering in their memo dated October 24, 2018.

As conditioned, the Project will be in compliance with BOE's recommendation to provide dedication of a variable width strip of land along the project frontage to complete the 40-foot half right-of-way on Califa Street. The Project will also improve Califa Street by constructing additional surfacing to join existing improvement to provide a 32-foot half roadway including asphalt pavement, integral concrete curb, two-foot gutter, and an eight-foot concrete sidewalk with suitable transition to join the existing improvements. In addition, the Project will be in compliance with BOE's recommendation by installing tree wells with root barriers and planting street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Street improvements require tree removal and will require approval from the Board of Public Works prior to the issuance of the Certificate of Occupancy. Moreover the Project will be in compliance with BOE's recommendations by satisfying street lighting and street lighting relocation requirements from the Bureau of Street Lighting. Califa Street also has sewer lines which may require an extension of the six (6)-inch house connection laterals to the new property line. Approval from BOE is also required prior to any construction over the variable-width sanitary sewer easement within the property.

The Project is conditioned in HYDRO-3 to provide sufficient area 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.

Any necessary traffic sign and/or equipment relocation will require approval from the Department of Transportation. As such, the Project complies with Section 6.1.2.1.6 of the Specific Plan and applicable parts of Section 7.7.

**Section 6.1.2.2.7: Activity Nodes**

The proposed Project is not located within an Activity Node and an Active Street Frontage area, according to Map 10: Activity Nodes, New Streets, and Active Frontage Streets of the Specific Plan. As such, Section 6.1.2.2.7 does not apply.

**Section 6.1.2.2.8: Active Street Frontages**

The proposed Project is not located along the Active Street Frontage area identified for the District, according to Map 10: Activity Nodes, New Streets, and Active Frontage Street of the Specific Plan. As such, Section 6.1.2.2.7 does not apply.

**Section 6.1.2.2.9: Setbacks**

All Projects in the Commerce District are required to observe a front setback of no less than 12 feet and no more than 20 feet, as per the minimum setback requirements for any project not located on an Active Street Frontage. Per Condition of Approval Number 8, Phase 1 of the Project is required to provide a 12-foot setback as shown in Exhibit "A". In addition, per Condition of Approval Number 16, the Project will provide a minimum 30 percent landscaped setback. Per Exhibit "A", for Phase 1, the Project provides 1,549 square feet of landscaping within the required setback exceeding the minimum 1,401 square feet required. As such, Phase 1 is in compliance with Section 6.1.2.2.9. For Phase 2, the proposed Project does not provide a front setback and, therefore, does not comply Section 6.1.2.2.9. Prior to Planning clearance for Phase 2, the plans will be revised to demonstrate a front setback of 12 feet varying to 20 feet from the back of the sidewalk for the Project along Califa Street and a

minimum 30 percent landscaped setback. As such Phase 2 will be in compliance with Section 6.1.2.2.9.

**Section 6.1.2.2.10: New Street Extension of Variel Avenue (from Califa Street to the North to Burbank Boulevard to the South)**

The proposed Project is not located where the new street extension of Variel Avenue is identified, according to Map 10: Activity Nodes, New Streets, and Active Frontage Street. As such, 6.1.2.2.10 does not apply.

**Section 6.2.1: Incentivized Uses and Bonuses**

The proposed Project does not incorporate incentivized uses. As such, Section 6.1.2 does not apply.

**Section 6.2.2: Publicly Accessible Open Space (PAOS)**

The Project is required to provide PAOS that has a minimum square-footage equal to 15 percent of the net site area, and which satisfies a set of required standards. The Project meets the requirements and will provide 15 percent of PAOS based on 93,839 square-foot net lot area of the Project site. The Project is required to provide 14,076 square feet of PAOS after dedications. The project will also record a Covenant and Agreement with the County Recorder's Office, to include a detailed plan of the required PAOS areas on site, and the information contained in the applicable PAOS conditions. The Project proposes 15,200 square feet of PAOS per Condition of Approval Number 9 and complies with Section 6.2.2.2 per Exhibit "A" as follows:

- a. The PAOS will be contiguous and internally integrated into the overall design of the Project and is directly accessible from Califa Street.
- b. The PAOS will be externally integrated with neighboring buildings or structures and any existing, or approved, PAOS.
- c. The PAOS for the Project will be accessible to the public from 6:00 am to 10:00 pm seven days a week with two (2) signs posted indicating public accessibility per Condition of Approval Number 9.
- d. The Project will have a minimum of 13,680 square feet of PAOS open to the sky, which complies with the requirement that 90 percent of PAOS be open to the sky;
- e. The Project will have a minimum of 7,751 square feet of landscaped PAOS, or approximately 51 percent, which exceeds the requirement of 50 percent or 7,600 square feet.
- f. The Project will include a minimum of 42 seats for the 15,200 square feet of PAOS, which complies with the requirement to provide at least one (1) seat per 500 square feet of PAOS.
- g. The proposed PAOS includes a 600 square-foot focal point with a gathering area and water feature accessible from Califa Street exceeding the 500 square-foot requirement.

As conditioned, in addition to the PAOS requirement, the Project will satisfy the LAMC, Section 12.33 Park Fees and Land Dedication requirement as applicable.

The Project, per Condition of Approval Number 10 and in satisfaction of Section 6.2.2.4.1, will prepare and execute a Covenant and Agreement that will bind the land for the Project and all successors to ensure the PAOS area will be maintained and made available and accessible to the public.

Per Condition of Approval Number 10, in addition to the PAOS requirement, the Project will provide temporary additional PAOS equivalent to Phase 2 building footprint and driveway area. The PAOS will include a play area, a temporary location for the dog run, native planting and groundcover throughout, and will use natural color concrete for the winding pathways. The temporary PAOS will also add canopy provided by nine (9) Western Redbuds and 12 Cork Oaks. The 21 temporary trees will be removed when construction for Phase 2 begins and will require relocation of each tree. For Phase 2, the Project will relocate the dog run, add two (2) Fern podocarpus adjacent to the western driveway, and add five (5) Slender Weaver's Bamboo as shown in Exhibit "A".

Furthermore, per Condition of Approval Number 9, the Project does not count toward the PAOS requirement any of the following: surface parking areas, open storage areas, private open space areas not accessible to the general public, swimming pools and spas not open to the general public, loading docks and parking, driveway entrances and exits, sidewalks and parkways that are already in the public right of way, and detached or attached utility areas or pads, therefore satisfying Section 6.2.2.5 of the Specific Plan.

As such, the Project complies with Section 6.2.2 of the Specific Plan.

### **Section 6.2.3: Parking**

All parking spaces will be in compliance with applicable parking requirements set forth in Section 6.2.3 of the Specific Plan and LAMC Section 12.21 A.4. For Phase 1, the Project proposes three (3) levels of parking, one (1) of which is subterranean parking, and two (2) of which are above ground. For Phase 2, the Project proposes four (4) levels of parking, two (2) of which are subterranean parking and two (2) of which are above ground. The Project proposes to provide 551 parking spaces (317 spaces for Phase 1 and 234 spaces for Phase 2) per Exhibit "A" and per Condition of Approval Number 13.

The project complies per Exhibit "A" and Condition of Approval Number 13 with Section 6.2.3 as follows:

- a) Residential Automotive Parking (Including Work-Live Units). For Phase 1, Exhibit A shows 288 Residential parking spaces provided, within the range of a minimum of 194 and a maximum of 388 Residential parking spaces for the 194 Residential units proposed. Therefore, the Project complies with Section 6.2.3.2.1(a), which requires that the Project provide parking for residents at the rate of at least one (1) parking space per unit but not more than two (2) spaces per unit. For Phase 2, the Project does not include Residential units.
- b) Non-Residential Automotive Parking. For Phase 1, the Project will provide a minimum of 29 Non-Residential parking spaces. The Project has 19,041 square feet of Non-Residential Floor Area which includes 1,764 square feet divided between four (4) Work-Live units, a maximum of 8 hotel units, 1,744 square feet of commercial space, 1,743 square feet of café (restaurant, and 6,507 square feet of lobby and leasing office floor area.

Per Section 6.2.3.2.2, Commercial areas are required to provide a minimum of two (2) and maximum of four (4) parking spaces per 1,000 square feet of Floor Area. Office and Research and Development areas are required to provide a minimum of one (1) and maximum of four (4) parking spaces per 1,000 square feet of Floor Area, and all other spaces not listed in Section 6.2.3.2.2 are to follow the parking requirements of the LAMC. Per Section 4 of the Specific Plan on Definitions, the non-habitable portions of the Work-Live units are not considered Residential or Non-Residential area, but hotel uses are considered Non-Residential. Section 12.21 A.4 of the LAMC does not provide parking standards for the non-habitable portions of Work-Live units. The same section of the LAMC groups hotels with residential buildings, and as such, LA Department of Building and Safety clarifies in Information Bulletin P/ZC 2002-011 that parking spaces for hotel guestrooms shall be counted at a ratio of one (1) to one (1) for the first 30 guestrooms. Therefore, for Phase 1, the Project is required to provide between 16 and 32 parking spaces for the commercial areas, between 6 and 21 parking spaces for the office areas, and 8 parking spaces for the hotel areas for a total minimum of 30 and maximum of 61 parking spaces overall for the Non-Residential parts. For Phase 2, the Project is required to provide between 193 and 768 parking spaces. As such, the proposed 30 automotive parking spaces for Phase 1 and 237 proposed automotive parking spaces for Phase 2 comply with Section 6.2.3.2.2 of the Specific Plan.

- c) Mixed Use Parking. As the Project is composed of Non-Residential floor area that is more than two (2) percent of the Project's total Floor Area, the 263 Non-Residential parking spaces and 288 Residential parking spaces comply with Section 6.2.3.2.3 of the Specific Plan, which states that mixed-use developments comply with the parking standards for the Residential portion and the increment of Non-Residential floor area for the Project.
- d) General Parking Provisions. The Project complies as follows with Section 6.2.3.3 of the Specific Plan, which contains provisions that establish parking standards for all Projects in the Plan.
  - i) *Tandem Parking.* Per Condition of Approval Number 13, the tandem-sized spaces for Non-Residential Parking will only be used with valet operations for Non-Residential uses during the uses' hours of operation. As such, the Project complies with Section 6.2.3.3(b) of the Section of the Specific Plan's regulations on tandem parking.
  - ii) *Unbundled Parking.* The Project does not propose off-street parking for other projects within the same or adjacent Districts within the Plan. As such, the Project complies with Section 6.2.3.3(c).
  - iii) *New Street Parking.* The Project does not propose any new streets. As such, the Project complies with Section 6.2.3.3(d).
  - iv) *Disabled Parking.* The Project proposes overall 551 parking spaces, below the maximum of 1,218 parking spaces allowed for the site for the uses proposed. Nonetheless, Condition of Approval Number 13 includes provisions to exclude the counting of disabled parking spaces from the total numbers should the total amount of parking spaces being provided equal the maximum amount of parking allowed for the Project. As such, the Project complies with Section 6.2.3.3(e).
  - v) *Bicycle Parking.* Per Condition of Approval Number 14, for Phase 1, the Project proposes 22 short-term and 132 long-term parking spaces. For Phase 2, the Project

proposes 20 short-term parking and 38 long-term parking spaces. The Project proposes to provide 42 short-term and 170 long-term parking spaces per Exhibit “A”. The number of short-term and long-term spaces required for the Non-Residential uses is the total required calculated from the different types of uses proposed. As such, the Project complies with Section 6.2.3.3(f) and Los Angeles Municipal Code (LAMC) Sections 12.21.A.4(b), 12.21.A.16 (a)(2), and 12.21.A.(a)(1)(ii).

#### **Section 6.2.4: Activity Nodes and Active Street Frontages**

The proposed Project is not located within an Activity Node nor along an Active Street Frontage as identified in Map 10: Activity Nodes, New Streets, and Active Frontage Street, Warner Center. As such, the Section 6.2.4 requirements do not apply.

#### **Section 6.2.5: New Streets and Pedestrian Adapted Pathways**

The Project is not located in the area where new streets are noted on Map 10 of the Specific Plan. Additionally, the Project does not propose any Pedestrian Adapted Pathways. As such, the Project is not subject to Section 6.2.5 of the Specific Plan.

#### **Section 6.2.6: Urban Design Guidelines and Supplemental Urban Design Standards**

Section 6.2.6 requires that projects comply with a set of Supplemental Urban Design Standards. The Project is also encouraged to comply with Urban Design Guidelines, and the optional Design Guidelines that the project incorporates into the design are addressed in a separate section herein. The applicable required standards and the Project’s compliance with them are as follows:

- a) Parking in Required Setbacks. Per Exhibit “A”, the Project does not propose surface parking. As such, the Project is not subject to Section 6.2.6.2.1, which limits surface parking in the front setback area.
- b) Architecture. Per Exhibit “A”, the Project has a variety of architectural treatments that break up the façade, using materials such as smooth metal panels and steel columns, concrete blocks on first floor, as well as detailing like storefront window systems on the first floor, recessed balconies on floors above the first floor, and articulation. As such, the Project complies with Section 6.2.6.2.2, which requires projects that are three or more stories in height to have a different architectural treatment on the ground floor than the upper floors of the building.

For Phase 1, the ground floor is designed with a distinguishable architectural treatment from the upper floors of the building and contributes to an active pedestrian environment. First, the ground floor incorporates visual permeability into the interior of the Project through large, glass windows. Second, the ground floor also incorporates material and depth variations along the vertical plane by using custom tangerine color vertical metal panels along the glass windows, silver steel canopies to frame windows, vertical metal and wood slat siding to frame the ground floor, a concrete block for landscaping, and a pewter patten stucco with a fine sand acrylic finish. Third, the ground floor includes a prominent yellow “V”-shaped feature near the leasing office entrance, which serves as a marker for the pedestrian pathway. The upper floors, in contrast, include a white stucco with fine sand acrylic finish for the majority of the façade and uses “confident” yellow metal siding articulation.

For Phase 2, the ground floor distinguishing design treatment is primarily a transparent storefront window system facing the street accompanied by a prominent yellow “V”-

shaped feature that pairs with the Phase 1 feature. A steel canopy using the custom tangerine color, which appears in the Phase 1 vertical columns, also frames the ground floor. The second floor is distinguishable from the ground floor by using water jet-cut panels in dark gray. The upper floors, in contrast, have large horizontal planes highlighted with a distinct aluminum gradient color panel that wraps the northwest corner of the building, which pops from the rest of the building façade.

- c) Lighting and Security. On the exterior of the Project, lighting will be appropriately shielded to reduce glare, and will be contained within the Project Site. Lighting will be at the Project's entry points and all outdoor common open space. For Phase 1, lighting, including lighting for the common open space courtyard areas and residential balconies, will be focused inward, as appropriate, and shielded to reduce glare and prevent light spillover. Lighting will include linear detail at balconies, sconce rhythm lighting along the façade, up-down accent light, steel frame accent uplight, and tree uplights. As such, Phase 1 of the Project complies with Section 6.2.6.2.3, which requires projects to integrate exterior lighting with the building's design and shield it to reduce glare. Per Condition of Approval Number 17, prior to Planning clearance for Phase 2, the Project will submit revised elevations that show compliance with Section 6.2.6.2.3.
- d) Utilities. As the Project is not a Master Planned Project as defined by the Specific Plan, it is not subject to Section 6.2.6.2.4, which regulates the placement of utilities.
- e) Articulation of Building Facades. The north Building Façades for Phase 1 and Phase 2, both face north and front Califa Street. Neither Building Façades exceed 250 horizontal feet in length, where the exterior wall of the building facing north is within 50 feet of the setbacks required. For Phase 1, the Project's Building Façade facing north within 50 feet of the setback required is less than 127 feet. For Phase 2, the Project's Building Façade facing north within 50 feet of the setback required is less than 92 feet. As such, the Project is not subject to Section 6.2.6.2.5, which regulates the articulation of buildings over 250 feet measured horizontally.

Notably, per Exhibit "A", Phase 1 does include variations in depth on all sides, specifically with an increase in depth for a courtyard-style open space adjacent to the café and leading to the leasing office entrance. Furthermore, the building dramatically increases in depth and articulation emphasizing the Work-Live Units at the center. The upper residential floors facing all directions include wood slat balconies with alternating tangerine tango and metal finished window frames. Additionally the upper residential floors facing west and into the interior PAOS incorporate large recessed blocks highlighted with vertical metal siding in custom confident yellow color to match the "V"-shaped feature near the leasing office entrance. The ornamentation in architectural design with variation in rooflines, materials, and fenestration wrap the building, continue to the roofline, and the parking structure's architectural treatment matches as well.

- f) General Landscape Requirements for all Projects – Landscape and Irrigation Plans. Per Condition of Approval Number 16, the applicant will submit revised landscape plans that show all planted areas within the Project serviced by automatic irrigation systems and conforming to the City's water conservation requirements as prepared by a licensed landscape architect. Additionally, per Environmental Condition HYDRO-3, the Project will dedicate area in the parkway so that runoff can be collected in vegetated swales and directed to existing curb and gutter or storm drains. As such, the Project complies with

Section 6.2.6.2.6, which requires automatic irrigation systems that conformance to the City's water conservation requirements.

- g) Landscaping Requirements for Parking Facilities. Section 6.2.6.2.7 of the Specific Plan states that any building or structure used for parking shall have a minimum landscaped setback of five (5) feet on any portion of a building used for parking at or above grade when it is not next to a street. Any portion of a structure used for parking adjacent to a street shall meet the requirements for setbacks for the District in which it resides. The area within the setbacks shall be landscaped with a berm and/or hedge of at least 36 inches in height. Additionally, trees shall be planted in the setback at a ratio of one tree every 30 linear feet for the length of the parking area. Finally, the parking areas in the structure that are at or above grade shall be designed with screening techniques to minimize vehicle headlight and noise impacts on adjacent properties, and include climbing vines to provide landscaped screening and exterior amelioration to the walls.

Per Condition of Approval Number 16, the proposed Phase 1 Project will include one parking level at ground level as well as one subterranean and one above-grade (second floor) parking level. The proposed Project does not include surface parking lots. As shown on Exhibit "A", a minimum five (5)-foot landscaped setback will be provided around the perimeter of the southern and eastern sides of the ground floor along with landscaping features ("green screen") to complement the building design and improve the appearance of the above-ground parking levels over the basic concrete structure of ramps, wall, and columns. These perimeters are not located adjacent to a public street, private street, or Pedestrian Adapted Pathways (PAP). The parking portion is designed to mitigate headlight and noise impacts on adjacent properties. The proposed second Phase of the Project will include a podium parking with one parking level at ground level as well as two subterranean and one above-grade (second floor) parking level.

- h) Street Trees. Section 6.2.6.2.8 requires that new street trees be of the species indicated for street trees as set forth in Appendix F of the Specific Plan. However, Appendix F does not have requirements for what type of street trees shall be on Califa Street. Additionally, the Specific Plan is silent on the replacement ratio for street trees that are to be removed as part of a Project. When the Specific Plan is silent on a regulation that occurs in the LAMC, the LAMC prevails. As such, the Project is subject to the Street Tree requirements placed upon the project from the Urban Forestry Division. In this instance, the Urban Forestry Division will require a two (2) to one (1) replacement as appropriate. Condition of Approval Number 7 directs the Project to preserve street trees to the greatest extent possible.
- i) Application of the Urban Design Guidelines and the Supplemental Urban Design Standards. Section 6.2.6.3 of the Specific Plan requires that Projects have a consultation with the City's Urban Design Studio before a Letter of Determination is to be issued. The Project had a review with the Urban Design Studio on September 26, 2018, and as such complies with Section 6.2.6.3 of the Specific Plan. Recommendations from the Urban Design Studio were conveyed to the applicant, who made requested changes to the Project.

### **Section 6.2.7: Hybrid Industrial**

The Project does not propose Hybrid Industrial uses. The Project therefore is not subject to Section 6.2.7 of the Specific Plan which regulates Hybrid Industrial use. As such the Project complies with Section 6.2.7 of the Specific Plan.

