

II. Project Description



II. Project Description

A. Introduction

Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga (the project), a mixed-use lifestyle development on approximately 30.67 gross acres of land within the Warner Center area of the City of Los Angeles (City).¹ The project would include uses which qualify as a Regional Shopping Center under the Warner Center Specific Plan, with a blend of shopping and dining, hotel, and office uses as well as potential theater uses. These uses would revitalize an existing underutilized site. The project would specifically include the development of approximately 444,744 square feet of shopping center uses including an approximately 165,759 square foot anchor retailer, which would include an ancillary member-only fueling station, and approximately 278,985 square feet of shopping center retail space.^{2,3} In addition, the project would include a second anchor in the form of a 275-room hotel with ground floor dining and/or retail uses, which would include approximately 193,600 square feet. Also proposed as part of the project, are approximately 53,635 square feet of restaurant uses, an approximately 36,765 square foot grocery store, approximately 285,000 square feet of office uses, and approximately 14,250 square feet of community/cultural center uses.

The project includes an option to convert a portion (approximately 53,900 square feet) of the approximately 278,985 square feet of shopping center retail space to an approximately 2,200 seat movie theater. The project would also include surface parking and multi-level parking facilities providing over 3,000 parking spaces upon full buildout of the project. As part of the project, the existing low-rise commercial buildings on the project site would be removed, with the exception of the existing 34,200 square foot Crate & Barrel

¹ When deducting street dedications, the project site is comprised of approximately 30.18 net acres.

² The anchor retailer would also support an ancillary member-only tire installation center and possibly an ancillary member-only auto sales use.

³ Unless otherwise indicated, all square footages within this Draft EIR are based on Section 12.03 of the Los Angeles Planning and Zoning Code's definition of floor area, which is "that area in square feet confined within the 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 for the landing and storage of helicopters, and basement storage areas."

building and one 41,480 square foot office building in the northeastern portion of the site, which would remain. The project would be developed in two phases: Phase 1 and Phase 2, which are described in detail below. Buildout of the project is anticipated to be complete in 2016.

The project would incorporate smart growth principles and green building techniques. In addition, the design of the project would create a pedestrian-oriented environment that would include landscaped pedestrian walkways with landscaped pedestrian-oriented open space and streetscape improvements along the streets adjacent to the project site. Overall, the proposed improvements would integrate as well as promote the future vitality of the shopping center uses in and around the site and improve the area as a walkable and transit-oriented community by combining retail commercial, business, lodging, and entertainment opportunities.

The Village at Westfield Topanga project includes Vesting Tentative Tract Map 69943 as well as other entitlements such as a Development Agreement, which are described in detail under Subsection F., Necessary Approvals, below. The project reflects modifications to development previously approved for the project site as part of Vesting Tentative Tract Map No. 51449 (the Existing Map). A detailed description of Vesting Tentative Tract Map No. 51449, the Existing Map, is provided below under Subsection C., Site Background and Existing Conditions. The modifications are intended to provide an improved balance of land uses for the site. Specifically, the proposed modifications include converting a substantial portion of the previously approved office space and residential units included within Vesting Tentative Tract Map No. 51449 to a mix of retail, restaurant, and community/cultural center uses, while decreasing the number of hotel rooms previously approved within Vesting Tentative Tract Map No. 51449. The environmental impacts of the approved development set forth in Vesting Tentative Tract Map No. 51449 were previously analyzed in the certified 1993 May Centers Environmental Impact Report (EIR) (SCH No. 90010806).