### **Section 6.2.8: Automobile Uses**

The Project does not propose uses that include the servicing, purchasing, or maintenance of automobiles. The Project is therefore not subject to Section 6.2.8 of the Specific Plan which regulates auto-oriented uses. As such, the Project complies with Section 6.2.8 of the Specific Plan.

### **Section 6.2.9: Establishment of Entertainment Uses**

The Project does not propose Entertainment Uses, and it is not located in the Downtown or Uptown Districts of the Specific Plan. The Project is therefore not subject to Section 6.2.9 of the Specific Plan which regulates entertainment and nightlife uses in the Downtown and Uptown Districts of the Specific Plan. As such, the Project complies with Section 6.2.9 of the Specific Plan.

### **Section 6.2.10: Sustainability Requirements for the Entire Plan Area**

Per Condition of Approval Number 17, the Project will submit evidence the project is designed to meet the equivalent green standards of LEED (Leadership in Energy and Environmental Design) at the Silver Level, in addition to the City's Green Building and any other applicable regulations relating to sustainability standards. Additionally, per Conditions of Approval 18 and 19, the Project will submit evidence showing that it complies with the City's Green Building Ordinance and that the roof complies with the Solar Reflectance Index requirement in Appendix G of the Specific Plan. Appendix G provides three options for roofs to meet compliance with Section 6.2.10 according to the slope of the roof and the materials used. As such, the Project complies with Section 6.2.10, which requires Projects to incorporate environmentally-conscience design and construction.

### **Section 7.2: Department of Transportation Review**

In Condition of Approval Number 7 in "Additional Requirements", the applicant is made aware that the Department of Transportation (DOT) may have additional requirements for dedication and improvements. As per Condition of Approval Number 22, the applicant will submit a site plan to DOT for review and approval. Additionally, the applicant at the time application is required to submit an Initial Site Assessment Form, which was signed as required by City Planning staff on May 11, 2018. As such, the Project complies with Section 7.2 on Transportation Review.

### **Section 7.3: Mobility Fee**

The Initial Site Assessment Form signed on May 10, 2018 by City Planning staff concurrently files the Warner Center 2035 Plan "Preliminary WC2035 Plan Mobility Fee Calculation Application Form – Project Permit Compliance" with the Department of Transportation.

The Specific Plan allows credit for any uses that were occupied on or subsequent to January 1, 2008 to be deducted from a Project's Mobility Fee. The Project Site is currently improved with a one (1)-story office building of approximately 40,965 square feet of Floor Area on a 99,497 square foot lot. The 40,965 square-foot Floor Area calculation is adjusted from the Initial Site Assessment Form per the calculation reflected in Exhibit "A" as submitted on December 16, 2019. The existing buildings have a FAR of approximately 0.41:1 and falls within Category D: Warner Center 2035 Plan – Mobility Fee Table, with a corresponding rate of \$5.49 per square foot.

The proposed Project includes a total of approximately 422,262 square feet of Floor Area, with a FAR of approximately 4.49:1. The residential units -including the residential portion of the Work-Live units- equal approximately 210,988 square feet of Residential Floor Area (adjusted per Exhibit "A" to reflect a reduction from 215,500 square feet) , and according to the 2019 Mobility

Fee Rate Table, fall within Category A of Appendix D with a corresponding rate of \$1.03 per square foot. The proposed offices equal approximately 195,542 square feet of Floor Area (adjusted per Exhibit "A" to reflect a reduction from 197,259 square feet), and fall within Category D of Appendix D, with a corresponding rate of \$5.49 per square foot. The remaining Floor Area of approximately 15,732 square feet (adjusted per Exhibit "A" to reflect an increase from 9,220) consists of commercial space and hotel units, which fall within Category E with a corresponding rate of \$10.57. Notwithstanding Existing Use Credit, based on the proposed floor area and corresponding land uses, the estimated preliminary Gross Mobility Fee is approximately \$1,457,130 (adjusted per Exhibit "A", which increased the fee from the 1,402,372.31 estimate). Please refer to the associated Preliminary Mobility Application for the Project for more details on the preliminary Mobility Fee Calculation.

The applicant anticipates that the proposed Project will be required to contribute to the traffic mitigation measures, if/where applicable as determined by the Department of City Planning and DOT as outlined in Appendix E of the Specific Plan. Therefore, the Project would be required to dedicate a variable strip of land along the property frontage to complete a 40-foot half right-of-way. Additionally, the Project would be required to construct additional surfacing to join the existing improvements to provide a 32-foot half roadway including asphalts, pavement, integral concrete curb, two (2)- foot gutter and eight (8)- foot concrete sidewalk. Based on Section 7 of the Specific Plan, taking into account the existing use credit counted in and the proposed Floor Area with its corresponding land use, it is anticipated that the Project will be subject to a preliminary Mobility Fee Credit of \$224,897.85, and a preliminary Mobility Fee of \$1,232,232.61. Please refer to the associated Preliminary Mobility Fee Application for the Project for more details on the Preliminary Mobility Fee estimation. Per Condition of Approval Number 24, the final Mobility Fee, including any credits, will be calculated by DCP after the final square footage totals for the Project uses are determined through the Plan Check process by Building and Safety. With further review and approval from the Department of Building and Safety and the Department of Transportation, the project will comply with Section 7.3 of the Specific Plan.

### **Section 7.8: Transportation Demand Management Program**

Per Condition of Approval Number 25, the Project applicant has opted to submit proof of membership in good standing for a Transportation Management Organization (TMO). As such, the Project complies with Section 7.8, which requires that Projects greater than 30,000 square feet submit a Transportation Demand Management plan to the City or join a TMO.

### **Section 9: Cultural Amenities**

Per Condition of Approval Number 26, the Project will be assessed a Warner Center Cultural Amenities Development Fee if the valuation of the Project's building permit is \$500,000 or more. The rate at which it will be assessed will be at the rate set by LAMC Section 91.107.4.6 and the total for fees to be paid is estimated in Condition of Approval Number 26. The project does not qualify for any exemptions as stated in Section 9 per the information provided in Exhibit "A". As such, the Project complies with Section 9 of the Specific Plan, which regulates the establishment of Cultural Amenities in the Warner Center Specific Plan area.

### **Urban Design Guideline Section 2.1: Blocks**

Per Exhibit "A", the two north-facing building frontages are less than 150 feet in length each and create a break in the street wall along Califa Street. As such, the Project complies with Urban Design Guideline 2.1, which states a Project should mass, and site building to avoid building street walls more than 200 feet long.

**Urban Design Guideline Section 2.2: Blocks**

Per Exhibit “A”, for Phase 1, the building mass creates an L-shape around the distinct temporary open space at the northwestern corner and the woonerf-style pedestrian oriented internal street. As such, the Project complies with Urban Design Guideline 2.2, which states a Project should integrate building massing and open space to create distinct places, make sensible transitions to lower structures, and contribute to a cohesive street wall along the smaller internal streets within each block.

**Urban Design Guideline Section 2.3: Blocks**

Per Exhibit “A”, the Project creates a public room with flexible seating in front of the fitness center and in the courtyard area where an entry fountain with adjacent café seating. Additionally, the spaces are centrally located. As such, the Project complies with Urban Design Guideline 2.3, which states a Project should locate open space within smaller developments to create meaningful public rooms and requires public open spaces should be a central feature with residential and commercial uses facing onto it.

**Urban Design Guideline Section 2.4: Blocks**

Per Exhibit “A”, the Project features a temporary PAOS between the buildout of Phases 1 and 2 designed as a park space, courtyard, and woonerf-style street with features for active uses. Additionally, the temporary PAOS includes amenities for active use such as a dog run and play area. As such, the Project complies with Urban Design Guideline 2.4, which states a Project should incorporate neighborhood-defining features such as a park, plaza, streets and pathways where active uses are focused. Additionally, the spaces should be designed so residents and visitors can stroll, relax and socialize in a place that is memorable.

**Urban Design Guideline Section 2.5: Blocks**

Per Exhibit “A”, the Project’s Phase 2 commercial office tower site is located along Califa Street where it reinforces the street wall. As such, the Project complies with Urban Design Guideline 2.5, which states a Project should site taller structures along the major corridors where their visual presence can serve as focal points within the district and reinforce the street wall.

**Urban Design Guideline Section 2.7: Blocks**

Per Exhibit “A”, the Project’s parking garages for both Phase 1 and Phase 2 include underground floors and have above ground structures with active ground-floor uses along the street frontages facing Califa Street. As such, the Project complies with Urban Design Guideline 2.7.

**Urban Design Guideline Section 2.11: Blocks**

Per Exhibit “A”, the project includes commercial spaces on the ground floor on Califa Street. As such, the Project complies with Urban Design Guideline Section 2.11 which states that Neighborhood retail is encouraged and should be visibly concentrated at primary street corners, internal street corners, or facing onto public-private open spaces or pathways.

**Urban Design Guideline Section 3.B.2: Street**

Per Exhibit “A”, the proposed buildings do not project over the easement or under the public right-of-way. As such, the Project complies with Urban Design Guideline Section 3.B.2, which states structures may not project over or under the easement or public right-of-way to allow for storm water infiltration, tree canopies, and soil volume for tree roots.

**Urban Design Guideline Section 3.C.5: Streets - Setbacks**

Per Condition of Approval Number 16, the project will include on the east side at the live-work units landscaped setbacks with any or all of the following: walkways, porches, raised planters and

other solid walls up to three (3) feet above sidewalk elevation, and transparent fences up to four (4) feet above sidewalk elevation. As such, the Project complies with Urban Design Guideline Section 3.C.5, which states that adjacent to ground-floor residential units with individual entries or residential common areas the setbacks shall be landscaped with certain features.

**Urban Design Guideline Section 3.C.7: Streets - Setbacks**

Per Condition of Approval Number 13, and per Exhibit “A”, the Project will not include surface parking in the setbacks. As such, the Project complies with Urban Design Guideline Section 3.C.7, which states that surface parking should not be located in the setbacks.

**Urban Design Guidelines Section 3.C.9: Streets - Setbacks**

Per Condition of Approval Number 21, the project the project will design landscaped setback areas to treat and infiltrate storm water as feasible. As such, the Project complies with Urban Design Guidelines Section 3.C.9.

**Urban Design Guidelines Section 4.C.1: Street Wall and Ground Floor - Active Ground Floor Retail**

Per Exhibit “A”, the Project will provide space for ground floor retail (café and general commercial) along the street wall and along the courtyard where it is both within 60 feet from the back of the sidewalk and visible from the sidewalk. As such, the Project complies with Urban Design Guidelines Section 4.C.1.

**Urban Design Guidelines Section 4.C.2: Street Wall and Ground Floor - Active Ground Floor Retail**

Per Exhibit “A”, the Project will provide a café on the ground floor which is approximately 25 feet in depth from the front façade. Additionally, all commercial space along the front façade is 15 feet in floor-to-floor height. As such, the Project complies with Urban Design Guidelines Section 4.C.2.

**Urban Design Guidelines Section 4.C.3: Street Wall and Ground Floor - Active Ground Floor Retail**

Per Exhibit “A”, the Project’s ground floor tenants will have a primary entrance facing Califa Street. As such, the Project complies with Urban Design Guidelines Section 4.C.3, which states that street-level tenant spaces that have their frontage along a public street shall have their primary entrance located from that street.

**Urban Design Guidelines Section 4.D.1: Street Wall and Ground Floor - All Ground Floor Uses**

Per Exhibit “A”, for Phase 1, the Project will have a primary entrance facing the front courtyard adjacent to the café that is directly visible from Califa Street, a public street, and will be connected and visible from said street. Also, per Exhibit “A”, for Phase 2, the Commercial Tower Building will have a primary entrance facing Califa Street. As such, the Project complies with Urban Design Guideline Section 4.D.1, which states that a building’s primary entrance, defined as the entrance which provides the most direct access to a building’s main lobby and is kept unlocked during business hours, should be located on a public street or on a courtyard, plaza or pathway that is connected to and visible from a public street.

**Urban Design Guidelines Sections 4.D.6 and 4.D.7: Street Wall and Ground Floor - All Ground Floor Uses**

Per Exhibit “A,” the Project will have a silver steel canopy to frame, a distinct material, and transparent glass to reinforce the pedestrian character of the ground street wall and help define the pedestrian environment along the sidewalk. Additionally, the materials used are integral to the

architecture of the building. As such, the Project complies with Urban Design Guidelines Sections 4.D.6 and 4.D.7.

**Urban Design Guidelines Section 4.D.8: Street Wall and Ground Floor - All Ground Floor Uses**

Per Exhibit “A”, the Project will not place any electrical transformers, mechanical and other equipment in the setback nor will they be visible from Califa Street. As such, the Project complies with Urban Design Guidelines Section 4.D.8, which states such equipment shall not be in the setback nor visible from a public street.

**Urban Design Guideline Section 5.A.4: Parking and Access**

Per Exhibit “A,” for Phase 1, the Project will line the above-ground parking with a café and commercial space along Califa Street, the public right-of-way. Additionally, per Exhibit “A”, for Phase 2, the Project will line the above-ground parking with the office lobby along Califa Street. As such, the Project complies with Urban Design Guideline Section 5.A.4, which states parking, loading and circulation about the ground floor should be lined by habitable floor area along all public rights-of-way.

**Urban Design Guideline Section 5.A.9: Parking and Access**

Per Condition of Approval Number 14, and per Exhibit “A”, the Project will provide short-term and long-term bicycle parking spaces for Residential and Non-Residential uses in compliance with LAMC. For Phase 1, the Project will place four (4) bicycle parking spaces within the required front setback, near the commercial space entrance and ten (10) near the leasing entrance. For Phase 2, the Project will place ten (10) bicycle parking spaces within the front setback, near the office lobby entrance. As such, the Project complies with Urban Design Guideline Section 5.A.9, which states a number of bicycle parking spaces should be provided within 500 feet of a building’s entrance for the convenience of employees and visitors by mixed-use or Non-Residential Projects.

**Urban Design Guideline Section 5.A.10: Parking and Access**

Per Condition of Approval Number 15, and per Exhibit “A”, the Project will provide 30 Non-Residential and 16 Residential designated motorcycle, scooter parking spaces. The Non-Residential parking spaces shall be counted separately from the Residential motorcycle parking spaces. Additionally, per Condition of Approval Number 14, the Project will provide facilities for employee showers and personal lockers at the Level 1 Fitness Area. As such, the Project complies with Urban Design Guideline Section 5.A.10, which states Projects that have more than 200,000 square feet of Floor Area should provide stalls for motorcycles for at least 5 percent of occupants assuming one (1) employee per 350 square feet of Floor Area of Non-Residential and 1.5 persons per dwelling unit. The Guideline also states that the Project should provide changing and should provide changing and shower facilities for employees.

**Urban Design Guideline Section 5.A.11: Parking and Access**

Per Exhibit “A”, all curb cuts are reduced to the minimum number feasible and the minimum 20-foot width as required. As such, the Project complies with Urban Design Guideline Section 5.A.11, which states curb cuts and parking/loading entries into building should be limited to the minimum number required and the minimum width permitted.

**Urban Design Guideline Section 6.B.3: Architecture - General Design Guidelines**

Per Condition of Approval 20, and per Exhibit “A”, the Project’s buildings will maintain a consistent street wall along the street frontage with horizontal and vertical variation in material, color, and depth. As such, the Project complies with Urban Design Guideline 6.B.3.

**Urban Design Guideline Section 6.B.13: Architecture - General Design Guidelines**

Per Exhibit “A”, the Project’s ground floor has a distinct architectural treatment with wood slat sliding and vertical metal slide material. Additionally, the façade colors at the ground floor are significantly darker than the upper floors which add visual emphasis to the pedestrian level. As such, the Project complies with Urban Design Guideline Section 6.B.13 which states ground floors of buildings should have a different architectural treatment than the upper floors, and feature high quality materials that add scale, texture and variety at the pedestrian level.

**Urban Design Guideline Section 6.B.23: Architecture - General Design Guidelines**

Per Exhibit “A”, the Project uses pops of yellow and tangerine color in the recessed upper floor walls (south, east, west elevations), recessed balcony window frames (north, east, west elevations) vertical metal panels, and open steel stairs. As such, the Project complies with Urban Design Guideline Section 6.B.23, which states colors can be used to add a playful and stylish quality to projects.

**Urban Design Guideline Section 6.B.29: Architecture - General Design Guidelines**

Per Condition of Approval Number 5, the Project will use transparent, non-reflective glazing on the ground floor windows and doors. As such, the Project complies with Urban Design Guideline Section 6.B.29, which states that Projects should use transparent, non-reflective glazing in ground-floor windows and floors.

**Urban Design Guideline Sections 6.B.35 and 6.B.36: Architecture - General Design Guidelines**

Per Exhibit “A”, the Phase 1 lighting plan includes linear detail at balconies, sconce rhythm lighting along the façade, up-down accent light, steel frame accent uplight, and tree uplights, all of which are integrated into the design of the structure and reduce glare for all sides of the building. Per Condition of Approval Number 17, the applicant will submit revised elevations that show all and any exterior lighting as integrated with design of the structure(s), shielded to reduce glare for all sides of the building, and pointed away from the sky and windows of residential units. As such, Phase 1 complies and Phase 2 will comply with Urban Design Guideline Sections 6.B.35 and 6.B.36, which states that exterior lighting should be shielded to reduce glare and eliminate light being cast into the night sky.

**Urban Design Guideline Sections 6.B.38 and 6.B.41: Architecture - General Design Guidelines**

Per Condition of Approval Number 21, prior to final signoff, the Project shall submit revised plans showing the location on the exterior of all mechanical equipment including the roof, with screens shielding it from public view, and the location of the ventilation intakes and exhausts on the exterior located more than 20 vertical and horizontal feet from the sidewalk and directing air flow away from the public realm. As such, the Project complies with Urban Design Guideline Sections 6.B.38 and 6.B.41 which state that mechanical equipment should be screened or integrated with the design of the building and that intake and exhaust vents should be located to minimize effects on pedestrian comfort.

**Urban Design Guideline Section 6.B.43: Architecture Screening of Telecommunications - General Design Guidelines**

Per Condition of Approval Number 21, prior to final signoff, the Project shall submit revised plans showing antennas and satellite dishes screened and Cable and satellite services encouraged to

be provided through a single source. As such, the Project complies with Urban Design Guideline Section 6.B.45, which states that antennas and satellite dishes should be screened.

**Urban Design Guideline Section 6.D.3: Architecture - Mid-Rise Buildings**

Per Condition of Approval Number 21, and Exhibit “A”, the Project shall maintain balconies that are 50 percent transparent and integrate metal railing. As such, the Project complies with Urban Design Guideline Section 6.D.3.

**Urban Design Guideline Section 6.B.45: Architecture - Minimization of Glare on Neighbors**

Per Condition of Approval Number 21, prior to final signoff, the Project shall submit revised plans showing metal surfaces on the exterior noted as having a matte finish or other finish that minimizes glare or reflection. As such, the Project complies with Urban Design Guideline Section 6.B.45, which states that reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.

**Urban Design Guidelines Section 6.E.7 and 6.E.21: Architecture - Towers**

Per Condition of Approval Number 21, and Exhibit “A”, for Phase 2, the Commercial Building Tower will use a gradient-color curtain wall on the northwest corner as a prominent feature and have articulation of a human-scaled base facing Califa Street on the ground floor and second floor. As such, the Phase 2 Commercial Building Tower complies with Urban Design Guidelines Section 6.E.7 and 6.E.21,

**Urban Design Guideline Section 7.2: On-Site Open Space - Landscaping Recreational Facilities**

Per Condition of Approval Number 9, the Project will include in its PAOS a mix of passive and active recreational facilities designed to serve residents, employees and visitors to Warner Center. The applicant is also encouraged to consider installing children’s amenities such as a tot lot, community garden or other physical activity facility designed for use year-round. As such, the Project complies with Urban Design Guideline Section 7.2, which states that Projects should design PAOS so that it includes a mix of passive and active recreational facilities designed to serve residents, employees and visitors to Warner Center.

**Urban Design Guideline Section 7.5: On-Site Open Space - Landscaping**

Per Condition of Approval Number 16, prior to signoff, revised landscape plans or proof of compliance will be provided to show 50 percent of the trees in the third floor open space area as canopy trees that provide shade. As such, the Project complies with Urban Design Guideline Section 7.5, which states that at least 50 percent of the required trees should be canopy trees that shade open spaces, sidewalks and buildings, unless City Planning approves a less percentage to accommodate recreational facilities.