B. Project Location and Surrounding Uses

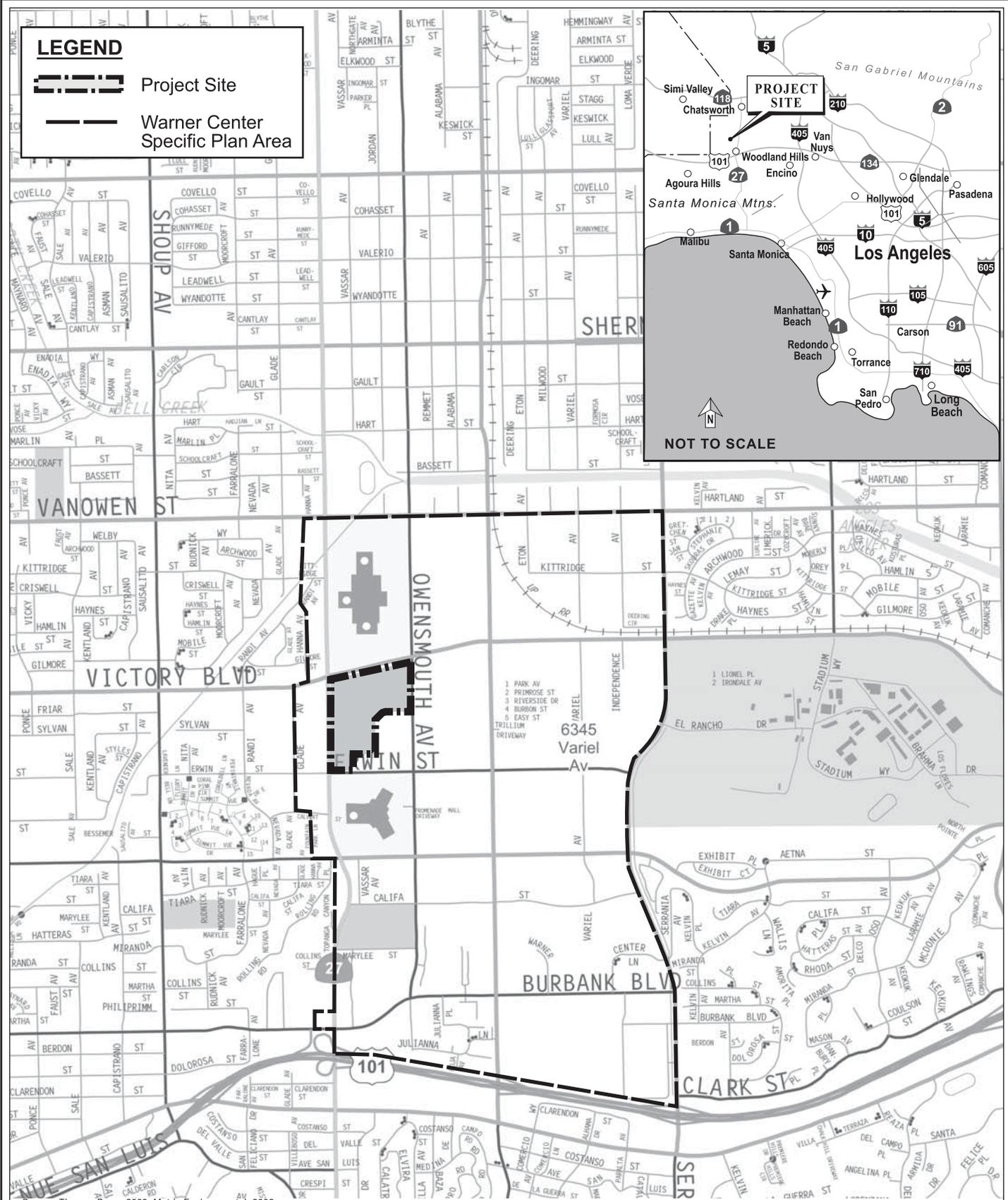
As shown in Figure II-1 on page 137, the approximately 30.67 gross acre project site is located in the City of Los Angeles within the center area of the western San Fernando Valley, approximately 20 miles northwest of the City's downtown area and approximately 15 miles north of the Pacific Ocean.⁴ The project site is generally bounded by Victory

⁴ *The project site encompasses the properties located at 6360 North Topanga Canyon Boulevard, 21700 – 21870 West Victory Boulevard, 6351 North Owensmouth Avenue, and 21919 – 21945 Erwin Street. VTTM No. 51449 did not include the 21919 – 21945 Erwin Street properties, which are currently proposed for development.*

LEGEND

 Project Site

 Warner Center Specific Plan Area



Source: Thomas Bros., 2003; Matrix Environmental, 2009

The Village at Westfield Topanga

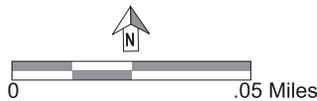


Figure II-1
Regional and Project Vicinity Map

Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. The Ventura Freeway (US-101 Freeway) as well as a network of major roadways including Topanga Canyon Boulevard, Victory Boulevard, Canoga Avenue, and Ventura Boulevard provide regional and local access to the project site. Immediate site access is afforded via driveways along each of the streets bounding the project site.