**Urban Design Guideline Section 7.10: On-Site Open Space - Seating**

Per Condition of Approval Number 10, the Project will include a minimum of 36 seats in the PAOS that is inclusive of but not limited to chairs, benches, and planters, as well as seating placed with consideration to noontime sun and shade. Per Condition of Approval Number ,16 the Project in revised plans submitted prior to final signoff show seating in the third floor courtyard. Additionally, per Condition of Approval Number 16, the Project is encouraged in the PAOS areas to plant deciduous trees as the most effective means of providing comfortable access to sun and shade. As such, the Project complies with Urban Design Guideline Section 7.10, which states that plazas

and courtyards are encouraged to incorporate seating to facilitate their enjoyment and use, with consideration paid toward the noontime sun and shade, and to use deciduous trees.

**Urban Design Guideline Section 7.13: On-Site Open Space - Scale and Continuity**

Per Condition of Approval Number 16, the Project will provide updated landscape plans according to the instructions on CP-6730 that include: the name, address, phone number and email address of the landscape professional who prepared the plans; the denotation of street trees existing and replacement; the dimensions of all open space areas; height at planting; and a portion of the proposed trees showing a height of at least 35 feet 10 years from planting, denoting the height at and age to maturity. As such, the Project complies with Urban Design Guideline Section 7.13, which states that landscape elements should establish scale and reinforce continuity between indoor and outdoor spaces, as well as Projects should plant canopy trees that will achieve a height of 35 feet in 10 years in open spaces.

**Urban Design Guideline Section 7.15: On-Site Open Space - Screening**

Per Exhibit "A", the Project will use trees to screen blank walls at the parking level facades for both Phase 1 and Phase 2 buildings when facing the PAOS on the south, east, and west elevations. As such, the Project complies with Urban Design Guideline Section 7.15, which states Landscaping should be used to screen or break up the mass of blank walls.

**Urban Design Guideline Section 8.A.1: Landscape and Stormwater Treatment - Management**

Per Condition of Approval Number 16, the Project will provide updated landscape plans that show that the Project treats 100 percent of the 85th percentile storm and provides detentions capacity to retain a rainfall intensity of 0.5 inches/hour or other Code requirement if the latter is more restrictive, to the satisfaction of the Bureau of Sanitation. On-site infiltration is the preferred method of treatment. As such, the Project complies with Urban Design Guideline Section 8.A.1 which encourages Projects to reduce storm water runoff entering the storm drainage system and increase on-site treatment and infiltration of storm water.

**Urban Design Guideline Section 8.B.2: Landscape and Stormwater Treatment**

Per Condition of Approval Number 16, the Project will provide updated landscape plans that show use of a variety of 50 percent of the plants have a low or very low WUCOLS classification or are identified as California Friendly on [www.bewaterwise.com](http://www.bewaterwise.com). As such, the Project complies with Urban Design Guideline Section 8.B.2 which encourages all projects to select and install plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program ([www.bewaterwise.com](http://www.bewaterwise.com)) for at least 50 percent of the plant materials used.

**Urban Design Guideline Section 8.B.5: Landscape and Stormwater Treatment – Irrigation**

Per Condition of Approval Number 16, the Project will provide updated landscape plans that show use of a high-efficiency "smart" irrigation system, which includes a weather-based controller, and, where feasible, in-line drip and bubblers, rather than overhead spray. As such, the Project complies with Urban Design Guideline Section 8.B.5 which encourages use of a high-efficiency "smart" irrigation system.

**Urban Design Guideline Section 8.B.6: Landscape and Stormwater Treatment – Permeable Paving**

Per Condition of Approval Number 16, the Project will provide updated landscape plans that show the use of permeable paving for at least 75 percent of all hardscape areas as feasible. As such, the Project complies with Urban Design Guideline Section 8.B.5 which encourages the use of use permeable paving.

**Urban Design Guideline Section 9.B.3: Streetscape Improvements – Responsibilities of Developer**

Per Condition of Approval Number 10, prior to the issuance of any building permit, the applicant will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department that includes information regarding the ongoing maintenance and operation of the PAOS areas. Additionally, per Condition of Approval Number 7, the applicant will post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of street trees required to be maintained, replaced, or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new protected tree bond to the satisfaction of the Bureau of Engineering. As such, the Project complies with Urban Design Guideline Section 9.B.3, which states that applicants should Execute a Maintenance Agreement with the City by which the applicant agrees to maintain the streetscape improvements and accepts liability for them.

**On-Site Trees.** The Project proposes to remove 37 on-site trees, as shown in the Arborist Report, dated February 13, 2019, and on Exhibit “A”. Per the Specific Plan, the Project will replace any loss of on-site trees by replacement 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 (total of 74 trees) to show compliance with this mitigation measure. Per Exhibit “A”, Phase 1 proposes to plant 89 trees and will remove 15 of those trees when necessary for Phase 2 construction. Therefore, 74 on-site trees will remain on-site once both phases are complete. In addition, prior to the issuance of a permit for the project, satisfactory arrangements will be made with the Urban Forestry Division of the Bureau of Street Services for the construction of tree wells and planting of on-site trees.

***As directed by Section 5.E of the Plan Sign District, the Director of Planning makes the subsequent findings as required by the Warner Center 2035 Plan Sign District in lieu of the of the findings set forth in LAMC Section 11.5.7 C.2 for Project Permit Compliance Review.***

- 2) **The project substantially complies with the applicable regulations, findings, standards, and provisions of the Warner Center 2035 Plan Sign District.**

Based on a review of the plans submitted with the application, marked Exhibit “B”, dated July 30, 2019, DIR-2018-2713-SPP the Director of Planning makes the following findings in accordance with the applicable criteria of the Warner Center 2035 Plan Sign District, Ordinance No. 183,147, effective August 20, 2014:

**Section 6.B: Prohibited Signs**

Per Exhibit “B”, none of the signs proposed for the Project are found on the Prohibited Signs list of this section. As such, the Project complies with Section 6.B of the Sign District Plan.

**Section 6.C: Sign Sub-Districts**

Per Section 6.C, the Project is proposed for the Commerce District according to the map attached as Figure 1 of the ordinance and as such complies with Section 6.C of the Sign District Plan.

**Section 6.D: Vertical Sign Zones (VSZ)**

As conditioned herein, and per Exhibit “B”, the Project proposes one (1) Identification Sign located in Vertical Sign Zone 4 at a height within 26 feet of the absolute top of the building, five (5) Wall Signs independent of the Identification Signs, located in Vertical Sign Zone 1 and below the top of the second story as measured vertically, and five (5) Information Signs in Vertical Sign Zone 1 no higher than six (6) feet and six (6) inches above sidewalk grade. As such, the Project complies with Section 6.D of the Sign District Plan.

**Section 6.E: Signs in More Than One Sub-District or Vertical Sign Zone**

Per Exhibit “B”, the Project does not propose signs in more than one sub-district or Vertical Sign Zone and as such, the Project is not subject to Section 6.E of the Sign District Plan.

**Section 6.F: Permitted Sign Area, Sign Type and Sign Height**

According to Exhibit “B”, the Project proposes a maximum Combined Sign Area of 190.7 square feet. Section 6.F.1 of the Sign District states that the Combined Sign Area of signs in the Sign District Plan shall not exceed 2.0 square feet in all areas not in the Uptown District, Downtown District, Activity Node, or along an Active Street Frontage. The Project is in the Commerce District, and per Exhibit “B” as it has a street frontage of approximately 327 linear feet on Califa Street. Per this section, the applicant would be limited to a maximum Combined Sign Area of 654 square feet for the total street frontage of 327 linear feet. As per Exhibit “B” and Condition of Approval Number 29, the Project is limited to 190.7 square feet of sign area, and as such complies with Section 6.F.1 of the Sign District Plan.

The Project proposes one (1) Identification Signs located in Vertical Sign Zone 4, five (5) Wall Signs independent of the Identification Signs located in Vertical Sign Zone 1, and five (5) Information Signs in Vertical Sign Zone 1 according to Exhibit “B”. As such, the Project complies with Section 6.F.2 of the Sign District Plan, which restricts the location of the proposed Identification Sign to Vertical Sign Zone 4, and the remainder of the proposed signs to Vertical Sign Zone 1.

As such, the Project complies with Section 6.F of the Sign District Plan.

**Section 6.G: Refresh Rates**

Per Exhibit “B”, the Project does not propose digital signs, and is therefore not subject to the provisions of Section 6.G.

**Section 6.H: Illumination**

Section 6.H of the Sign District Plan applies to the Project’s signs that are illuminated externally or internally. The section states that the applicant shall submit a signage illumination plan as part of Project Permit Review Procedures, and has additional illumination standards for Digital Displays, Integral Digital Displays, Scrolling Digital Displays, and Large Scale Architectural Lighting. The plans shall include:

*“specifications for all illumination, including maximum luminance levels, [and information to] provide for the review and monitoring of the displays in order to ensure compliance with the following regulations:*

- 1. All illuminated signs shall be designed, located or screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit and into the window of any commercial building. If signs*

*are to be externally lit, the source of the external illumination shall be shielded from public view.*

*2. Signage shall not use highly reflective materials such as mirrored glass.*

*3. In order to satisfy the requirements of the 2008 version of Title 24 of the California Code of Regulations, no signage display or lighting shall have a wattage draw exceeding 12 watts per square foot.*

*4. Each signage display 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.*

*5. The maximum total lumen output of a signage display shall be 20 lumens per square foot.*

*6. All light emitting diodes used within an Integral Digital Display shall have a maximum horizontal beam spread of 165 degrees and a maximum vertical beam spread of 65 degrees. All light emitting diodes shall be oriented down towards the street.”*

Per Exhibit “B”, the signage will be externally illuminated with LED lighting and shall not be used as Digital Displays. The signage will not use highly reflective materials; will have a wattage draw of 12 watts per square foot or less; will be fully dimmable and controlled by a programmable timer that may adjust luminance levels according to the time of day; and will have a maximum total lumen output per display of 20 lumens per square foot. Additionally, per Condition of Approval Number 31, the signage will be located and screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit or the window of any commercial building, and the source of the illumination shall be shielded from public view. As such, the Project complies with Section 6.H of the Sign District Plan.

#### **Section 6.I and 6.J: Illumination Testing Protocol and Hours of Operation**

As the Project does not propose any Digital signs per Exhibit “B”, it therefore is not subject to the regulations found in Section 6.I and 6.J of the Sign District Plan.

#### **Section 6.K and 6.M: Design, Materials, and Fire Safety**

Per Exhibit “B”, the signage plan was developed by Outdoor Dimensions, a firm that specializes in providing professional sign design. The plans reflect a design that is an integral part of the site at which it is intended to be located, integrating architectural elements like ledges, materials like aluminum and acrylic channel letters, and colors like grey and tangerine that complement the overall architectural design of the site. Additionally, per Condition of Approval Number 32, the materials, construction, application, location and installation of the signs will be in conformance with the Los Angeles Building Code and the Los Angeles Fire Code. All new signs and sign support structures shall be made of non-combustible materials or plastics approved by both the Fire Department and LADBS. As such, the Project complies with Section 6.K and 6.M of the Sign District Plan.

### **Section 6.Q: Other Regulations**

As per Exhibit "B", no sign is proposed to be located on the rooftop or on poles or other structures that pass through the rooftop. Similarly, no sign is proposed to encroach into the airspace above a building or structure. Per Condition of Approval Number 34 for the Project:

- a) All signage copy shall be properly maintained and free from damaged sign material and other unsightly conditions, including graffiti.
- b) 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.
- c) Razor wire, barbed wire, concertina wire or other barriers preventing unauthorized access to any sign, if any, shall be hidden from public view.
- d) The signage copy must be replaced immediately upon tearing, ripping or peeling, or when marred or damaged by graffiti.
- e) No access platform, ladder or other service appurtenance shall be installed or attached to any sign structure.
- f) The advertising copy on existing signs that no longer serves current tenants shall be removed immediately upon tenant vacancy.
- g) Multiple temporary signs along the building walls of a facade are not permitted.

As such, the Project complies with Section 6.Q of the Specific Plan.

### **Section 7.F: Identification Signs**

As per Exhibit "B", the project proposes a maximum of one (1) Identification Signs as defined by LAMC Section 14.4.2 and Section 4 of the Sign District and located in Vertical Sign District 4 at a height within 26 feet of the absolute top of the building. As per Condition of Approval Number 30, the Identification Sign will be designed as channel letters and limited to a logo, generic type of business, or the name of the business or building, and will not cover the exterior of windows, doors, vents, or other openings that serve occupants of a building. As such, the Project complies with Section 7.F of the Sign District Plan.

### **Section 7.G: Information Signs**

Section 7.G of the Sign District states that "Unless otherwise specified in this ordinance, an Information Sign shall comply with" the LAMC. Section 14.4.7 of the LAMC states that Information Signs shall not exceed 25 square feet in area, and be limited to a maximum overall height of six (6) feet and six (6) inches above the sidewalk grade or edge of roadway grade nearest the sign. Condition of Approval Number 29 limits each of the five (5) proposed Informational Sign to less than 25 square feet individually. Additionally, Condition of Approval Number 30 limits each sign to a height not to exceed six (6) feet and six (6) inches above the sidewalk grade or edge of roadway grade nearest the sign. As such, the Project complies with Section 7.G.

### **Section 7.R: Wall Signs**

As per Condition of Approval Number 30, the five (5) Wall Signs independent of the Identification Signs, will be located in Vertical Sign Zone 1 no higher than the top of the second story as measured vertically, and will not cover the exterior of windows, doors, vents or other

openings that serve the occupants of a building. Per Exhibit “B”, one (1) Wall Sign shall be 5.8 square feet, and one (1) Wall Sign shall be 5.6 square feet each, one (1) Wall Sign shall be 12.8 square feet, one (1) Wall Sign shall be 17.5 square feet, and one (1) Wall Sign shall be 45.7 square feet, complying with the requirement that a single Wall Sign not exceed 300 square feet. As such, the Project complies with Section 7.R.

3) **The Director of Planning finds in the affirmative the following as they relate to the architectural design of sign structure or layout, and not to its content:**

a) ***All existing and proposed signs are appropriately scaled to the architectural character of all buildings and structures on the lot.***

There are no existing signs that are proposed to be preserved as part of the Project. As mentioned in the findings herein, the plans shown in Exhibit “B” reflect a design that is an integral part of the site at which it is intended to be located, integrating architectural elements like ledges, materials like aluminum and acrylic channel letters, and colors like grey and blue that complement the overall architectural design of the site. The sizes of the signs conform to the regulations for each type of sign, and do not exceed in size or dimensions the regulations for each individual sign by type or the overall maximum amount of total sign area allowed for the location. As such, the Project proposes signs that are appropriately scaled to the architectural character of the buildings and structures proposed.

b) ***All existing and proposed signs result in a complementary enhancement to the architecture on the lot.***

There are no existing signs that are proposed to be preserved as part of the Project. As shown in Exhibit “B”, the use of aluminum materials and the proposal of Architectural Ledge Signs complement the design of the first floor on Variel Avenue and Erwin Street. The first floor frontage at Variel and Erwin relies on a transparent glass façade that gives it a light appearance. The proposed ledge signs architecturally enhance the lightness of the first floor street frontage and do not inhibit the transparent elements of the frontage. The Identification Signs in also in aluminum channel letters in Vertical Sign Zone 4 are proposed at an appropriate scale on portions of the building that use a complementary material for the façade. The Wall Signs and Informational Signs as conditioned provide useful information for visitors and occupants of the building without detracting from architectural elements of the site. As such, the Project proposes signs that result in a complementary enhancement to the architecture on the lot.

c) ***All existing and proposed signs result in a visually uncluttered appearance.***

All existing signs will be removed when the existing building is demolished and the site is graded in preparation of the proposed Project. The proposed signs will relate to the architectural design of the building and are appropriately scaled for readability in the context of the building size. In addition, in compliance with the Warner Center 2035 Plan Sign District and Warner Center 2035 Specific Plan’s Appendix F, Section 10.1, the Project will provide appropriate way-finding and identification of the building without cluttering the façade as shown on “Exhibit B.” As such, the Project proposes signs that result in a visually uncluttered appearance.

4) **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

In compliance with requirements of the California Environmental Quality Act (CEQA), the Project is within the scope of the Warner Center 2035 Program EIR No. ENV-2008-3471-EIR; SCH No. 1990011055 ("Program EIR"), certified on April 23, 2013 and recertified on October 23, 2013, for the General Plan Amendment to the Canoga Park - Winnetka - Woodland Hills - West Hills Community Plan and related Transportation Element amendments to allow for the implementation of the Warner Center 2035 Plan covering approximately 924 acres 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 environmental effects of the Project were covered in the Program EIR and no new environmental effects not identified in the Program EIR will occur, and no new mitigation is required.

In general, the Program EIR identified measures to mitigate impacts in terms of aesthetics, light and glare, air pollution and noise during construction, nesting bird protection, archaeological and paleontological resource preservation, soil stability, seismic safety, hazard assessment, water quality and drainage, city services, water conservation, energy conservation, and waste reduction. In addition, the Specific Plan sets sustainable building standards for LEED-certification at the Silver Level (or equivalent) and for rooftop Solar Reflectance. Conditions of approval require the Project to comply with these standards and all applicable mitigation measures and monitoring as set forth in the Program EIR, which would mitigate the Project's potential significant environmental impacts to the extent physically feasible. As stated on page 1-8 of the Certified EIR, the EIR is intended to function as a project-specific EIR for those projects that are consistent with the WC2035 Plan.

The Project has also been designed to substantially comply with the Warner Center 2035 Specific Plan's Section 6.2.6 Supplemental Urban Design Standards and Appendix F Urban Design Guidelines, which will help mitigate any potential impacts to adjacent properties and the environment.

In addition, the following analysis was conducted:

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
<b>1. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>2. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project, and forest carbon measurement mythology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. AIR QUALITY.</b> The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. CULTURAL RESOURCES:</b> Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in <i>State CEQA Guidelines</i> §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to <i>State CEQA Guidelines</i> §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6. GEOLOGY AND SOILS.</b> Would the project:				
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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
<b>9. HYDROLOGY AND WATER QUALITY.</b> Would the proposal result in:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>10. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. MINERAL RESOURCES.</b> Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
<b>12. NOISE.</b> Would the project:				
a. Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. POPULATION AND HOUSING.</b> Would the project:				
a. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14. PUBLIC SERVICES.</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>15. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
recreational facilities which might have an adverse physical effect on the environment?				
<b>16. TRANSPORTATION AND TRAFFIC.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
<b>17. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant and Unavoidable Impact, greater than identified in the EIR	Significant and Unavoidable Impact, consistent with the EIR	Less than Significant Impact with Mitigation Measures from EIR	No Impact or Less than Significant Impact consistent with the EIR
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION**

All terms and conditions of this Director's Determination shall be complied with before the use may be established. This authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination. If such privileges are not utilized or substantial physical construction work has not begun and carried on diligently to completion, the authorization shall become void.

## **TRANSFERABILITY**

This determination runs with the land. In the event the property is sold, leased, rented, or occupied by any person or corporation other than yourself, you must advise them regarding the conditions of this grant.

## **VIOLATIONS OF THE CONDITIONS, A MISDEMEANOR**

Section 11.00 M of the Los Angeles Municipal Code states: "It shall be unlawful to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## **APPEAL PERIOD - EFFECTIVE DATE**

This Determination is not a permit or license, and any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this Determination is violated or is not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions, as stipulated in the Los Angeles Municipal Code.