As shown in the aerial photograph provided in Figure II-2 on page 139, the project vicinity is a suburban area. The Westfield Topanga shopping center, which contains a variety of retail and restaurant uses, is located across Victory Boulevard to the north.

The project site is located on a large city block that was previously redeveloped with earlier phases of the Existing Map. The southeast quadrant of the city block on which the site is located (i.e., that portion of the block that is not a part of the project site) is occupied by four freestanding office buildings including those which were developed under the Existing Map. In addition, existing development includes two retail buildings, a credit union, and a fast food restaurant along with associated surface and structured parking areas.⁵ The Westfield Promenade shopping center is located across Erwin Street to the south. Further south and southeast of the Westfield Promenade along Oxnard Street are the high-rise buildings that make up the skyline of the Warner Center area. These high rise buildings include the 16-story Marriott Hotel, the Warner Center towers that includes six high-rise office buildings between approximately 11 and 25 stories tall (the 25-story office building is the tallest in the Warner Center area), and the 12-story Blue Cross building.

East of the site are multi-family residential uses up to three stories in height, a restaurant, and major chain and big box retail stores. In addition, uses northeast of the site include a major retail store and industrial/manufacturing uses. The approximately 17-story Blue Shield of California twin buildings are located further to the east in the next block along Canoga Avenue.

West of the project site, land uses generally consist of low-rise commercial/retail strip developments fronting onto Topanga Canyon Boulevard with residential uses located farther to the west. Specifically, commercial uses consisting of major chain and big box retail stores and restaurants as well as two mid-rise offices are located directly to the west. Commercial uses comprised of a fueling station, a fast food restaurant, small retail stores, and banks are located to the northwest. In addition, to the southwest are several car dealerships, retail stores, a fueling station, and a bank. Several transit facilities are also located within the project vicinity. These facilities include the Warner Center Transit Hub,

⁵ *The two larger of these office buildings, along with associated surface parking and a parking structure, comprise a small campus development on Owensmouth Avenue occupied by 21st Century.*



LEGEND

--- Project Boundary

Source: Westfield, LLC, 2010.

The Village at Westfield Topanga



Figure II-2
Aerial Photograph

which is located to the southeast of the project site and the recently completed Metro Orange Line Canoga Station, which includes a “park and ride” surface parking lot located approximately 0.30 mile to the northeast of the project site at 6610 Canoga Avenue, north of Victory Boulevard.

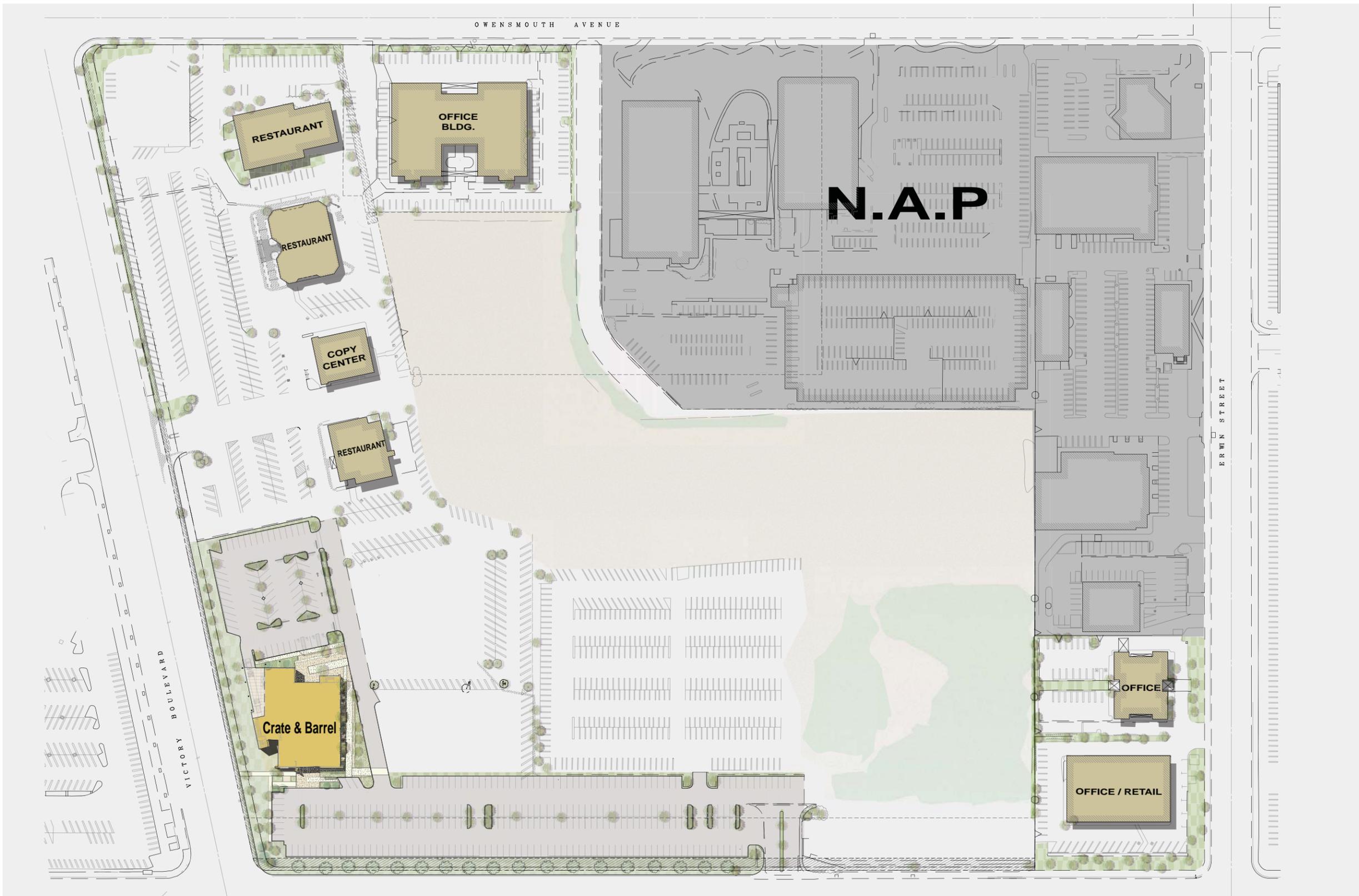
C. Site Background and Existing Conditions

As shown in the existing site plan provided in Figure II-3 on page 141, the project site is irregular in shape (roughly an upside down “L” shape), with frontage along Victory Boulevard, Owensmouth Avenue, Erwin Street, and Topanga Canyon Boulevard. As shown in Figure II-3, the project site is currently occupied by buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping in the form of trees and shrubs throughout the parking areas, along the adjacent roadways, and around some building perimeters. The project site is generally flat, with a topography that gently slopes down from the southwest to the northeast.

Per the LAMC, the project site is zoned WC, indicating that the project site is zoned within the Warner Center Specific Plan (Specific Plan) area. Additionally, the project site is located within the adopted Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan (Community Plan) area. Both the Community and Specific Plans target existing automobile-oriented development in the area, such as the project site, for redevelopment in accordance with updated design guidelines in order to enhance the vitality of the Plan areas. The site is designated for Regional Commercial land uses pursuant to the City’s General Plan Framework and the Community Plan. Per the Specific Plan, the majority of the project site is categorized as (WC)C2-165/1.5 with the southernmost portion of the site along Erwin Street categorized as (WC)C4-165/1.5. The (WC) designation indicates that the project site is zoned within the Warner Center Specific Plan area. The C2 and C4 designations indicate that the project site is designated for commercial and residential uses; and the 165/1.5 designation indicates that the maximum permitted building height is 165 feet and the floor area ratio (FAR) is one and a half times the permitted buildable area. The Specific Plan provides for increases for both height and floor area beyond these limits under certain circumstances. Further description of the Specific Plan’s allowable development for the project site is provided in Section IV.E, Land Use, of this Draft EIR. The project site is also located within a State Enterprise Zone Expansion Area.

The Specific Plan is currently undergoing a restudy.⁶ There is no interim regulatory instrument to require current projects to adhere to future specific plan regulations. As such,

⁶ *The Departments of City Planning and Transportation have been working with a Citizens Advisory Committee to study potential changes to the Specific Plan. A staff recommendation draft is expected to be released in early 2011.*



Source: Westfield, LLC, 2010.