Per LAMC Section 11.5.7 C.4(c), **the Determination in this matter shall become effective 15 calendar days after the approval date, unless an appeal is filed. All appeals shall be filed pursuant to procedures established under LAMC Section 11.5.7 C.6.** It is strongly advised that appeals be filed early during the appeal period and in-person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date to be accepted. Forms are available on-line at <http://planning.lacity.org>. The Department of City Planning public offices are located at:

Downtown Office  
Figueroa Plaza  
201 North Figueroa  
Street, 4<sup>th</sup> Floor  
Los Angeles, CA 90012  
(213) 482-7077

Valley Office  
Marvin Braude Building  
6262 Van Nuys  
Boulevard, Suite 251  
Van Nuys, CA 91401  
(818) 374-5050

West Los Angeles Office  
1828 Sawtelle Boulevard,  
2<sup>nd</sup> Floor  
Los Angeles, CA 90025  
(310) 231-2901

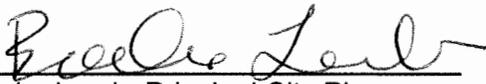
The time in which a party may seek judicial review of this determination is governed by California Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedures Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

### **BUILDING PERMIT SIGN-OFFS**

All subsequent building permit sign-offs regarding this case must be by **appointment only** with the Department of City Planning Development Services Center staff through an online appointment system at <http://planning.lacity.org>. On the website, continue to "Development Services Center - Location & Appointments," located on the bottom-right-hand corner of the page to make an appointment request.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:

  
\_\_\_\_\_  
Blake Lamb, Principal City Planner

Reviewed by:

  
\_\_\_\_\_  
Tim Fargo, City Planner

Prepared by:

 for  
\_\_\_\_\_  
Delia Arriaga, Planning Assistant  
[delia.arriaga@lacity.org](mailto:delia.arriaga@lacity.org)

cc: Department of Building and Safety  
Department of Transportation  
Abutting Property Owners  
Council District No. Three  
Woodland Hills Warner Center Neighborhood Council  
Interested Parties

**Exhibit E:**  
**Ordinance Number**  
**186,498**  
**– Warner Center 2035**  
**Mobility Fee**  
**Amendment**

**ORDINANCE NO. 186498**

An ordinance amending the Warner Center 2035 Specific Plan (Ordinance No. 182766) to clarify how mobility fees and in-lieu credits for transportation mitigation measures are calculated and applied to projects within the Warner Center 2035 Plan Area.

**THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:**

Section 1. Section 4 of the Warner Center 2035 Plan is amended by revising or adding the following definitions in the proper alphabetical order, to read as follows:

**GROSS LEASABLE FLOOR AREA.** The total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. Gross Leasable Floor Area is the area for which tenants pay rent; it is the area that produces income for the property owner.

**MOBILITY FEE.** The money a Project applicant is required to pay to the Warner Center Mobility Trust Fund, the amount of which is based on trip generation of building Floor Area (as that term is defined in Los Angeles Municipal Code Section 12.03), pursuant to the terms of this Plan (see Section 7 and Appendices D and E to the Plan).

**MOBILITY MITIGATION MEASURES.** Physical street improvements for vehicular traffic, transit improvements and/or TDM measures that would reduce significant transportation impacts to the extent physically feasible, as determined by the Department of Transportation (see Section 7 and Appendices D and E to the Plan).

Sec. 2. Section 5.3.3.1.3 of the Warner Center 2035 Plan is amended in its entirety to read as follows:

5.3.3.1.3 City's Department of Transportation (DOT) Review of the Phasing Plan.

Prior to the Director's approval of the Phasing Plan, the DOT shall: (i) review the proposed Phasing Plan; (ii) identify the transportation/mobility mitigation to be undertaken by the Project applicant for the initial Project phase; (iii) determine and approve any applicable in-lieu credits, towards the payment of the Mobility Fee pursuant to Section 7 of this Plan, available to the Project; (iv) determine that the

proposed Transportation Demand Management (TDM) program goals are in conformance with the provisions of this Plan; and (v) calculate the Mobility Fee for the initial Project phase based on the Land Use categories listed in Table 1 of **Appendix D** and the Floor Area for that phase of the project, minus the Floor Area of any existing buildings within the project site proposed for demolition during that phase. If an applicant subsequently submits a modification to the Project that results in a change in land use or Floor Area from an approved Phasing Plan, appropriate adjustments in fees, traffic impact mitigation, street dedication, widening and improvement requirements, and/or TDM requirements applicable to the change shall be made as a condition of DOT's approval of such a modification.

Sec. 3. Section 7.3 of the Warner Center 2035 Plan is amended in its entirety to read as follows:

### 7.3 Mobility Fee.

Mobility Fees shall be collected from Project applicants prior to issuance of a building permit and deposited into a special Warner Center Mobility Trust Fund for the implementation of Transportation Mitigation Plans (TMP) and other mobility measures and improvements identified by the Plan.

Sec. 4. Section 7.3.1 of the Warner Center 2035 Plan is amended in its entirety to read as follows:

#### 7.3.1 Mobility Fee Calculation and Transportation Mitigation Measures.

A Project's Mobility Fee shall be calculated and the transportation mitigation measures to be completed by an applicant shall be determined by the City based on a Project's land uses and Floor Area (as calculated by the Department of Building and Safety, in consultation with DOT and the Department of City Planning) using the Mobility Fee Table set forth in Table 1 of **Appendix D** of this Plan, as well as the transportation mitigation measures found in Appendix C. The Mobility Fee rate shall be based upon those rates in effect at the time of building permit issuance. However, those projects, including phased projects, for which an application for discretionary approval has been submitted to the Department of City Planning and deemed complete prior to the effective date of this ordinance (which is the first amendment to the Warner Center Specific Plan), shall be subject to the annually adjusted fee rates and credits pursuant to the multi-column table previously set forth in **Appendix**

**D** and titled “Warner Center 2035 Plan – Mobility Fee Table”, which was in effect at the time the application was deemed complete, for a maximum period of seven years following the effective date of this ordinance, after which the project shall be subject to the most current fee and credit rates. The Department of City Planning, in consultation with DOT, shall have discretion in determining which lots constitute the project site specifically for the purpose of calculating a Mobility Fee.

Sec. 5. Section 7.3.2.2 of the Warner Center 2035 Plan is amended in its entirety to read as follows:

7.3.2.2 In-lieu Credit for Mitigation Measures. In-lieu Mobility Fee credit shall be given (on a one dollar to one dollar basis) for those mobility mitigation measures implemented by a Project for up to 82% of the total Mobility Fee obligation of the Project. DOT shall give Mobility Fee credits until the collected Mobility Fee for an individual Mobility Fee subcategory (Table 2, Appendix D) has been exhausted. DOT shall determine the amount of in-lieu credit applicable to each Project.

Sec. 6. Section 7.3.2.3(a) of the Warner Center 2035 Plan is amended in its entirety to read as follows:

(a) In-lieu credit shall be granted for land dedications for right-of-way purposes that implement those transportation/mobility improvements listed in **Appendix E** of this Plan and are to be funded by the Mobility Fee. In-lieu credit shall be granted based on the cost of the land dedication at \$100.00 per square-foot estimated in determining the Mobility Fee in **Appendix D**. This in-lieu credit for land dedication will be adjusted by annual indexing pursuant to Section 7.4 of this Plan.

Sec. 7. A new Section 7.4.1 of the Warner Center 2035 Specific Plan is added to read as follows:

7.4.1 Existing Use Credit for Mobility Fees.

The value of Existing Use Credits shall be increased or decreased at the same time, and in the same manner, as the Mobility Fees are annually adjusted pursuant to Section 7.4 of this Plan.

Sec. 8. The first table in Appendix D of the Warner Center 2035 Plan is replaced in its entirety with the following:

Category A	
Residential Land Uses	
Apartment Boarding House Condominium/Townhouse Dormitory and Student Housing Mobile Home Park Rental Townhouse Senior Adult Housing- Attached Senior Adult Housing- Detached Single Family Detached Housing Work-Live [2]	\$ 1.53
Category B	
Institutional Land Uses	
Adult Day Care (No Overnight) Assisted Living Facility Child Care Center Congregate Care Facility Continuing Care Rehabilitation Facility Continuing Care Retirement Community Eldercare Facility Family Day Care Home Hospital or Medical Center Library Lodge, Club, or Fraternal Organization Museum or Art Studios, No Retail Sales Nursery or Pre-School Facility Nursing Home Private School (K-12) Private University or College Recycling Buyback Center (Fixed or Mobile) Trade or Continuing Education School	\$ 4.02
Category C	
Industrial Land Uses	
Animal Boarding Animal Clinic Animal Hospital Brewery (Not Part of a Restaurant) High-Cube Warehouse Hybrid Industrial (uses not listed in this Category and specified per Section 6.2.7 of the Plan) Industrial Park Laboratory Light Industrial Manufacturing	\$ 8.31

Mini-Warehouse Mortuary Sales and Showroom, Wholesale Building Supplies and Materials Sales and Showroom, Wholesale Interior and Exterior Furnishings Sales and Showroom, Wholesale Other (Bakery, Cake, Clothing, Home/Office Furnishings, etc.) Terminal, Truck or Bus Utilities Warehouse and Storage	
Category D	
General Office Land Uses	
Business Park Office, General Office Park Real Estate Office Research and Development Center Single Tenant Office Building	\$ 8.31
Category E	
Commercial and Retail / Recreational / Service Land Uses	
<u>Commercial and Retail Uses</u>  Apparel Store Arts and Crafts Store Art Gallery Automobile Display Automobile Parts Sales Automobile Rental Building Materials and Lumber Store Convenience Market Department Store Discount or Membership Club Factory Outlet Center Farmer's Market (Permanent) Furniture Store Free-Standing Discount Store Hardware or Paint Store New and Used Automobile Sales New and Used Vehicle Sales (RV, Motorcycle, Marine, etc.) Optometry Service and Sales Pharmacy and Drugstore Secondhand Store Sales and Showroom, Retail Building	\$ 15.87

<p>Supplies and Materials</p> <p>Sales and Showroom, Retail Interior and Exterior Furnishings</p> <p>Sales and Showroom, Retail Other (Bakery, Cake, Clothing, Home/Office Furnishings, Jewelry, etc.)</p> <p>Shopping Center</p> <p>Specialty Retail Center</p> <p>Supermarket, Full Service or Discount</p> <p>Superstore (Home and Home Improvement, Electronics, Pet Supply, Office Supply, Toy, Baby, Furniture, etc.)</p> <p>Tire Store</p> <p>Wholesale Market or Supermarket</p> <p>Wholesale Store or Superstore</p> <p><u>Recreational Uses</u></p> <p>Arcade, Gaming</p> <p>Athletic Club</p> <p>Amusement Park</p> <p>Arena</p> <p>Banquet Hall and Private Club</p> <p>Batting Cages</p> <p>Bowling Alley</p> <p>Dance Studio or Academy</p> <p>Golf Facility</p> <p>Health and Fitness Club</p> <p>Playground</p> <p>Skating Rink, Ice or Roller</p> <p>Live Music, Night club or Dance club</p> <p>Live Theater</p> <p>Movie Theater</p> <p>Miniature Golf Course</p> <p>Museum or Art Studio, Retail Sales</p> <p>Music School</p> <p>Pool Hall</p> <p>Private Recreational Center</p> <p>Recreational Facility, Privately Owned</p> <p>Stadium</p> <p><u>Service Uses</u></p> <p>Automobile Care and Service</p> <p>Bakery</p> <p>Bank / Credit Union (Walk-in Only)</p> <p>Barber and Beauty Shop</p> <p>Car Wash (Automated or Self-Service)</p> <p>Coffee/Donut/Bagel Shop (Walk-in Only)</p>	
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Copy, Print and Express Ship Store Drinking Place or Bar Dry Cleaner Florist Gasoline Sale and Service Station Hair Salon Hotel, Motel, Suite, Lodge, Extended Stay Facility, Resort, Motor Inn, etc. Medical or Dental Office and Clinics Repair and Cleaning Service (Jewelry, Clothing, Electronics, etc.) Restaurant (Fast Food/High Turnover/Quality), Walk-in Only Surgery Center (No Overnight Stay) Veterinary Office (No Overnight Boarding)	
Category F Exempted Land Uses	
Community Center or Facility (No greater than 40,000 Square feet) [3] Changes of Use (No greater than 1,000 Square Feet) Government Office, Facility, Station, etc. Ground Floor Mixed Uses of a Residential/Office Tower (10% or less of overall floor area) Non-Profit Facility (Hospital/Medical Center and their related Medical Uses, Library, Museum, Cultural Arts Center, Community Center, K-12 School, College, University, Trade School, Pre- School, Day Care Center, etc.) Park or Playground, Public or Philanthropic Operated Place of Worship Public Park, Playground or Other Recreational Facility Public School / K-12 (Including Charter School) Public University and College	\$0.00

Recycling Buyback Center, Non-Profit Only Temporary Uses (Christmas Trees, Pumpkin, Farmer's Market, Circus, Carnival, etc.) Public Trade School and Continuing Educational Facility Transit Station and Park-And-Ride Facility	
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Version: February 26, 2018

Sec. 9. Table 2 of Appendix D of the Warner Center 2035 Plan, including footnotes, is replaced in its entirety with the following:

### OVERALL WARNER CENTER MOBILITY FEE COST BREAKDOWN

TOTAL MOBILITY IMPROVEMENT COSTS					
Improvement Measure	Total Cost (2010 Dollars)	% Paid for by Mobility Fee	Mobility Fees to be Collected	% Share of Total Mobility Fee	Monies to be Collected from Outside Funding
Roadway Improvements	\$155,687,779	40%	\$62,300,000	40%	\$93,877,779
New Orange Line Station Terminus	\$10,000,000	20%	\$2,000,000	1%	\$8,000,000
Bus Purchase	\$16,000,000	20%	\$3,200,000	2%	\$12,800,000
Bus Operating Expenses	\$49,200,000	100%	\$49,200,000	32%	\$0
Streetscape Improvements	\$11,250,000	100%	\$11,250,000	7%	\$0
Neighborhood Protection, Local Development Corp, TDM, Administrative and Restudy Costs over life of the Plan	\$28,000,000	100%	\$28,000,000	18%	\$0
	<b>\$270,137,779</b>		<b>\$155,950,000</b>		<b>\$114,187,779</b>

Existing Warner Center Trip Fee Balance	\$7,507,019
After 10% Trip Credit for exempt project and 5.25% Incentivized Density Bonus <sup>[1]</sup>	31,390 Person Trips
Mobility fee per trip	\$ 4,728.99*

[1] Refer to Specific Plan Section 6.2.1.2.2

\* Trip fee assumes substantial transit, TOD and TDM vehicle trip reductions modeled for the Warner Center Specific Plan. The rate is only to be used in conjunction with Warner Center 2035 Plan trip rates and is not applicable to any other form of trip generation estimation.

In-lieu credit for Streetscape Improvements is limited to 100% of the total cost as shown in **Appendix D** Table 2, not to exceed \$750,000 per mile (\$250,000 for each side of the street and the median island; amount subject to annual adjustment) for implementing any streetscape improvements as shown in **Appendix F**, Figures 1 through 11.

No in-lieu credit is given for Neighborhood Protection, Local Development Corporation, TDM, Administrative or Restudy Costs.

For the purpose of calculating the Mobility Fee, the Floor Area shall be determined by the Department of Building and Safety based on the Zoning Code definition for Floor Area.

Sec. 10. The Table in Appendix E titled “Warner Center – Cost Per Mitigation Measure” of the Warner Center 2035 Plan, including footnotes, is replaced in its entirety with the following:

## Warner Center – Cost Per Mitigation Measure

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
1	Signalized	Topanga Canyon Blvd and Vanowen St												
		Add a 2nd NB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Remove EB right for a shared through/right & add 2nd EB left	No	\$0	\$0	\$0	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated WB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										<b>\$1,904,314</b>	<b>\$761,726</b>	<b>\$1,142,588</b>	Int Total	
2	Signalized	Canoga Ave and Vanowen St	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 3rd EB through lane	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	
		Add a 3rd WB through lane								<b>\$3,261,655</b>	<b>\$1,304,662</b>	<b>\$1,956,993</b>	Int Total	
3	Signalized	De Soto Ave and Vanowen St	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 3rd EB through lane	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	
		Add a 3rd WB through lane								<b>\$3,261,655</b>	<b>\$1,304,662</b>	<b>\$1,956,993</b>	Int Total	
4	Signalized	Topanga Canyon Blvd and Victory Blvd												
		Add a 4th EB through	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	
		Add a 2nd NB Left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd SB Left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated SB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
										<b>\$5,958,537</b>	<b>\$2,383,415</b>	<b>\$3,575,122</b>	Int Total	
5	Signalized	Canoga Ave and Victory Blvd												
		Add a dedicated EB shared through/right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd SB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										<b>\$2,184,885</b>	<b>\$865,954</b>	<b>\$1,318,931</b>	Int Total	
6	Signalized	De Soto Ave and Victory Blvd												
		Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a WB shared through/right as a 4th, replacing dedicated right	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a 2nd SB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 4th SB through	Yes	\$1,146,512	\$458,605	\$687,907	\$835,711	\$1,027,925	\$411,170	\$616,755	\$2,174,437	\$869,775	\$1,304,662	
		Add a dedicated SB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										<b>\$4,071,319</b>	<b>\$1,948,527</b>	<b>\$2,922,792</b>	Int Total	
7	Signalized	Topanga Canyon Blvd and Erwin St												
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										<b>\$1,632,889</b>	<b>\$653,156</b>	<b>\$979,733</b>	Int Total	
8	Signalized	Owensmouth Ave and Erwin St												
		Add a dedicated NB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd EB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Change SB left-turn signal control from prot to perm/prot	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
		Add dual SB dedicated rights	Yes	\$521,142	\$208,457	\$312,685	\$220,671	\$271,425	\$108,570	\$162,855	\$792,567	\$317,027	\$475,540	
										<b>\$3,489,449</b>	<b>\$1,395,780</b>	<b>\$2,093,669</b>	Int Total	

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
9	Signalized	Canoga Ave and Erwin St												
		Add a 2nd NB left	None available	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd EB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
11	Signalized	Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
											\$2,696,862	\$1,078,753	\$1,618,129	Int Total
12	Signalized	De Soto Ave and Erwin St												
		Add a 2nd NB through	No	\$0	\$0	\$0	\$835,711	\$1,027,925	\$411,170	\$616,755	\$1,027,925	\$411,170	\$616,755	
		Add a 4th SB through	No	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Add a dedicated SB right	No	\$0	\$0	\$0	\$220,671	\$271,425	\$108,570	\$162,855	\$271,425	\$108,570	\$162,855	
		Relocate existing bike lane					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
13	Signalized	Signal Modification									\$1,336,250	\$534,500	\$801,750	Int Total
		Topanga Canyon Blvd and Oxnard St												
		Add a dedicated NB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
14	Signalized	Signal Modification									\$1,100,693	\$440,357	\$660,536	Int Total
		Topanga Canyon Blvd and Oxnard St												
		Add a dedicated NB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated WB Right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated SB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
15	Signalized	Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add additional through	Yes	\$1,146,512	\$458,605	\$687,907	\$835,711	\$1,027,925	\$411,170	\$616,755	\$2,174,437	\$869,775	\$1,304,662	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
											\$4,338,322	\$1,735,729	\$2,603,593	Int Total
16	Signalized	De Soto Ave and Oxnard St												
		Add a dedicated NB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a dedicated SB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 4th SB through	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	
		Relocate existing bike lane									\$0	\$0	\$0	
17	Unsignalized	Relocate existing bike lane									\$4,325,648	\$1,730,259	\$2,595,389	Int Total
		Topanga Canyon Blvd and Califa St												
		Add a traffic signal					\$238,857	\$293,794	\$117,517	\$176,277	\$293,794	\$117,517	\$176,277	
		Add a dedicated NB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd dedicated SB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
18	Unsignalized	De Soto Ave and Califa St												
		Add a traffic signal					\$238,857	\$293,794	\$117,517	\$176,277	\$293,794	\$117,517	\$176,277	
		Add a dedicated SB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Signal Modification					\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	
19	Signalized	Signal Modification									\$1,394,688	\$557,875	\$838,811	Int Total
		101 Ventura Fwy WB and Burbank Blvd												
		Add a 2nd WB through lane	No	\$0	\$0	\$0	\$626,784	\$770,944	\$308,377	\$462,567	\$770,944	\$308,377	\$462,567	
											\$770,944	\$308,377	\$462,567	Int Total
20	Signalized	Topanga Canyon Blvd and Burbank Blvd												
		Add a 3rd WB through lane	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	
		Add a shared NB through/right as a 4th through, replacing existing right	Yes	\$659,884	\$343,954	\$515,930	\$626,784	\$770,944	\$308,377	\$462,567	\$1,630,828	\$652,331	\$978,497	
		Add a 2nd NB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
		Add a 2nd WB left	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	
21	Signalized	Signal Modification									\$36,900	\$14,760	\$22,140	
											\$5,993,376	\$2,397,350	\$3,596,026	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)		
22	Signalized	Canoga Ave and Burbank Blvd Add dual dedicated NB rights Add a 2nd NB left Signal Modification	Yes	\$521,142	\$208,457	\$312,685	\$220,671	\$271,425	\$108,570	\$162,855	\$792,587	\$317,027	\$475,540	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										\$1,361,464	\$544,585	\$816,879			
25	Signalized	De Soto Ave 101 Ventura Fwy WB Add a 3rd NB through lane Add a 2nd NB left	Yes	\$572,683	\$229,073	\$343,610	\$417,438	\$513,449	\$205,379	\$308,070	\$1,086,131	\$434,453	\$651,678	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
										\$1,618,128	\$647,251	\$970,877			
27	Signalized	De Soto Ave and 101 Ventura Fwy EB Add a 4th NB through	No	\$0	\$0	\$0	\$417,438	\$513,449	\$205,379	\$308,070	\$513,449	\$205,379	\$308,070	Int Total	
										\$513,449	\$205,379	\$308,070			
28	Signalized	Topanga Canyon Blvd and Nordhoff St Add a 2nd WB left (restripe) Signal Modification	No	\$0	\$0	\$0	\$3,000	\$3,690	\$1,476	\$2,214	\$3,690	\$1,476	\$2,214	Int Total	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										\$40,590	\$16,236	\$24,354			
29	Signalized	Topanga Canyon Blvd and Roscoe Blvd Add a 2nd SB right Add a 2nd NB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										\$1,100,893	\$440,357	\$660,536			
31	Signalized	Shoup Ave and Sherman Way Add a dedicated NB right Change SB left turn signal control to prot for AM and perm/prot for PM	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	Int Total	
			No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										\$568,896	\$227,559	\$341,337			
33	Signalized	Owensmouth Ave and Sherman Way Add a 2nd WB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	Int Total	
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										\$568,896	\$227,559	\$341,337			
34	Signalized	Canoga Ave and Shennan Way Add prot signal control for NB and WB Add a 2nd WB left	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
										\$568,896	\$227,559	\$341,337			
35	Signalized	De Soto Ave and Sherman Way Add a dedicated NB right Add a dedicated SB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	Int Total	
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
							\$30,000	\$36,900	\$14,760	\$22,140	\$36,900	\$14,760	\$22,140		
										\$1,100,893	\$440,357	\$660,536			
36	Signalized	Fallbrook Ave and Vanowen St Add a NB shared through/right as 3rd through to replace existing right Add a SB shared through/right as 3rd through to replace existing right Requires relocation of existing Metro bus stops at NE & SW corners	No	\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612	Int Total	
			No	\$0	\$0	\$0	\$19,800	\$24,354	\$9,742	\$14,612	\$24,354	\$9,742	\$14,612		
										\$0	\$0	\$0			
										\$48,708	\$19,483	\$29,225			
37	Signalized	Shoup Ave and Vanowen St Add a dedicated EB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197	Int Total	
										\$531,996	\$212,799	\$319,197			
38	Signalized	Owensmouth Ave and Vanowen St Add a 3rd EB through Add a 3rd WB through Add a 2nd WB left Add a dedicated SB right Signal Modification	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	Int Total	
			Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993		
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
			Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996	\$212,799	\$319,197		
										\$36,900	\$14,760	\$22,140			
										\$3,049,681	\$4,574,522				

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
39	Signalized	Varlei Ave and Vanowen St Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Add a 3rd EB through Add a 3rd WB through	Part of Varlei Corridor Improvement Part of Varlei Corridor Improvement Part of Varlei Corridor Improvement Part of Varlei Corridor Improvement Yes Yes	\$1,719,768 \$1,719,768	\$687,907 \$687,907	\$1,031,861 \$1,031,861	\$0 \$0 \$0 \$0 \$1,253,567 \$1,253,567	\$0 \$0 \$0 \$0 \$1,541,887 \$1,541,887	\$0 \$0 \$0 \$0 \$616,755 \$616,755	\$0 \$0 \$0 \$0 \$925,132 \$925,132	\$0 \$0 \$0 \$0 \$3,261,655 \$3,261,655	\$0 \$0 \$0 \$0 \$1,304,662 \$1,304,662	\$0 \$0 \$0 \$0 \$1,956,993 \$1,956,993	
40	Signalized	Topanga Canyon Blvd and Kittridge St	Mitigated by Varlei Ave Corridor Improvement								\$6,523,311	\$2,609,324	\$3,913,987	Int Total
41	Signalized	Woodlake Ave and Victory Blvd Add a NB shared left/through & shared through/right, replacing left/through/right	Yes	\$1,719,768	\$667,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655	\$1,304,662	\$1,956,993	
											\$3,261,655	\$1,304,662	\$1,956,993	Int Total
42	Signalized	Fallbrook Ave and Victory Blvd Add a 2nd SB left Add a dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$182,855 \$162,855 \$22,140	\$531,996 \$531,996 \$1,100,893	\$212,799 \$212,799 \$440,357	\$319,197 \$319,197 \$660,536	Int Total
43	Signalized	Shoup Ave and Victory Blvd Add a 3rd EB through (restripe) Add a 3rd WB through (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
45	Signalized	Owensmouth Ave and Victory Blvd Add a 3rd NB through Add a 3rd SB through Add a 2nd SB left Add a 4th WB through Add a 4th EB through Signal Modification	Yes Yes Yes Victory Blvd Widening Victory Blvd Widening	\$1,719,768 \$1,719,768 \$260,571	\$687,907 \$687,907 \$104,228	\$1,031,861 \$1,031,861 \$156,343	\$1,253,567 \$1,253,567 \$220,671 \$30,000	\$1,541,887 \$1,541,887 \$271,425 \$0 \$0 \$36,900	\$616,755 \$616,755 \$108,570 \$0 \$0 \$14,760	\$925,132 \$925,132 \$162,855 \$0 \$0 \$22,140	\$3,261,655 \$3,261,655 \$531,996 \$0 \$0 \$36,900 \$7,092,207	\$1,304,662 \$1,304,662 \$212,799 \$0 \$0 \$14,760 \$2,836,883	\$1,956,993 \$1,956,993 \$319,197 \$0 \$0 \$22,140 \$4,255,324	Int Total
46	Signalized	Varlei Ave and Victory Blvd Add an EB shared through/right Add a 2nd WB left Add a 2nd NB through Add a dedicated NB right Add an EB left Add a WB shared through/right New SB approach: one left, two throughs, one right Signal Modification	Yes Yes Varlei Ave Corridor Improvement Varlei Ave Corridor Improvement Varlei Ave Corridor Improvement Varlei Ave Corridor Improvement Varlei Ave Corridor Improvement	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,100,893	\$212,799 \$212,799	\$319,197 \$319,197 \$660,536	Int Total
47	Signalized	Mason Ave and Victory Blvd Add a 2nd EB left Add a 2nd SB left Add a dedicated NB right Add a 2nd SB right by converting EB through into shared through/right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$26,057	\$104,226 \$104,228 \$104,226 \$10,423	\$156,343 \$156,343 \$156,343 \$15,634	\$220,671 \$220,671 \$220,671 \$22,067 \$30,000	\$271,425 \$271,425 \$271,425 \$27,143 \$36,900	\$108,570 \$108,570 \$108,570 \$10,857 \$14,760	\$162,855 \$162,855 \$162,855 \$16,286 \$22,140	\$531,996 \$531,996 \$531,996 \$53,200 \$36,900 \$1,686,089	\$212,799 \$212,799 \$212,799 \$21,280 \$14,760 \$674,435	\$319,197 \$319,197 \$319,197 \$31,920 \$22,140 \$1,011,654	Int Total
48	Signalized	Owensmouth Ave and Canyon Creek Dr (Pvt) Add a 2nd NB left Add a 2nd dedicated EB right Add a dedicated SB right Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,226 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799	\$319,197 \$319,197 \$319,197 \$14,760 \$979,733	Int Total
49	Signalized	Shoup Ave and Erwin St Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$668,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
50	Signalized	Shoup Ave and Oxnard St Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,800	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
52	Signalized	Shoup Ave and Burbank Blvd Change WB left-turn phasing from perm to prot Change NB left-turn phasing from perm to prot Signal Modification	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$30,000	\$36,900	\$14,760	\$22,140	\$0 \$0 \$36,900	\$0 \$0 \$14,760	\$0 \$0 \$22,140	Int Total
53	Signalized	Shoup Ave and Ventura Blvd Reconfigura EB & WB phasing from split to prot Add a 2nd WB right by converting existing through to shared throughright	Yes	\$26,057	\$10,423	\$15,634	\$30,000 \$22,067	\$36,900 \$27,143	\$14,760 \$10,857	\$22,140 \$16,286	\$36,900 \$53,200 \$90,100	\$14,760 \$21,280 \$36,040	\$22,140 \$31,920 \$54,060	Int Total
54	Signalized	101 Ventura Fwy EB and Ventura Blvd Add a 2nd EB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
55	Unsignalized	Topanga Canyon Blvd and 101 Ventura Fwy WB (Off-Ramp to NB) Restripe & construct an island to change WB off- ramp into 1 free-flowing channelized right	No	\$0	\$0	\$0	\$220,671	\$271,425	\$108,570	\$162,855	\$271,425	\$108,570	\$162,855	Int Total
56	Signalized	Topanga Canyon Blvd and Ventura Blvd Add a 2nd SB left Add a dedicated SB right Add a 2nd EB left Add a 2nd WB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
58	Signalized	De Soto Ave/Serrania Ave and Ventura Blvd Add a dedicated NB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
61	Signalized	De Soto Ave and Kittridge St	Mitigated by Variel Ave Corridor Improvement											
70	Signalized	AMC Dwy and Oxnard St Add a dedicated NB right Add a dedicated NB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,337	\$319,197 \$319,197 \$22,140 \$600,536	Int Total
71	Unsignalized	Eton Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$1,541,887 \$616,755	\$0 \$616,755 \$925,132	\$0 \$925,132 \$925,132	Int Total
72	Unsignalized	Independence Ave and Vanowen St Add a WB shared through/right as a 3rd through, replacing dedicated right Add a 3rd EB through	Cost accounted for No	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,253,567	\$0 \$1,541,887	\$0 \$616,755	\$0 \$925,132	\$0 \$1,541,887 \$616,755	\$0 \$616,755 \$925,132	\$0 \$925,132 \$925,132	Int Total
73	Signalized	Variel Ave and Kittridge St Add a traffic signal Add a 2nd NB through Add a dedicated NB left Add a 2nd SB through Add a dedicated SB left Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$1,719,768 \$1,719,768 \$260,571	\$104,228 \$687,907 \$687,907 \$104,228	\$156,343 \$1,031,861 \$1,031,861 \$156,343	\$238,857 \$220,671 \$1,253,567 \$1,253,567 \$220,671 \$30,000	\$293,794 \$271,425 \$1,541,887 \$1,541,887 \$271,425 \$36,900	\$117,517 \$108,570 \$616,755 \$616,755 \$108,570 \$14,760	\$176,277 \$162,855 \$925,132 \$925,132 \$162,855 \$22,140	\$293,794 \$531,996 \$3,261,655 \$3,261,655 \$531,996 \$36,900 \$7,917,997	\$117,517 \$212,799 \$1,304,662 \$1,304,662 \$212,799 \$14,760 \$3,167,199	\$176,277 \$319,197 \$1,956,893 \$1,956,893 \$319,197 \$22,140 \$4,750,798	Int Total
74	Unsignalized	Variel Ave and Oxnard St Add a traffic signal Add a dedicated WB left Add a dedicated EB right Add a dedicated WB right Add a dedicated EB right Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$238,857 \$220,671 \$220,671 \$220,671 \$30,000	\$293,794 \$271,425 \$271,425 \$271,425 \$36,900	\$117,517 \$108,570 \$108,570 \$108,570 \$14,760	\$176,277 \$162,855 \$162,855 \$162,855 \$22,140	\$293,794 \$531,996 \$531,996 \$531,996 \$36,900 \$2,458,679	\$117,517 \$212,799 \$212,799 \$212,799 \$14,760 \$983,472	\$176,277 \$319,197 \$319,197 \$319,197 \$22,140 \$1,475,207	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
77	Unsignalized	De Soto Ave and Clark St Add a dedicated NB right Add a 3rd NB through	No Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$220,671 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	
											\$271,425	\$108,570	\$162,855	Int Total
81	Unsignalized	Topanga Canyon Blvd and Calvert St Add a traffic signal					\$238,857	\$293,794	\$117,517	\$176,277	\$293,794	\$117,517	\$176,277	Int Total
83	Signalized	Randi Ave and Victory Blvd Add a 3rd EB through Add a 3rd WB through	Cost accounted for Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	
86	Signalized	Topanga Canyon Blvd and Clarendon St Add a 2nd EB left Add a 2nd dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$108,240 \$195,999 \$195,999 \$440,357	\$162,360 \$293,999 \$293,999 \$660,536	Int Total
87	Signalized	Jordan Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
88	Signalized	Remmet Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated WB right Signal Modification	Yes Yes Yes	\$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$36,900 \$1,632,889	\$212,799 \$212,799 \$212,799 \$14,760 \$653,156	\$319,197 \$319,197 \$319,197 \$22,140 \$979,733	Int Total
89	Signalized	Variel Ave and Sherman Way Add a dedicated NB left Add a dedicated SB left Add a dedicated EB right Add a dedicated NB right Signal Modification	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$36,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$865,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
91	Signalized	Owensmouth Ave and Hart St	Mitigated by Variel Ave Corridor Improvement											
93	Signalized	Mason Ave and Vanowen St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right Additional WB right capacity requires relocation of existing Metro stop	Yes Yes No No	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$0 \$2,127,985	\$212,799 \$212,799 \$212,799 \$212,799 \$0 \$851,194	\$319,197 \$319,197 \$319,197 \$319,197 \$0 \$1,276,791	Int Total
95	Signalized	Owensmouth Ave and Saticoy St Add a dedicated NB left Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
96	Signalized	Canoga Ave and Saticoy St Add a 2nd SB left Add a dedicated EB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$660,536	Int Total
98	Signalized	De Soto Ave and Saticoy St Add a dedicated EB right Add a dedicated WB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	Int Total
99	Signalized	Shoup Ave and Valerio St Signal Modification	No mitigation				\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$568,896	\$14,760 \$227,559	\$22,140 \$341,337	Int Total
101	Signalized	Canoga Ave and Valerio St Add WB prot left, change NB from prot to perm	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
103	Signalized	Mason Ave and Sherman Way Change SB left-turn signal control to prot for AM and perm/prot for PM Change WB left-turn signal control to prot for AM and perm/prot for PM Change NB left-turn signal control to prot for AM and perm/prot for PM Change EB left-turn signal control to prot for AM and perm/prot for PM Signal Modification	No No No No	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
105	Signalized	Winnetka Ave and Vanowen St Add a dedicated SB right Add a dedicated NB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	Int Total
108	Signalized	Winnetka Ave and Victory Blvd Add a 2nd NB left Add a 2nd EB left Add a 2nd SB left Add a 2nd WB left Signal Modification	Yes Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$531,996 \$531,996 \$35,900 \$2,164,885	\$212,799 \$212,799 \$212,799 \$212,799 \$14,760 \$665,954	\$319,197 \$319,197 \$319,197 \$319,197 \$22,140 \$1,298,931	Int Total
112	Signalized	Winnetka Ave and Oxnard St Add a dedicated WB right	Yes	\$260,571	\$104,228	\$156,343	\$220,671	\$271,425	\$108,570	\$162,855	\$531,996 \$531,996	\$212,799 \$212,799	\$319,197 \$319,197	Int Total
113	Signalized	Fallbrook Ave and Burbank Blvd Add prot left-turn signal control to NB & WB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
118	Signalized	Winnetka Ave and Ventura Blvd Add a WB shared through/right as a 3rd through, replacing existing dedicated right	No	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	Int Total
120	Signalized	Topanga Canyon Blvd and Mulholland Dr Add a dedicated SB right Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
121	Signalized	Fallbrook Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
123	Signalized	Tampa Ave and Ventura Blvd Change EB left-turn control to strictly protected	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
126	Signalized	Vanalden Ave/101 Ventura Fwy EB and Ventura Blvd Add a 3rd WB through	Yes	\$1,719,768	\$687,907	\$1,031,861	\$1,253,567	\$1,541,887	\$616,755	\$925,132	\$3,261,655 \$3,261,655	\$1,304,662 \$1,304,662	\$1,956,993 \$1,956,993	Int Total
127	Signalized	Topham St/Busway and Victory Blvd Reconfigure NB approach for 1 dedicated left & 1 shared left/through/right Signal Modification	No	\$0	\$0	\$0	\$3,000 \$30,000	\$3,690 \$36,900	\$1,476 \$14,760	\$2,214 \$22,140	\$3,690 \$36,900 \$40,590	\$1,476 \$14,760 \$16,236	\$2,214 \$22,140 \$24,354	Int Total
128	Signalized	Corbin Ave and Victory Blvd Add a 3rd EB through lane Add a 3rd WB through lane	Yes Yes	\$1,719,768 \$1,719,768	\$687,907 \$687,907	\$1,031,861 \$1,031,861	\$1,253,567 \$1,253,567	\$1,541,887 \$1,541,887	\$616,755 \$616,755	\$925,132 \$925,132	\$3,261,655 \$3,261,655 \$6,523,311	\$1,304,662 \$1,304,662 \$2,609,324	\$1,956,993 \$1,956,993 \$3,813,987	Int Total
129	Signalized	Tampa Ave and Victory Blvd Add a 3rd EB through lane (restripe) Add a 3rd WB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
130	Signalized	Burbank Blvd and Ventura Blvd Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
131	Signalized	Reseda Blvd and Burbank Blvd Add a dedicated EB right Add a 3rd NB through lane Add a 2nd dedicated SB right	Yes Yes Yes	\$260,571 \$859,884 \$260,571	\$104,228 \$343,954 \$104,228	\$156,343 \$515,930 \$156,343	\$220,671 \$626,784 \$220,671	\$271,425 \$770,944 \$271,425	\$108,570 \$308,377 \$108,570	\$162,855 \$462,587 \$162,855	\$531,996 \$1,630,828 \$531,996 \$2,694,820	\$212,799 \$652,331 \$212,799 \$1,077,928	\$319,197 \$978,497 \$319,197 \$1,818,892	Int Total
132	Signalized	Reseda Blvd and 101 Ventura Fwy EB Add a 2nd EB left (optional) Signal Modification	Yes	\$260,571	\$104,228	\$156,343	\$220,671 \$30,000	\$271,425 \$36,900	\$108,570 \$14,760	\$162,855 \$22,140	\$531,996 \$36,900 \$568,896	\$212,799 \$14,760 \$227,559	\$319,197 \$22,140 \$341,337	Int Total
133	Signalized	Reseda Blvd and 101 Ventura Fwy Wb Remove WB shared LTR to add 2nd left and 2nd right Add a 3rd NB through lane	Yes Cost accounted for	\$0 \$0	\$0 \$0	\$0 \$0	\$220,671 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	\$271,425 \$0	\$108,570 \$0	\$162,855 \$0	Int Total
136	Signalized	De Soto Ave and Nordhoff St Add prot signal control for NB Add a 2nd EB left	Yes	\$260,571	\$104,228	\$156,343	\$30,000 \$220,671	\$36,900 \$271,425	\$14,760 \$108,570	\$22,140 \$162,855	\$36,900 \$531,996 \$568,896	\$14,760 \$212,799 \$227,559	\$22,140 \$319,197 \$341,337	Int Total
137	Signalized	Topanga Canyon Blvd and Parthenia St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
139	Signalized	De Soto Ave and Parthenia St Add a dedicated EB right Add a dedicated WB right Signal Modification	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671 \$30,000	\$271,425 \$271,425 \$36,900	\$108,570 \$108,570 \$14,760	\$162,855 \$162,855 \$22,140	\$531,996 \$531,996 \$36,900 \$1,100,893	\$212,799 \$212,799 \$14,760 \$440,357	\$319,197 \$319,197 \$22,140 \$680,536	Int Total