The Village at Westfield Topanga

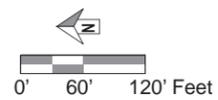


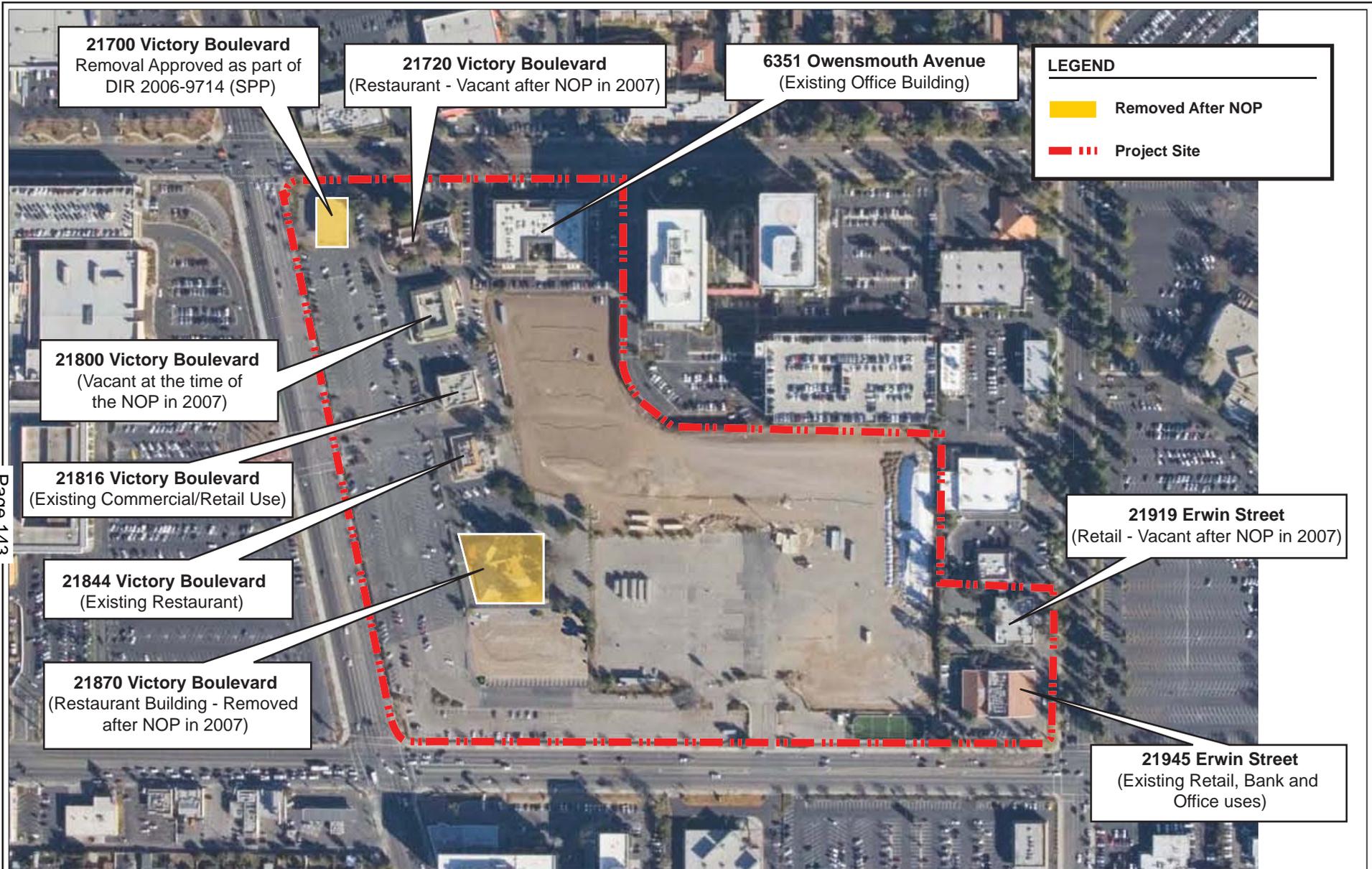
Figure II-3
Existing Site Plan

the project is governed by the existing Warner Center Specific Plan. Pursuant to Vesting Tentative Tract Map 69943, the existing Warner Center Specific Plan will govern the project rather than future revisions to the Specific Plan adopted by the City.

The project site is a large property which has been previously developed and continues as an active retail site. Because the project is pending, however, the Applicant has allowed some of the existing buildings to remain vacant when their prior tenants relocated away from the site, where these existing buildings would be removed in connection with the project. At the time of the Notice of Preparation (NOP) in October 2007, nine buildings were located on the project site as shown in Figure II-4 on page 143. These buildings included six one-story freestanding buildings comprised of a mix of restaurant and commercial uses, which were oriented toward Victory Boulevard and were separated from Victory Boulevard by an expansive surface parking area, two buildings along Erwin Street and one building along Owensmouth Avenue. Because at that time, the City had already approved removal of one of these buildings, an approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard, and its replacement with a new retail building for Crate and Barrel, as part of Case No. DIR 2006-9714 (SPP), this pre-existing bank building and the new Crate and Barrel were conservatively not included in the baseline conditions for this Draft EIR (see Appendix N for a copy of Case No. DIR 2006-9714 (SPP)). Figure II-4 on page 143 and Table II-1 on page 144 provide details on the treatment of other buildings which existed at the time of the NOP.⁷

The buildings which existed at the time of the NOP include an approximately 18,002 square foot restaurant building located at the northwest corner of the project site at 21870 Victory Boulevard, which has subsequently been removed from the project site. Two buildings also exist which are currently vacant, which are a one-story 11,293 square foot building formerly occupied by a restaurant at the time of the NOP at 21720 Victory Boulevard and a one-story 10,896 square foot vacant building at 21800 Victory Boulevard, which was vacant at the time of the NOP. As noted above, the Applicant has not leased these buildings given that the project would replace these uses. A one-story 6,350 square foot building occupied by a restaurant at 21844 Victory Boulevard and a 7,952 square foot commercial/retail building at 21816 Victory Boulevard just to the east of the restaurant remain occupied.

⁷ CEQA Guidelines Section 15125 generally defines baseline conditions as those which existed at the time of the NOP. Therefore, the active uses within these buildings at the time of the NOP have been taken into account within this Draft EIR.



Source: Westfield, 2010.

The Village at Westfield Topanga

**Table II-1
Existing Uses on the Project Site**

Address	Restaurant (sf)	Retail (sf)	Bank (sf)	Office (sf)	Vacant (sf)	Building Total (sf)
Existing Buildings at the time of the NOP (Environmental Baseline)^a						
21870 Victory Boulevard ^b	18,002					18,002
21844 Victory Boulevard	6,350					6,350
21816 Victory Boulevard		7,952				7,952
21800 Victory Boulevard					10,896	10,896
21720 Victory Boulevard ^c	11,293					11,293
6351 Owensmouth Avenue				41,480		41,480
21945 Erwin Street	-	3,162	9,889	3,741	-	16,792
21919 Erwin Street ^d		9,345				9,345
Total Existing at the time of the NOP	35,645	20,459	9,889	45,221	10,896	122,110
New Buildings Since the NOP						
6360 Topanga Canyon Boulevard (Crate & Barrel) ^e		34,200 ^e				34,200
<p>^a An approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard was removed from the site in 2007 after the project's NOP. However, as this building was vacant and was already approved for removal prior to the NOP as part of Case No. DIR 2006-9714 (SPP), the bank use is conservatively not included in the baseline conditions for this Draft EIR.</p> <p>^b At the time of the NOP for the project, this building was occupied by a Yankee Doodles restaurant. This building was removed in 2007, after the NOP was issued. However, as CEQA Guidelines Section 15125 generally defines baseline conditions as those which existed at the time of the NOP, a credit for this restaurant use is provided within this Draft EIR.</p> <p>^c At the time of the NOP for the project, this building was utilized for a restaurant and since the NOP, has become vacant. As this use is part of the baseline conditions, credit for this restaurant use is provided within this Draft EIR.</p> <p>^d At the time of the NOP for the project, this building was utilized for a furniture business and since the NOP, this building has become vacant. As this use is part of baseline conditions, credit for this use is provided within this Draft EIR.</p> <p>^e At the time of the NOP for the project, this building was not yet constructed. Since then, the Crate & Barrel (previously approved as Case No. DIR 2006-9714) was constructed and is in full operation. This new use replaced an approximately 22,000 square foot theater building within the northwest corner of the site at 6360 Topanga Canyon Boulevard that was removed prior to the NOP and an approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard that was removed after the NOP in 2007. These buildings are not considered part of the baseline conditions and credit for the former use of these buildings is not provided in this Draft EIR.</p> <p>Source: Matrix Environmental based on data from Westfield, LLC, 2010.</p>						