Int #	Control Type	Intersection Name	ROW Required?	ROW Cost	Maximum In-Lieu Credit ROW Cost Paid For by Mobility Fee (40%)	ROW Cost Paid by Outside Sources (60%)	Construction Cost	Construction Cost x 1.23 Factor	Maximum In-Lieu Credit Construction Cost Paid For by Mobility Fee (40%)	Construction Cost Paid by Outside Sources (60%)	Total Physical Mitigation Cost (Per Improvement)	Cost Paid For by Mobility Fee (40%)	Cost Paid by Outside Sources (60%)	
140	Signalized	Fallbrook Ave and Roscoe Blvd Add a shared right turn to existing NB through (restripe)	No	\$0	\$0	\$0	\$3,000	\$3,690	\$1,476	\$2,214	\$3,690 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	Int Total
141	Signalized	Shoup Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
142	Signalized	Canoga Ave and Roscoe Blvd Add prot signal control for NB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
143	Signalized	De Soto Ave and Roscoe Blvd Add a dedicated NB right Add a dedicated WB right	Yes Yes	\$260,571 \$260,571	\$104,228 \$104,228	\$156,343 \$156,343	\$220,671 \$220,671	\$271,425 \$271,425	\$108,570 \$108,570	\$162,855 \$162,855	\$531,996 \$531,996 \$1,063,993	\$212,799 \$212,799 \$425,597	\$319,197 \$319,197 \$638,396	Int Total
144	Signalized	Mason Ave and Roscoe Blvd Add a dedicated NB right (restripe) Add a dedicated SB right (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$3,000 \$3,000	\$3,890 \$3,690	\$1,476 \$1,476	\$2,214 \$2,214	\$3,690 \$3,690 \$7,380	\$1,476 \$1,476 \$2,952	\$2,214 \$2,214 \$4,428	Int Total
145	Signalized	Winnetka Ave and Roscoe Blvd Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$1,980 \$1,980	\$2,435 \$2,435	\$974 \$974	\$1,461 \$1,461	\$2,435 \$2,435 \$4,871	\$974 \$974 \$1,948	\$1,461 \$1,461 \$2,923	Int Total
148	Signalized	Mason Ave and Saticoy St Add a dedicated NB right Add a dedicated SB right Add a dedicated EB right Add a dedicated WB right	Yes Yes Yes Yes	\$260,571 \$260,571 \$260,571 \$260,571	\$104,228 \$104,228 \$104,228 \$104,228	\$156,343 \$156,343 \$156,343 \$156,343	\$220,671 \$220,671 \$220,671 \$220,671	\$271,425 \$271,425 \$271,425 \$271,425	\$108,570 \$108,570 \$108,570 \$108,570	\$162,855 \$162,855 \$162,855 \$162,855	\$531,996 \$531,996 \$531,996 \$531,996 \$2,127,985	\$212,799 \$212,799 \$212,799 \$212,799 \$851,194	\$319,197 \$319,197 \$319,197 \$319,197 \$1,276,791	Int Total
149	Signalized	Winnetka Ave and Saticoy St Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
150	Signalized	Fallbrook Av and Sherman Way Add prot signal control for SB	No	\$0	\$0	\$0	\$30,000	\$36,900	\$14,760	\$22,140	\$36,900 \$36,900	\$14,760 \$14,760	\$22,140 \$22,140	Int Total
151	Signalized	Winnetka Ave and Sherman Way Add a 3rd NB through lane (restripe) Add a 3rd SB through lane (restripe)	No No	\$0 \$0	\$0 \$0	\$0 \$0	\$19,800 \$19,800	\$24,354 \$24,354	\$9,742 \$9,742	\$14,612 \$14,612	\$24,354 \$24,354 \$48,708	\$9,742 \$9,742 \$19,483	\$14,612 \$14,612 \$29,225	Int Total
<b>Intersection Totals</b>							<b>\$62,155,907</b>	<b>\$76,451,766</b>			<b>\$145,137,703</b>	<b>\$58,055,081</b>	<b>\$87,082,622</b>	
Net Victory Boulevard Widening - Topanga Cyn Blvd to DeSoto Ave (approximately 8,800 ft of construction & 5,800 ft of ROW), considering \$11,000,000 in existing funding											\$6,000,000			
Varlet Avenue Widening - Victory Blvd to Vanowen St (approximately 2,600 ft of construction & 420 ft of ROW)											\$8,300,000			
Varlet Bridge and Metro Orange Line Crossing (approximately 650 ft of 4-lane Bridge across LA River, plus signal modification costs)											\$10,000,000			
<b>TOTAL COSTS</b>											<b>\$167,437,703</b>	<b>\$67,000,000</b>	<b>\$100,437,703</b>	
* Mobility Fee = Proposed Square Feet x \$/SF for the specific type of proposed development land use														
Existing Use Credit = Existing Square Feet x \$/SF for the specific type of existing land use on the same site which is expected to be removed														
Net Mobility Fee = Mobility Fee – Existing Use Credit														

Sec. 11. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 

ADRIENNE KHORASANEE  
Deputy City Attorney

Date November 19, 2019

File No. 13-0197-S4 & 13-0197-S10

Pursuant to Charter Section 559, I **approve** this ordinance on behalf of the City Planning Commission and recommend that it be adopted.



VINCENT P. BERTONI, AICP  
Director of Planning

Date 11-20-19

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The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR





Ordinance Passed 01/14/2020

Approved 01/27/2020

Ordinance Effective Date: 03/10/2020  
Council File No.: 13-0197-S4,13-0197-S10

# DECLARATION OF POSTING ORDINANCE

I, Ottavia Smith state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

**Ordinance No.** 186498 - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on 01/14/2020, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, I conspicuously posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records beginning on 01/29/2020 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.



Deputy Clerk

Date: 01/29/2020

Ordinance Effective Date: 03/10/2020

Council File No.: 13-0197-S4,13-0197-S10

**Exhibit F:**  
**Warner Center 2035**  
**Specific Plan**  
**Mitigation Monitoring**  
**Program from**  
**the Programmatic EIR**

**MITIGATION MONITORING PROGRAM**

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

\* If only one agency plays both rolls only that agency is identified.

DCP= LA Department of City Planning, AQMD = South Coast Air Quality Management District, B&S = LA Department of Building and Safety, DPW = LA Department of Public Works, LADOT = LA Department of Transportation, ACOE = Army Corps of Engineers, CDFG = California Department of Fish and Game, BOS = LA Department of Public Works, Bureau of Sanitation, LARQCB = Los Angeles Regional Water Quality Control Board, DTSC = CA Department of Toxic Substances Control, BOE = Bureau of Engineering, LADWP = LA Department of Water and Power, LAPD = Los Angeles Police Department, DRP = Department of Recreation and Parks, LD, LA Library Department. Where the monitoring action is indicated as applicant to conduct monitoring, applicant shall retain an independent monitor who shall complete and submit reports documenting compliance to DCP.

**MITIGATION MONITORING PROGRAM**

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

\* If only one agency plays both rolls only that agency is identified.

DCP= LA Department of City Planning, AQMD = South Coast Air Quality Management District, B&S = LA Department of Building and Safety, DPW = LA Department of Public Works, LADOT = LA Department of Transportation, ACOE = Army Corps of Engineers, CDFG = California Department of Fish and Game, BOS = LA Department of Public Works, Bureau of Sanitation, LARQCB = Los Angeles Regional Water Quality Control Board, DTSC = CA Department of Toxic Substances Control, BOE = Bureau of Engineering, LADWP = LA Department of Water and Power, LAPD = Los Angeles Police Department, DRP = Department of Recreation and Parks, LD, LA Library Department. Where the monitoring action is indicated as applicant to conduct monitoring, applicant shall retain an independent monitor who shall complete and submit reports documenting compliance to DCP.

**MITIGATION MONITORING PROGRAM**

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

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
	project applicants required as condition of project permit.	
AES-24: All digital displays shall transition smoothly at a consistent rate of speed from the permitted daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding the transition to nighttime brightness 45 minutes after sunset. Where applicable, they shall also transition smoothly at a consistent rate of speed from the permitted nighttime brightness to the permitted daytime brightness levels, beginning 45 minutes prior to sunrise and concluding the transition to daytime brightness 45 minutes after sunrise.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-25: All light emitting diodes used within any digital display shall have a horizontal beam spread of maximum 165 degrees wide and 65 degrees vertically. All light emitting diodes shall be generally oriented downwards to the street, rather than up towards the sky.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-26: All signs using animation or that otherwise change shall be restricted. Each applicant shall submit a study to the Department of City Planning documenting proposed refresh rates and compliance with the SUD.	Plan review as part of project permit.	DCP
AES-27: Each applicant (or successors as appropriate) shall submit a conceptual signage and lighting design plan to the Department of City Planning to establish lighting standards and guidelines.	Ongoing monitoring by project applicants required as condition of project permit.	DCP
AES-28: As applicable, individual discretionary projects will conduct further site-specific analysis to determine whether adjacent sensitive uses could be impacted by proposed structures. The City shall require that proposed structures be designed to minimize shade/shadow impacts to sensitive uses to the extent reasonable and feasible.	Project applicant undertakes study as directed by DCP. DCP review of study and identification of required design modifications.	DCP
<b>AIR QUALITY</b>		
AQ-1: The City shall require that all projects use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust. In addition the City shall require that projects be required to include the following measures as applicable and feasible: i) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. ii) Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site, iii) Reroute construction trucks away from congested streets or sensitive receptor areas.	Ongoing monitoring of construction activities by project applicants required as condition of project permit.	DCP

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**MITIGATION MONITORING PROGRAM**

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

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>equipment. More information on this program can be found at the following website: <a href="http://www.aqmd.gov/tao/Implementation/SOONProgram.htm">http://www.aqmd.gov/tao/Implementation/SOONProgram.htm</a>.</p> <p>xi) Other measures as applicable on a project by project basis and as may be recommended by SCAQMD on their web site or elsewhere: <a href="http://www.aqmd.gov/cega/handbook/mitigation/MM_intro.html">www.aqmd.gov/cega/handbook/mitigation/MM_intro.html</a>.</p>		
<p>AQ-2: The City shall require that ground cover be reestablished on construction sites through seeding and watering on completion of construction (or is sites are to remain undeveloped for more than a year).</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of project permit.</p>	<p>DCP</p>
<p>AQ-3: The City shall require that trucks leaving construction sites be washed to reduce track-out dirt and dust.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of project permit.</p>	<p>DCP</p>
<p>AQ-4: The City shall require that developers provide rideshare and transit incentives to construction personnel.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>
<p>AQ-5: The City shall require that developers configure construction parking to minimize interference with traffic lanes.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>
<p>AQ-6: The City shall require that developers and City Departments minimize the obstruction of through-traffic in the vicinity of construction sites.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>
<p>AQ-7: The City shall require that developers and City Departments use flag people during construction to guide traffic properly.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project</p>	<p>DCP</p>

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
AQ-8: The City shall require that construction activities that could affect roadways be scheduled for off-peak periods.	Permit. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
AQ-9: The City shall require that developers (as well as City construction personnel associated with construction of roadway and other infrastructure) ensure that that construction vehicles avoid, to the extent feasible, travel on streets immediately adjacent to Canoga Park High School, Woodland Hills Academy Middle School and Hart Elementary School throughout the construction phase of each project to reduce potentially significant project-specific and cumulative construction-related air quality impacts. The City shall ensure that haul routes are designed to comply with this measure.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
AQ-10: The City shall require that projects located within 0.5 miles of any LAUSD school shall be subject to a construction fee that provides for funding for the replacement of air filters at the beginning and at the conclusion of construction in any air conditioning units at the affected school site.	Payment of fee as may be necessary.	DCP
AQ-11: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall provide advance notification of the project's anticipated general construction schedule and a specific schedule for site grading and preparation activities, and shall allow the affected school 15 days to review and comment on the schedule. In addition any such project shall be required to provide personnel on a daily basis to wash the playground, lunch areas, and seating areas at the affected school site during active grading and earth moving phases of the construction, as coordinated with the appropriate school administrative staff.	Notice provide as required.	DCP
AQ-12: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, as a condition of the Project Permit Compliance Review, execute a covenant to implement feasible mitigation measures, including all measures identified above.	Execution of covenant as may be required.	DCP
AQ-13: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall, contribute a fair share to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment (CAQIA) fee prior to the issuance of any building, demolition, grading or foundation permit. The CAQIA Fee shall be \$0.10 per square foot of proposed surface area disturbed or greater as may be identified in a subsequent fair share study. If the affected LAUSD school(s) have installed HVAC as anticipated by this measure and no additional mitigation is feasible, no fee will be required.	Payment of fee as may be necessary.	DCP
AQ-14: The City shall ensure that projects located within 0.5 miles of any LAUSD school shall submit a Construction Air Quality Management Plan (CAQMP) to the City and LAUSD that identifies any anticipated significant project-specific and/or cumulative air quality impacts on area LAUSD schools (as a result of	Submission of CAQMP as may be required.	DCP

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>interior respirable particulate matter defined as particles equal to or less than 2.5 microns) and defines appropriate mitigation to reduce interior particulate concentrations in potentially affected schools to a level of less than significance. The CAQMP shall include emissions calculations from anticipated construction activities and appropriate prediction of air pollutant transport, such as dispersion modeling or alternative method such as the South Coast Air Quality Management District's (SCAQMD) Localized Significance Threshold (LST) methodology, using publically available data, models, and methods. It is not required that site-specific monitoring of pollutant levels or meteorological data be performed. LAUSD must compile and supply verifiable data and engineering estimates, as appropriate, including but not limited to locations and heights of operable windows and mechanical air intake systems, air exchange rates of the heating, ventilation, and air conditioning (HVAC) systems, existing air filtration data, etc. If the CAQMP identifies significant impacts, defined as a predicted incremental increase in interior PM<sub>2.5</sub> levels of greater than 10.4 micrograms per cubic meters (µg/m<sup>3</sup>) 24-hour average, then the CAQMP must include enforceable mitigation measures to lessen the impact to less than significant levels. Comments from LAUSD shall be provided to the Planning Director or his/her designee to determine the extent to which LAUSD comments shall be incorporated in to the CAQMP. The developer shall be required to provide a construction mitigation program that identifies a general schedule of construction activities including the types of machinery, duration of each activity, and the amount of grading or potential earth movement as performed on a daily basis. The program shall provide quantified evidence that proposed daily construction activities would not generate significant construction-related air quality impacts. The City shall review the CAQMPs to verify that impacts are adequately addressed and appropriate mitigation measures are required. The developer shall be required to covenant for all mitigation measures identified in the CAQMP. If the developer wishes to change an approved CAQMP within 15 days of the start of grading/site preparation, the developer shall request in writing from the Director of Planning permission for any such changes. The Director or his/her designee shall base permission for such changes on information in the case file.</p>		
<p>AQ-15: If a project were to identify potential significant interior air quality impacts at any school the developer shall provide funding (into the Warner Center Air Quality Trust Fund) for the replacement of air filters at the affected school site. Further developer shall contribute a fair share to fund air conditioners at the school to the extent that air conditioners are not present and/or are in need of replacement.</p>	<p>Funding provided as may be required.</p>	<p>DCP</p>
<p>AQ-16: The City shall require that all projects within the WCRCCSP area that propose sensitive receptors within 500 feet of the 101 Freeway shall undertake a risk analysis to identify mitigation measures to reduce potential risks to such uses to acceptable levels (as identified by SCAQMD). To the extent that risks cannot be reduced to an acceptable level, sensitive receptors shall not be located within 500 feet of the 101 Freeway. In order to comply with the California Air Resources Board Air Quality and Land Use Handbook</p>	<p>Preparation of risk analysis as may be required and identification and implementation of any necessary measures to</p>	<p>AQMD and DCP/DCP</p>

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>(June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into project building design. The appropriate measures shall include one of the following methods:</p> <ul style="list-style-type: none"> <li>a. The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.</li> <li>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.</li> <li>c. Do not locate sensitive receptors near distribution center's entry and exit points.</li> <li>d. Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.</li> <li>e. Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).</li> <li>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.</li> <li>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.</li> <li>h. Maintain positive pressure within the building.</li> <li>i. Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.</li> <li>j. Achieve a performance standard of at least 4 air exchanges per hour of recirculation</li> <li>k. Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.</li> <li>l. Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and</li> <li>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&amp;R's</li> </ul>	<p>reduce impact to a less than significant level.</p>	

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.		
AQ-17: The City shall implement the WCRCCSP components, including transit and rideshare incentives and promotions, and the anticipated transit circulation system, transit shelters, bicycle lanes and pedestrian amenities that increase transit, bicycle and pedestrian modes of transport to meet the assumptions used in the trip generation analysis.	Ongoing implementation of Plan by City over the lifetime of the Plan.	LADOT/DCP
AQ-18: The City shall encourage alternative work schedules and telecommuting in the WCRCCSP area.	Ongoing implementation through Project Permit process.	DCP
AQ-19: The City shall require that goods movement in to and out of the WCRCCSP area be scheduled for off-peak periods.	Ongoing implementation through Project Permit process.	DCP
AQ-20: The City shall promote efficient parking management; as parking demand decreases (as anticipated with smart growth), the City shall change parking requirements to reflect such changes and provide for re-use of parking lots and structures.	Ongoing implementation through Project Permit process.	DCP
AQ-21: As streetlights are replaced, energy-efficient lighting shall be used.	DPW	DCP
AQ-22: All landscaping in public and private projects shall be required to be drought tolerant to reduce water consumption and provide passive solar benefits.	Ongoing implementation through Project Permit process.	DCP
<b>BIOLOGICAL RESOURCES</b>		
<p>BIO-1: For development in the Specific Plan area the City should require avoiding disturbance of any nests protected by the Migratory Bird Treaty Act: If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required. If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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</li> </ul>	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP

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**MITIGATION MONITORING PROGRAM**

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<p>special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFG and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the “take” (mortality, severe disturbance to, etc.) of any individual birds will be prohibited.</p> <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed.</p>		
<p>BIO-2: For development in the Specific Plan area the City shall require replacement of loss of any protected trees in accordance with the Los Angeles Protected Tree Ordinance: Replace all on-site trees to ensure continuation of the urban forest. Replace all nonnative trees greater than 10 centimeters (4 inches) in diameter at breast height (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio. For native species, source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.</p>	<p>Ongoing implementation through Project Permit process.</p>	<p>DCP</p>
<p>BIO-3: The City shall ensure that development within the Specific Plan area avoid disturbance of the roosts of any special-status bats: Prior to construction activities within 200 feet of a bridge (including Owensmouth Avenue, Canoga Avenue, and De Soto Avenue bridges, and the Variel pedestrian bridge), a qualified bat biologist shall survey for special-status bats. If no evidence of bats (i.e., direct observation, guano, staining, strong odors is present, no further mitigation is required. If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well.</p>	<p>Ongoing implementation through Project Permit process.</p>	<p>DCP</p>
<p>BIO-4: An Individual Permit or Nationwide Permit, if determined to be necessary by the ACOE, shall be obtained as appropriate prior to construction of the proposed Variel Avenue roadway and bridge crossing</p>	<p>Permit obtained as may be necessary.</p>	<p>ACOE/DCP</p>