A two-story 41,480 square foot office building is located at 6351 Owensmouth Avenue. The southern portion of the project site contains two one-story commercial buildings along Erwin Street. The first building comprised of approximately 16,792 square feet at 21945 Erwin Street is occupied by retail, bank, and office uses. The second one-

story building on the site, approximately 9,345 square feet and located at 21919 Erwin Street, was formerly occupied by a furniture retailer at the time of the NOP but has since become vacant. As shown in Table II-1 on page 144, the buildings representing baseline conditions on the project site at the time of the NOP comprised approximately 122,110 square feet of floor area.⁸

In addition, a new approximately 34,200 square foot retail building occupied by Crate & Barrel was approved as part of Case No. DIR 2006-9714 (SPP) on March 8, 2007 by the City of Los Angeles.⁹ This building was constructed and became operational in 2009 at the northwest corner of the site at 6360 Topanga Canyon Boulevard.¹⁰ While this use was approved, this use did not exist on the project site at the time of the NOP and is not part of the baseline conditions. However, throughout this Draft EIR, this use is considered as a related project.

The existing buildings on-site, including the Crate & Barrel building, consist of one and two stories with heights ranging from approximately 16 feet to 41 feet. As shown in Figure II-3 on page 143, in addition to the large surface parking area along Victory Boulevard, a large surface parking area is also located along Topanga Canyon Boulevard. In total, approximately 1,367 surface parking spaces are located on-site. As shown in Figure II-3, the eastern portion of the site is comprised of vacant land that has been graded. A number of transit agencies provide public transit to the project site and surrounding community including, but not limited to, the City of Los Angeles Department of Transportation (LADOT), the Los Angeles County Metropolitan Transportation Authority (Metro), Santa Clarita Transit, and the Antelope Valley Transit Authority. As indicated above, two Metro Orange line stations are located in close proximity to the project site, in addition to various bus stops located throughout the vicinity. In addition, the north-south extension of the Metro Orange line (Canoga Station to the Metrolink Station) is projected to be operational in 2014. The project vicinity is also served by the LADOT-operated and maintained DASH shuttle for the Warner Center area.

Vesting Tentative Tract Map No. 51449, which provided for development on the majority of the project site, was previously approved in 1993 by the City of Los Angeles. Vesting Tentative Tract Map No. 51449 provided for development of the majority of the city

⁸ Building area is based on the Los Angeles Planning and Zoning Code's definition of floor area.

⁹ Refer to Appendix N for a copy of the approval for Case No. DIR 2006-9714 (SPP).

¹⁰ This new use replaced an approximately 22,000 square foot theater building within the northwest corner of the site at 6360 Topanga Canyon Boulevard that was removed in 2007 prior to the NOP and an approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard that was removed from the site after the NOP in 2007. As the bank building was already approved for removal prior to the NOP, it is conservatively not included in the baseline for evaluating project impacts.

block on which the project site is located, including the 21st Century property but not including the Erwin Street properties. Specifically, Vesting Tentative Tract Map No. 51449 authorized the development of approximately 2.1 million square feet of office uses, 16,000 square feet of retail space, 13,000 square feet of restaurant uses, a 6,000 square-foot day care center, 160 residential units comprising 212,000 square feet (consisting of 32 one-bedroom units and 128 two-bedroom units), and a 300-room hotel encompassing 250,000 square feet, for a total of 2,597,564 square feet of floor area plus associated surface, structured, and subterranean parking on Parcel B. Full development of the approved floor area would result in an FAR of 1.5:1 excluding residential uses, or 1.63:1 including the residential component.¹¹ Of this development approved within Vesting Tentative Tract Map No. 51449, 1,596,048 square feet of office space, 16,000 square feet of retail, 13,000 square feet of restaurant, a 300-room hotel, a 6,000 square foot day care center, and 160 residential units remain undeveloped. Vesting Tentative Tract Map 51449 has been extended several times through both discretionary and statutory extensions and is set to expire December 12, 2012 unless further extended by state law (refer to Appendix M for documentation regarding the extensions).