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
the Los Angeles River. In addition, a Water Quality Certificate from the RWQCB may also be necessary in advance of construction activities.		
BIO-5: A Streambed Alteration Agreement from the CDFG shall be obtained if necessary prior to construction of the proposed Variel Avenue roadway and bridge crossing the Los Angeles River.	Agreement obtained as may be necessary.	CDFG/DCP
<b>CULTURAL RESOURCES</b>		
CUL 1: For discretionary projects in the Specific Plan area the City shall require that to the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Secretary of the Interior's Standards shall be deemed to not be a significant impact under CEQA and, in such cases no additional mitigation measures will be required.	Ongoing implementation through Project Permit process.	DCP
CUL 2: For discretionary projects in the Specific Plan area the City shall require that in the event that a future development project is proposed on a site containing a potential historic property (more than 45 years in age), the City shall require, as part of the environmental review of the project, a site-specific historic resources assessment to determine whether the property is a historic resource under CEQA. If the historic resources assessment determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under CUL 1.	Ongoing implementation through Project Permit process.	DCP
CUL 3: For discretionary projects in the Specific Plan area the City shall require that archaeological monitoring, by a qualified archaeologist, of grading of subsurface materials not previously disturbed shall be undertaken. If buried cultural resources are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated will verify that work is halted until appropriate site-specific treatment measures are implemented.	Ongoing implementation through Project Permit process.	DCP
CUL 4: For discretionary projects in the Specific Plan area the City shall require that if cultural resources are discovered during construction activities, the construction contractor	Ongoing implementation through Project Permit process.	DCP
CUL 5: For discretionary projects in the Specific Plan area the City shall require that if human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials that fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). According to	Ongoing implementation through Project Permit process.	DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts, and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.</p>		
<p>CUL 6: For discretionary projects in the Specific Plan area the City shall require that a qualified paleontologic monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his/her professional opinion, potentially fossiliferous units, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.</p>	<p>Ongoing implementation through Project Permit process.</p>	<p>DCP</p>
<p><b>GEOLOGY</b></p>		
<p>GEO-1: The City shall require that individual projects prepare detailed geotechnical investigations that address site-specific geologic constraints of the site including soil conditions (including liquefaction and expansive soils) and stability. The study shall include recommendations related to erosion control and other site-specific conditions including seismicity for construction of individual projects.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>
<p>GEO-2: The City shall require that individual projects be constructed in compliance with the Los Angeles Municipal Code and California Building Code and other applicable regulations.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>
<p>GEO-3: Unless otherwise specified by the City of Los Angeles, the City shall require that individual projects demonstrate compliance with specific recommendations for grading, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, asphalt concrete pavement and interlocking pavers, design review, construction monitoring and geotechnical testing as identified in a site-specific geotechnical study, to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>
<p>GEO-4: The City shall require that individual projects comply with the following Department of Building and Safety requirements (if not already covered by mitigation measure GEO-3), prior to issuance of a grading permit for the project:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>		
<p>GEO-5: The City shall require that individual projects conform to applicable criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>
<p>GEO-6: The City shall require that individual projects within WCRCCSP shall be designed to conform to the City of Los Angeles Seismic Safety Plan and additional seismic safety requirements not encompassed by compliance with the Los Angeles Municipal Code and California Building Code and Grading Ordinance as may be identified by the Department of Building and Safety prior to Plan Check approval on each building.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>
<p>GEO-7: The City shall require that the structural design of each building within the WCRCCSP area shall comply with the seismic standards of the most recent applicable California Building Code according to the seismic zone and construction type.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>
<p>GEO-8: The City shall require that on each project site, during inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies BMPs shall be implemented to the satisfaction of the City of Los Angeles.</p>	<p>Ongoing implementation through Building and Project Permit processes.</p>	<p>DCP and B&amp;S</p>

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit.		
GEO-9: The City shall require appropriate erosion control and drainage devices to be incorporated to the satisfaction of the Department of Building and Safety in to every project within the WCRCCSP area. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures.	Ongoing implementation through Building and Project Permit processes.	DCP and B&S
GEO-10: The City shall require that if temporary excavation slopes are to be maintained during the rainy season, all drainage shall be directed away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope.	Ongoing implementation through Building and Project Permit processes.	DCP and B&S
GEO-11: The City shall require that on each project site provisions are made for adequate surface drainage away from areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment.	Ongoing implementation through Building and Project Permit processes.	DCP and B&S
GEO-12: The City shall require that all projects within the WCRCCSP area shall comply with National Pollutant Discharge Elimination System (NPDES) permit requirements, including preparation of Storm Water Pollution Prevention Plans. As part of each SWPPP, Best Management Practices would be identified for construction to reduce soil erosion and pollutant levels to the maximum extent possible.	Preparation of appropriate documentation as required.	BOS/DCP
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
HAZ-1: The City shall require that individual projects conduct a Phase 1 Environmental Site Assessment to identify any hazardous materials/wastes that could be present on each project site. The Phase 1 will also include recommendations and measures for further site assessment (Phase 2) and mitigation (Phase 3) to address any hazardous materials/wastes potentially present on each site including any asbestos and lead-based paint.	Completion of Phase I studies required as part of the Project Permit process, identification and implementation of necessary mitigation measures to reduce any potential impact.	DTSC/RWQCB/and/or DCP
HAZ-2: The City shall require that a Phase 2 Site Assessment be conducted as may be indicated by the site-specific Phase 1 Environmental Site Assessment. Should the Phase 2 site Assessment indicate contamination a Phase 3 Mitigation Plan shall be designed and implemented to the satisfaction of the appropriate regulatory agency (DTSC, LARQCB, LAFD or other regulatory agency as appropriate).	Completion of Phase 2 studies required as part of the Project Permit process, identification and implementation of necessary mitigation measures to reduce any potential impact.	DTSC/LARWQCB/LAFD and/or DCP
HAZ-3: The City shall require that each project applicant and/or contractor ensure that no hazardous materials are transported along Topanga Canyon Boulevard or Burbank Boulevard or within one-quarter mile of a school.	Ongoing monitoring of construction activities by project applicants required	DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
	as condition of Project Permit.	
HAZ-4: The City shall require that each applicant and/or contractor coordinate in advance of construction with the City of Los Angeles Department of Transportation and Fire Department to ensure that road closures (temporary or permanent) are identified and that alternate access and evacuation routes are determined in the event of an emergency and/or natural disaster.	Coordination required as condition of Project Permit. Project applicant to monitor as needed.	LADOT/LAFD/DCP
HAZ-5: The City shall ensure that any construction site and/or permanent facility storing hazardous materials comply with applicable regulations regarding storage, transport and disposal of hazardous materials and wastes.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAFD/DCP
<b>HYDROLOGY AND WATER QUALITY</b>		
HYDRO-1: For development in the WCRCCSP area the City shall require compliance with the Low Impact Development (LID) Ordinance. Construction contractors of individual projects shall be required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practice (BMP) during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments. (LID measures also require review and approval of the Watermaster.)	Compliance with LID as appropriate. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP/BOE/Watermaster
HYDRO-2: For development in the WCRCCSP area the City shall require structural design of individual projects to be modified when possible to avoid the need for a permanent dewatering system. When a permanent dewatering system is necessary, one or more of the following measures as per the Department of Building and Safety shall be followed: <ul style="list-style-type: none"> <li>• Pumping water to a beneficial use on site (landscaping, decorative fountains or lakes, toilet flushing, cooling towers); or</li> <li>• Returning water to the groundwater basin by an injection well.</li> </ul>	Review of project plans as part of Building and Project permits.	BOE/B&S/DCP
HYDRO-3: For development in the WCRCCSP area the City shall require sufficient area to be available so that runoff can be collected in roadside vegetated swales as appropriate and directed to existing curb and gutter or storm drains. In other areas, runoff shall be collected in gutters and directed to the storm drain systems. Swale design shall be coordinated with on-site hazardous materials issues as necessary.	Review of project plans as part of Building and Project permits.	BOE/B&S/DCP
HYDRO-4: For development in the WCRCCSP area the City shall require compliance with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los	Preparation of appropriate documentation as required.	BOE/B&S/Watermaster/DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
Angeles Municipal Storm Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit. (SUSMP measures require review and approval of the Watermaster.)		
HYDRO-5: For development in the Specific Plan area the City shall require runoff from parking lots to be treated, as required by SUSMP regulations, prior to discharging into existing storm drain systems.	Review of project plans as part of Building and Project permits.	BOE/B&S/DCP
HYDRO-6: The City shall require as conditions on project approval within the WCRCCSP area that all wastes from construction in the WCRCCSP area shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP
HYDRO-7: The City shall require as conditions on project approval within the WCRCCSP area that leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP
HYDRO-8: The City shall prohibit, as a condition on project approval within the WCRCCSP area, material spills from being hosed down at the pavement. Dry cleanup methods shall be required wherever possible.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	DCP
HYDRO-9: The City shall require as conditions on project approval within the WCRCCSP area that dumpsters be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting.	Ongoing monitoring of by project applicants required as condition of Project Permit.	DCP
HYDRO-10: The City shall require as conditions on project approval within the WCRCCSP area that where truck traffic is frequent, gravel approaches and dirt tracking devices shall be used to reduce soil compaction and limit the tracking of sediment into streets.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	B&S/DCP
HYDRO-11: The City shall require as conditions on project approval within the WCRCCSP area that all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All	Ongoing monitoring by project applicants required	DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills.	as condition of Project Permit.	
HYDRO-12: Short-term water quality impacts may result from the construction of the proposed project. Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificance.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP
<p>HYDRO-13: Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: <a href="http://www.swrcb.ca.gov/rwqcb4/">http://www.swrcb.ca.gov/rwqcb4/</a>).</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Natural vegetation shall be promoted by using parking lot islands and other landscaped areas.</li> <li>• Any identified riparian areas shall be preserved.</li> <li>• 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.</li> <li>• 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</li> </ul>	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	BOS/DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<p>pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.</p> <ul style="list-style-type: none"> <li>• Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation.</li> <li>• 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.</li> <li>• Roof runoff systems will be installed where site is suitable for installation.</li> <li>• Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted.</li> <li>• 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.</li> <li>• 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.</li> <li>• Legibility of stencils and signs must be maintained.</li> <li>• 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.</li> <li>• The storage area will be paved and sufficiently impervious to contain leaks and spills.</li> <li>• The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled.</li> </ul>		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>		
<p>HYDRO-14: Daylighting of the Arroyo Calabasas (under the corner of the Topanga Plaza Shopping Center) along with flood control BMPs shall be encouraged by the Los Angeles City Planning Department if and when this parcel is redeveloped.</p>	<p>Required as condition of Project Permit for that site.</p>	<p>DCP</p>
<p><b>NOISE</b></p>		
<p>NOI-1: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Construction Noise Management Plan (CNMP) to evaluate potential noise impacts on the potentially affected school. The CNMP shall be prepared by a licensed Acoustical Engineer and shall include measurement of existing noise conditions and noise modeling of anticipated construction activities at the site. The CNMP will be used by the Department of City Planning to determine the appropriate mitigation measures for any potentially significant noise impacts generated by a project.</p>	<p>Preparation of CNMP as may be necessary.</p>	<p>DCP</p>
<p>NOI-2: For projects within 500 feet of an LAUSD school, the City shall require preparation of a Facility Noise Management Plan (FNP) to ensure that noise emissions from facility operations, including stationary mechanical equipment, do not cause significant impacts on nearby schools. The Facility Noise Management Plan shall ensure that the cumulative mechanical equipment noise does not exceed a level of 64 dBA at the closest school's lot line. The FNMP shall be prepared by a licensed Acoustical Engineer and shall include noise measurements of existing conditions and noise modeling of anticipated on-site noise sources including any loading docks, public address system, any anticipated crowd/spectator noise and other sources of both stationary and mobile noise. Compliance with this noise limitation may include, but is not limited to, the installation of noise walls/barriers, mechanical equipment enclosures, roof-mounted parapets, silencers, barriers and/or appropriate setbacks.</p>	<p>Preparation of Noise Management Plan and compliance with any required measures. Monitoring by applicant required as a condition of Project permit.</p>	<p>DCP</p>
<p>NOI-3: The City shall require that all construction activities within the WCRCCSP area shall be restricted to hours between 7:00 a.m. and 9:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. No noise-generating construction activities shall take be allowed on Sundays or national holidays.</p>	<p>Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.</p>	<p>DCP</p>

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

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<b>PUBLIC SERVICES</b>		
PS-1: The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand, and, where appropriate, through project-specific on-site features that reduce the demand for such personnel and facilities.	Ongoing over the life of the Plan City to continue to monitor city-wide service levels and adjust staffing as necessary to meet levels accepted by City Council.	LAFD
PS-2: The City shall require that applicants of the individual projects developed as part of the WCRCCSP shall submit for review and approval all future project plans to the LAFD to ensure that all new structures would comply with current fire codes and LAFD requirements.	Plan review by LAFD required by Project Permit.	LAFD/DCP
PS-3: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit.	Plan review by LAFD required by Project Permit.	LAFD/DCP
PS-4: The City shall require that all applicants within the WCRCCSP area consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of each project.	Plan review by LAFD required by project permit.	LAFD/DCP
PS-5: The City shall require that plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of any project.	Plan review by LAFD required by project permit. Applicant to submit documentation of compliance prior to construction.	LAFD/DCP
PS-6: The City shall require fire hydrants to be installed as appropriate that shall be fully operational and accepted by the Fire Department prior to any building construction above grade.	Completion of fire hydrants prior to start of construction. Applicant to monitor.	LAFD/DCP
PS-7: The City shall require plot plans indicating access driveways and roads and turning areas be reviewed and approved by the Fire Department, prior to the issuance of a building permit.	Plan review by LAFD required by Project Permit.	LAFD/DCP
PS-8: The City shall require that during the construction phase of each project, emergency access shall remain clear and unobstructed.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAFD/DCP
PS-9: The City shall require that each project comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety	Ongoing monitoring of construction activities by	LAFD/DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
Plan, both of which are elements of the General Plan of the City of Los Angeles.	project applicants required as condition of Project Permit.	
PS-10: The City shall require that all access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.	Ongoing monitoring by project applicants required as condition of Project Permit.	LAFD/DCP
PS-11: The City shall require a Fire Flow analysis to be prepared for all projects within the WCRCCSP. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the area. Should fire flow be found to be inadequate each applicant shall be required to comply with the requirements of LADWP (including construction of additional water supply lines within the WCRCCSP area, payment of a fee to cover fair share costs and/or other measures as deemed necessary by LADWP and/or LAFD) to ensure adequate fire flow.	Preparation of analysis as required by Project Permit.	LAFD/LADWP/DCP
PS-12: The City shall require that during construction of individual projects, each project applicant shall implement security measures including security fencing, lighting, locked entry, and security patrol on the site.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAPD/DCP
PS-13: The City shall require that during the construction phase of each project, each applicant shall provide adequate through access and emergency access to adjacent uses as necessary.	Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAFD/DCP
PS-14: The City shall require that each applicant consult with the Police Department and comply with recommended security features for each construction site, including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol.	Coordination with LAPD required by Project Permit. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAPD/DCP
PS-15: The City shall ensure that adequate police protection levels are maintained in Warner Center through provision of personnel and facilities, and, where appropriate, through project-specific on-site	Ongoing over the life of the Plan City to continue to	LAPD

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
features that reduce the demand for such personnel and facilities.	monitor city-wide service levels and adjust staffing as necessary to meet levels accepted by City Council.	
PS-16: The City shall require that applicants consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security sand semi-public and private spaces which may include but not be limited to access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well –illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if need. These measures shall be approved by the LAPD prior to the issuance of building permits.	Coordination with LAPD required by Project Permit. Ongoing monitoring of construction activities by project applicants required as condition of Project Permit.	LAPD/DCP
PS-17: The City shall require that upon completion of each project, each applicant shall provide the local Commanding Officer with access routes and other information that might facilitate police response, as requested by the LAPD.	Coordination with LAPD required by Project Permit. Ongoing monitoring of	LAPD/DCP
PS-18: The City shall require that each applicant provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project’s final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.	Coordination with LAPD required by Project Permit. Ongoing monitoring of	LAPD/DCP
PS-19: The City shall require that each project incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.	Coordination with LAPD required by Project Permit. Ongoing monitoring of	LAPD/DCP
PS-20: For projects developed under the WCRCCSP, the City shall ensure that prior to issuance of a building permit, the project developer shall pay to the LAUSD the prevailing State Department of Education Development Fee to the extent allowed by State law. School fees exacted from residential and commercial uses would help fund necessary school service and facilities improvements to accommodate anticipated population and school enrollment within the LAUSD service area, and would allow for the LAUSD to	Payment of fees as may be appropriate.	LAUSD/DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
allocate these funds as they deem necessary.		
PS-21: The City shall require that project applicants comply with the open space regulations of the WCRCCSP and, for projects that involve a residential subdivision, also undertake one of the following: (1) dedicate additional parkland to meet the requirements of Los Angeles Municipal Code Section 17.12; (2) pay in-lieu fees for any land dedication requirement shortfall; or (3) provide on-site improvements equivalent in value to said in lieu fees. If any fees are collected, they should be spent within the WCRCCSP area including for example within opportunity areas along the Los Angeles River.	Review of project plans and/or payment of appropriate fees.	DRP/DCP
PS-22: The City shall require that individual projects developed within the WCRCCSP area offset the burden on the existing libraries through one of the following: (1) payment of a fee based on an established nexus between the new development, demand and the need for additional personnel and facilities; (2) provision of on-site facilities commensurate with the demand generated; or (3) some combination of the foregoing. If any fees are collected, they should be spent within the WCRCCSP area.	Review of project plans and/or payment of appropriate fees.	LD/DCP
<b>TRANSPORTATION, CIRCULAION AND PARKING</b>		
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.	<b>All transportation measures:</b> Ongoing over the life of the project. LADOT to implement improvements as needed to ensure that impacts are mitigated roughly proportionately to as they occur.	LADOT
TR-1: Topanga Canyon Boulevard and Vanowen Street (#1): the addition of: a second dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated westbound right turn lane. The removal of the eastbound right turn lane for a shared through-right lane to add a 2nd eastbound left turn lane.		
TR-2: Canoga Avenue and Vanowen Street (#2): the addition of a third eastbound and westbound through lane.		
TR-3: De Soto Avenue and Vanowen Street (#3): the addition of a third eastbound and westbound through lane.		
TR-4: Topanga Canyon Boulevard and Victory Boulevard (#4): the addition of: a fourth eastbound through lane, a second dedicated northbound left turn lane, a dedicated northbound right turn lane, a dedicated westbound right turn lane, a second dedicated southbound left turn lane, and a dedicated southbound right		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
turn lane.		
TR-5: Canoga Avenue and Victory Boulevard (#5): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated westbound left turn lane, and a second dedicated southbound left turn lane.		
TR-6: De Soto Avenue and Victory Boulevard (#6): the addition of: a dedicated eastbound right turn lane, a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a westbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated southbound left turn lane, a fourth southbound through lane, and a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street.		
TR-7: Topanga Canyon Boulevard and Erwin Street (#7): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane.		
TR-8: Owensmouth Avenue and Erwin Street (#8): the addition of: a dedicated northbound right turn lane, a second dedicated northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and dual southbound dedicated right turn lanes. Change southbound left turn lane signal control from protected to permitted/protected.		
TR-9: Canoga Avenue and Erwin Street (#9): the addition of: a second dedicated northbound left turn lane, a dedicated eastbound right turn lane, a second dedicated eastbound left turn lane, a dedicated westbound right turn lane, and a second dedicated westbound left turn lane.		
TR-10: DeSoto Avenue and Erwin Street (#11): <i>in conjunction with mitigations TR-6 and TR-13</i> , the addition of: a second northbound through lane, a fourth southbound through lane, a dedicated southbound right turn lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street.		
TR-11: Topanga Canyon Boulevard and Oxnard Street (#12): the addition of a dedicated northbound right turn lane, and a second dedicated westbound left turn lane.		
TR-12: Canoga Avenue and Oxnard Street (#13): the addition of: a dedicated northbound right turn lane, a dedicated westbound right turn lane, a dedicated southbound right turn lane, and a second dedicated northbound left turn lane.		
TR-13: De Soto Avenue and Oxnard Street (#14): the addition of: a dedicated northbound right turn lane, a dedicated southbound right turn lane, a fourth southbound through lane. Relocate existing bike lane along frontage of DeSoto Avenue between Victory Boulevard and Oxnard Street		
TR-14: Topanga Canyon Boulevard and Califa Street (#15): signalize the intersection and add a dedicated northbound right turn lane and a second dedicated westbound right turn lane.		

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
TR-15: DeSoto Avenue and Califa Street (#18): signalize the intersection and add a dedicated southbound right turn lane and second dedicated eastbound right turn lane.		
TR-16: US-101 Ventura Freeway Westbound Ramp and Burbank Boulevard (#19): <i>in conjunction with improvements at intersection TR-17</i> : the addition of a second westbound through lane.		
TR-17: Topanga Canyon Boulevard and Burbank Boulevard (#20): the addition of: a third westbound through lane, a northbound shared through-right turn lane as a fourth through lane, to replace dedicated right turn lane, a second dedicated northbound left turn lane.		
TR-18: Canoga Avenue and Burbank Boulevard (#22): the addition of dual dedicated northbound right turn lanes and a second dedicated northbound left turn lane.		
TR-19: De Soto Avenue and US-101 Ventura Freeway Westbound Ramp (#25): the addition of a third northbound through lane, and a second dedicated southbound right turn lane.		
TR-20: De Soto Avenue and US-101 Ventura Freeway Eastbound Ramp (#27): the addition of a fourth northbound through lane.		
TR-21: Topanga Canyon Boulevard and Nordhoff Street (#28): the addition of a second dedicated westbound left turn lane.		
TR-22: Topanga Canyon Boulevard and Roscoe Boulevard (#29): the addition of a second dedicated southbound right turn lane and a second dedicated northbound left turn lane.		
TR-23: Shoup Avenue and Sherman Way (#31): the addition of a dedicated northbound right turn lane. Change southbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period.		
TR-24: Owensmouth Avenue and Sherman Way (#33): the addition of a second dedicated westbound left turn lane.		
TR-25: Canoga Avenue and Sherman Way (#34): the addition of protected left turn signal control for northbound and westbound left turn lanes, and a second dedicated westbound left turn lane.		
TR-26: De Soto Avenue and Sherman Way (#35): the addition of a dedicated northbound right turn lane, and a dedicated southbound right turn lane.		
TR-27: Fallbrook Avenue and Vanowen Street (#36): the addition of: a northbound shared through-right turn lane as third through lane, to replace dedicated right turn lane; and a southbound shared through-right turn lane as third through lane, to replace dedicated right turn lane. Requires relocation of existing Metro bus stops along Fallbrook Avenue at the northeast and southwest corners.		
TR-28: Shoup Avenue and Vanowen Street (#37): the addition of a dedicated eastbound right turn lane.		
TR-29: Owensmouth Avenue and Vanowen Street (38): the addition of: a third eastbound through lane, a		

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
third westbound through lane, a second dedicated westbound left turn lane, a dedicated southbound right turn lane.		
TR-30: Variel Avenue and Vanowen Street (#39): <i>as part of TRS-1</i> : the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, and a dedicated southbound left turn lane. <i>In conjunction with improvements at intersections TR-2 and TR-3</i> : the addition of a third eastbound through lane and a third westbound through lane.		
TR-31: Topanga Canyon Boulevard and Kittridge Street (#40): mitigated by way of TRS-1 Variel Avenue Corridor Improvement.		
TR-32: Woodlake Avenue and Victory Boulevard (#41): the addition of a northbound shared through-left lane and shared through-right lane, to replace existing single share left-through-right lane.		
TR-33: Fallbrook Avenue and Victory Boulevard (#42): the addition of a second dedicated southbound left turn lane, and a dedicated westbound right turn lane.		
TR-34: Shoup Avenue and Victory Boulevard (#43): the addition of a third eastbound through lane and a third westbound through lane.		
TR-35: Owensmouth Avenue and Victory Boulevard (#45): the addition of a third northbound through lane, a third southbound through lane, and a second dedicated southbound left turn lane.		
TR-36: Variel Avenue and Victory Boulevard (#46): the addition of a dedicated eastbound right turn lane and a second dedicated westbound left turn lane. <i>As part of TRS-1</i> , the addition of: a second northbound through lane, a dedicated northbound right turn lane, a dedicated eastbound left turn lane, a shared westbound right turn lane to the future fourth westbound through lane; a new southbound approach with two through lanes, one dedicated left turn lane, and one dedicated right turn lane.		
TR-37: Mason Avenue and Victory Boulevard (#47): the addition of: a second dedicated eastbound left turn lane, a second southbound left turn lane, a dedicated northbound right turn lane, and a second southbound right turn lane by converting the existing through lane into a shared through-right lane.		
TR-38: Owensmouth Avenue and Canyon Creek Drive (#48): the addition of a second dedicated northbound left turn lane, a second dedicated eastbound right turn lane, and a dedicated southbound right turn lane.		
TR-39: Shoup Avenue and Erwin Street (#49): the addition of a dedicated northbound right turn lane.		
TR-40: Shoup Avenue and Oxnard Street (#50): the addition of a dedicated northbound right turn lane.		
TR-41: Shoup Avenue and Burbank Boulevard (#52): change westbound left turn phasing from permitted to protected; change northbound left turn phasing from permitted to protected.		
TR-42: Shoup Avenue and Ventura Boulevard (#53): reconfigure phasing on eastbound and westbound approach to remove split phasing and add protected left turn phasing. Add a second westbound right turn		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
lane by converting the existing through lane into a shared through-right lane.		
TR-43: US-101 Ventura Freeway and Ventura Boulevard (#54): the addition of a second dedicated eastbound left turn lane.		
TR-44: US-101 Ventura Freeway WB Off Ramp to Northbound to Northbound Topanga Canyon Boulevard (#55): within existing right-of-way, restripe and construct an island to change the WB-off-ramp (two stop controlled right turn lanes) into 1 free-flowing channelized right turn lane, merging into 3 lanes northbound on Topanga Canyon Boulevard.		
TR-45: Topanga Canyon Boulevard and Ventura Boulevard (#56): the addition of: second dedicated eastbound left turn lane, a second dedicated southbound left turn lane, a second dedicated southbound right turn lane, and a second dedicated westbound right turn lane.		
TR-46: De Soto Avenue/Serrania Avenue and Ventura Boulevard (#58): the addition of a dedicated northbound right turn lane.		
TR-47: De Soto Avenue and Kittridge Street (#61): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement.		
TR-48: AMC Driveway and Oxnard Street (#70): the addition of a dedicated northbound right turn lane and a dedicated northbound left turn lane.		
TR-49: Eton Avenue and Vanowen Street (#71): <i>in conjunction with improvements at intersections TR-2 and TR-3:</i> add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane.		
TR-50: Independence Avenue and Vanowen Street (#72): <i>in conjunction with improvements at intersections TR-2 and TR-3:</i> add a westbound shared through-right turn lane as a third through lane, to replace dedicated right turn lane, and add a third eastbound through lane.		
TR-51: Variel Avenue and Kittridge Street (#73): signalize the intersection. <i>As part of TRS-1,</i> the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, a dedicated southbound left turn lane.		
TR-51: Variel Avenue and Kittridge Street (#73): signalize the intersection. <i>As part of TRS-1,</i> the addition of: a second northbound through lane, a dedicated northbound left turn lane, a second southbound through lane, a dedicated southbound left turn lane.		
TR-53: De Soto Avenue and Clark Street (#77): the addition of a dedicated northbound right turn lane and a third northbound through lane.		
TR-54: Randi Avenue and Victory Boulevard (#83): <i>in conjunction with improvements at intersections TR-4 and TR-34:</i> add a third eastbound through lane and a third westbound through lane.		
TR-55: Topanga Canyon Boulevard and Clarendon Street (#86): the addition of a second dedicated		

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Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
eastbound left turn lane and a second dedicated westbound right turn lane.		
TR-56: Jordan Avenue and Sherman Way (#87): the addition of a dedicated northbound left turn lane and a dedicated southbound left turn lane.		
TR-57: Remmet Avenue and Sherman Way (#88): the addition of a dedicated northbound left turn lane, a dedicated southbound left turn lane, and a dedicated westbound right turn lane.		
TR-58: Variel Avenue and Sherman Way (#89): the addition of a dedicated northbound left turn lane a dedicated northbound right turn lane, a dedicated southbound left turn lane, and a dedicated eastbound right turn lane.		
TR-59: Owensmouth Avenue and Hart Street (#91): intersection mitigated by way of TRS-1, Variel Avenue Corridor Improvement.		
TR-60: Mason Avenue and Vanowen Street (#93): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane, and a dedicated westbound right turn lane. The additional westbound right turn lane capacity would require the relocation of an existing Metro bus stop.		
TR-61: Owensmouth Avenue and Saticoy Street (#95): the addition of a dedicated northbound left turn lane.		
TR-62: Canoga Avenue and Saticoy Street (#96): the addition of a second dedicated southbound left turn lane and a dedicated eastbound right turn lane.		
TR-63: De Soto Avenue and Saticoy Street (#98): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane.		
TR-64: Canoga Avenue and Valerio Street (#101): add westbound protected left turn signal control, change northbound left turn signal control from protected to permitted.		
TR-65: Mason Avenue and Sherman Way (#103): change southbound and westbound left turn lane signal control to protected for AM peak period and protected/permitted for PM peak period; change northbound and eastbound left turn lane signal control to permitted for AM peak period and protected/permitted for PM peak period.		
TR-66: Winnetka Avenue and Vanowen Street (#106): the addition of a dedicated southbound right turn lane and a dedicated northbound right turn lane.		
TR-67: Winnetka Avenue and Victory Boulevard (#108): add a second dedicated northbound left turn lane, second dedicated eastbound left turn lane, second dedicated southbound left turn lane, and a second dedicated westbound left turn lane.		
TR-68: Winnetka Avenue and Oxnard Street (#112): add a dedicated westbound right turn lane.		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
TR-69: Fallbrook Avenue and Burbank Boulevard (#113): add protected left turn signal control to northbound and westbound approaches.		
TR-70: Winnetka Avenue and Ventura Boulevard (#118): add a westbound shared through-right turn lane as third through lane, to replace the existing dedicated right turn lane.		
TR-71: Topanga Canyon Boulevard and Mullholland Drive (#120): add a dedicated southbound right turn lane.		
TR-72: Fallbrook Avenue and Ventura Boulevard (#121): change eastbound left turn control to strictly protected.		
TR-73: Tampa Avenue and Ventura Boulevard (#123): change eastbound left turn control to strictly protected.		
TR-74: Vanalden Avenue and US-101 Ventura Freeway Eastbound Ramp (#126): add a third westbound through lane.		
TR-75: Topham Street/Busway and Victory Boulevard (#127): reconfigure Topham Street (northbound) approach for one dedicated left turn lane and one shared left-through-right lane.		
TR-76: Corbin Avenue and Victory Boulevard (#128): the addition of a third eastbound through lane and a third westbound through lane.		
TR-77: Tampa Avenue and Victory Boulevard (#129): the addition of a third eastbound through lane and a third westbound through lane.		
TR-78: Burbank Boulevard and Ventura Boulevard (#130): add protected southbound left turn control.		
TR-79: Reseda Boulevard and Burbank Boulevard (#131): the addition of a dedicated eastbound right turn lane, a third northbound through lane, and a second dedicated northbound right turn lane		
TR-80: Reseda Boulevard and US-101 Ventura Freeway Eastbound Ramp (#132): add a second dedicated eastbound left turn lane.		
TR-81: Reseda Boulevard and US-101 Ventura Freeway Westbound Ramp (#133): remove westbound shared left-through-right lane to add a second left turn lane and a second right turn lane. Add a third northbound through lane.		
TR-82: De Soto Avenue and Nordhoff Street (#136): add a second dedicated eastbound left turn lane. Change southbound left turn lane signal control to protected.		
TR-83: Topanga Canyon Boulevard and Parthenia Street (#137): add a third southbound through lane. Add a third northbound through lane.		
TR-84: De Soto Avenue and Parthenia Street (#139): the addition of a dedicated eastbound right turn lane and a dedicated westbound right turn lane.		

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## MITIGATION MONITORING PROGRAM

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
TR-85: Fallbrook Avenue and Roscoe Boulevard (#140): add a shared right turn to existing northbound through lane.		
TR-86: Shoup Avenue and Roscoe Boulevard (#141): add protected northbound left turn control.		
TR-87: Canoga Avenue and Roscoe Boulevard (#142): add protected northbound left turn control.		
TR-88: De Soto Avenue and Roscoe Boulevard (#143): The addition of a dedicated northbound right turn lane and a dedicated westbound right turn lane.		
TR-89: Mason Avenue and Roscoe Boulevard (#144): the addition of a dedicated northbound right turn lane and a dedicated southbound right turn lane.		
TR-90: Winnetka Avenue and Roscoe Boulevard (#145): the addition of a third northbound through lane and a third southbound through lane.		
TR-91: Mason Avenue and Saticoy Street (#148): add a dedicated northbound right turn lane, a dedicated southbound right turn lane, a dedicated eastbound right turn lane and a dedicated westbound right turn lane.		
TR-92: Winnetka Avenue and Saticoy Street (#149): the addition of a third northbound through lane and a third southbound through lane.		
TR-93: Fallbrook Avenue and Sherman Way (#150): add protected southbound left turn control.		
TR-94: Winnetka Avenue and Sherman Way (#151): the addition of a third northbound through lane and a third southbound through lane.		
TR-95: Vanowen Street from Topanga Canyon Boulevard to DeSoto Avenue (Segment 10): Add third eastbound and westbound through lanes. <i>Arterial improvement included in: TR-2, TR-3, TR-30, TR-49, TR-50.</i>		
TR-96: Desoto Avenue from Victory Boulevard to Oxnard Street (Segment #44): Add a fourth southbound through lane. <i>Arterial improvement included in: TR-6, TR-10, TR-13.</i>		
TR-97: Victory Boulevard from Corbin Avenue to Tampa Avenue (Segment #21): Add a fourth through lane in each direction. <i>Arterial improvement included as part of TR-76, TR-77</i>		
TR-98: Vanowen Street from Winnetka Avenue to Reseda Boulevard (Segments #12 and #13): Implement peak hour parking restrictions for added eastbound and westbound through lanes.		
TR-99: Implement the WCRCCSP Mitigation Assignment Process: The mitigation assignment process is intended to ensure appropriate mitigation measures, both in scale and location of improvement, are assigned to each individual project		
TR-100: Require proposed WCRCCSP projects to assess construction impacts prior to project approval. Each project will be required to develop and, if necessary, implement a construction traffic management		

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
plan, subject to LADOT approval. The construction traffic management plan will identify potential interim construction impacts and mitigation measures.		
TR-101: The City shall implement the WCRCCSP Neighborhood Protection Program. In accordance with the updated WCRCCSP, a portion of the new Mobility Fee will be dedicated to fund a Neighborhood Protection Program to promptly assess and mitigate unforeseeable neighborhood circulation impacts as they arise. The Neighborhood Protection Program will address and mitigate any unforeseeable traffic impacts resulting from a potential increase in overflow or cut-through traffic along study area neighborhood streets caused by the WCRCCSP development or its mitigation measures.		
<b>UTILITIES</b>		
U1: The City shall require that the project applicant for each project within the WCRCCSP be required to coordinate with the Department of Public Works, Bureau of Sanitation in order to ensure that existing and/or planned sewer conveyance and treatment facilities are capable of meeting wastewater flow capacity requirements. In coordination with the Bureau of Engineering, each Applicant/Contractor shall be required to identify specific on- and off-site improvements needed to ensure that impacts related to wastewater conveyance capacity are addressed prior to issuance of plans. Sewer capacity clearance from the Department of Public Works will be required at the time that a sewer connection permit application is submitted.	Coordination with LADWP required as condition of Project Permit and compliance with direction of LADWP.	DWP/DCP
U2: The City shall require that each applicant coordinate with the City of Los Angeles Department of Water and Power (LADWP) in order to ensure that existing and/or planned water supply and water conveyance facilities are capable of meeting water demand/pressure requirements. (In accordance with State Law, a Water Supply Assessment shall be required for projects that meet the size requirements specified in the regulations.) In coordination with the LADWP, each applicant will identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the LADWP will be required at the time that a water connection permit application is submitted.	Coordination with LADWP required as condition of Project Permit and compliance with direction of LADWP.	DWP/DCP
U3: The City shall require each applicant to coordinate with the City of Los Angeles Fire Department and Building Safety Department in order to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits will be dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the City of Los Angeles Fire Department and Building Safety Department prior to occupancy.	Coordination with LAFD and B&S required as condition of Project Permit and compliance with direction of LADWP.	LAFD/B&S/DCP
U-4: The City shall require that each applicant implement water conservation measures in new development that shall include but not be limited to the following:	Ongoing monitoring by project applicant required by	DWP/B&S//DCP

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
<ul style="list-style-type: none"> <li>• Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush.</li> <li>• High-efficiency urinals (0.125 gallons per flush or less, includes waterless)</li> <li>• Restroom faucet flow rate of 1.5 gallons per minute or less</li> <li>• Public restroom faucet flow rate of 0.5 gallons per minute or less and self-closing</li> <li>• Showerhead flow rate of 2.0 gallons per minute or less</li> <li>• Limit of one showerhead per shower stall</li> <li>• High efficiency clothes washers (water factor of 4.0 or less)</li> <li>• High efficiency dishwashers (Energy Star rated)</li> <li>• 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</li> <li>• Cooling towers must be operated at a minimum of 5.5 cycles of concentration</li> <li>• Install on-site water recycling as feasible</li> <li>• Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary)</li> <li>• Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines)</li> <li>• Irrigation shall include;                         <ul style="list-style-type: none"> <li>✓ Weather-based irrigation controller with rain shutoff</li> <li>✓ Flow sensor and master valve shutoff (for large landscaped areas)</li> <li>✓ Matched precipitation (flow) rates for sprinkler heads</li> <li>✓ Drip/microspray/subsurface irrigation where appropriate</li> <li>✓ Minimum irrigation system distribution uniformity of 75%</li> <li>✓ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials</li> <li>✓ Use of landscape contouring to minimize precipitation runoff</li> </ul> </li> </ul>	<p>Project Permit.</p>	
<p>U-5: The City shall require that prior to the issuance of a building permit, each applicant shall consult with LADWP to identify feasible and reasonable measures to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available in Warner Center), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted UBC requirements.</p>	<p>Coordination with DWP required by Project Permit. Applicant to document compliance with DWP recommendations.</p>	<p>DWP/DCP</p>

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**MITIGATION MONITORING PROGRAM**

Mitigation Measures	Monitoring Action(s)	Implementing Agency/Enforcement Agency*
U-6: The City shall require that each project incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan including prohibiting hose watering of driveways and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
U-7: The City shall require that each project comply with any additional mandatory water use restrictions imposed as a result of drought conditions.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
U-8: The City shall require automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
U-9: Prior to issuance of building permits, applicants shall pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements.	Payment of fees as required.	B&S/DCP
U-10: Development within Warner Center must remain within Citywide water budgets established by LADWP. As required by LADWP projects may be required to provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from Warner Center does not exceed the calculated demand anticipated for the City and/or Warner Center as appropriate and as documented in the City's most recent Urban Water Management Plan.	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/DCP
U-11 Any pumping and discharge or disposal of groundwater is considered to be a consumptive use. The City requires that any pumping of groundwater be reported to the Watermaster and LADWP shall be compensated for any loss of groundwater. In addition, reasonable efforts shall be used by project applicants to beneficially use any extracted groundwater (for example cooling or irrigation).	Required as part of Project Permit. Ongoing monitoring of compliance by applicant.	DWP/Watermaster/DCP
U-12: The City shall require that each project recycle and/or salvage at least 75% of non-hazardous construction and demolition debris, and that each applicant prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout. Projects in Warner Center will be required to comply with the City's standard requirement that, all proposed residential developments of four or more units or where the addition of floor areas is 25% or more, and all other development projects where the addition of floor area is 30% or more, are required to set aside a recycling area or room for on-site recycling activities.	Required as part of Project Permit. Ongoing monitoring of construction activities compliance by applicant.	BOS/DCP

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**MITIGATION MONITORING PROGRAM**

<b>Mitigation Measures</b>	<b>Monitoring Action(s)</b>	<b>Implementing Agency/Enforcement Agency*</b>
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