The environmental impacts of the approved development set forth in Vesting Tentative Tract Map No. 51449 were previously analyzed in the certified 1993 May Centers EIR (SCH No. 90010806). Additionally, Section V, Alternatives, of this Draft EIR provides an analysis of the environmental impacts for the remaining approved development of Vesting Tentative Tract Map No. 51449 relative to current baseline conditions. Table II-2 on page 147 provides a comparison of the project with the remainder of entitlement previously approved within the project site under Vesting Tentative Tract Map No. 51449.

D. Statement of Project Objectives

Section 15124(b) of the CEQA Guidelines states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” In addition, Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the project is to create a distinctive mixed commercial environment within the community by providing a blend of shopping and dining uses, office space, a hotel, community/cultural uses, and open space in order to provide an active shopping, dining, working, entertainment, and community experience as well as rejuvenate a previously underutilized area of Warner Center.

¹¹ *The Warner Center Specific Plan does not include residential uses in the calculation of FAR, per Section 8.E. and the definitions provided in Section 4. However, the maximum permitted FAR for a mixed use project is 3:1 in accordance with Section 15.*

**Table II-2
Comparison of the Project with Remainder of Vesting Tentative Tract Map No. 51449**

Land Use	Proposed Project	Remaining Development Approved Under Vesting Tentative Tract Map No. 51449
Anchor/Shopping Center Retail	444,744 sf	16,000 sf
Restaurant	53,635 sf	13,000 sf
Grocery Store	36,765 sf	0 sf
Hotel	275 rooms (193,600 sf)	300 rooms (250,000 sf)
Office	285,000 sf	1,596,048 sf
Community/Cultural	14,250 sf	0 sf
Residential Uses	0 sf	160 units (212,000 sf)
Day Care Center	0 sf	6,000 sf
TOTAL	1,027,994 sf	2,093,048 sf^a
<p>^a Of the 2,597,564 square feet of floor area authorized for development under Vesting Tentative Tract Map No. 51449, approximately 504,516 square feet was developed as the 21st Century office buildings that currently exist on-site, leaving approximately 2,093,048 square feet of remaining development.</p> <p>Source: Matrix Environmental based on data from Westfield LLC., 2010.</p>		

As set forth by the CEQA Guidelines, the list of objectives that the Applicant seeks to achieve for the project is provided below. Several of these objectives incorporate key objectives of the City of Los Angeles' General Plan Framework, the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan (Community Plan), and the Warner Center Specific Plan that are relevant to development of the project site.

1. Provide a distinctive, high quality, mixed-use commercial environment that maximizes the variety of commercial uses on-site to support the needs of nearby residents and businesses, and attract future businesses, employers, and visitors to Warner Center.
2. Support immediate new investment in the project site and development of Warner Center as a high activity Regional Center destination by providing an anchor retailer at the project site in the short-term.

3. Consistent with the applicant's experience at other retail locations with successful retail programming, locate an anchor retailer at the project site in a high visibility location adjacent to a public street to contribute to the initial draw for shoppers to visit the project and explore its diversity of uses.
4. Maximize the visibility of retail tenants through a project design that locates retail tenants in areas easily visible from adjacent public streets, in order to attract a variety of high-quality retailers that will provide for the long term vitality of the project and Warner Center.
5. Consistent with the Regional Center designation, utilize this large undeveloped and underdeveloped assemblage of parcels within the Community Plan Area to accommodate a large floor plate, single-level anchor retailer and hotel anchor tenant in order to ensure the presence of such uses in Warner Center to support the needs of existing and future residents, businesses, and visitors, and provide job opportunities and tax revenues derived from such anchor uses.
6. Provide readily accessible and easily identifiable centrally located retail and parking facilities with shared parking, serving synergistic commercial uses including retail, office, and hotel, in order to provide visitors with easy and convenient retail, business, and destination experiences, and encourage return visits.
7. Enhance Warner Center's position as a Regional Center through the creation of a Regional Shopping Center with high-density, mixed-use commercial development including two anchor tenants, at a location with existing transit services and public infrastructure that can accommodate such development, while preserving the nature and character of sensitive surrounding uses. (General Plan Framework Objective 3.4 and Specific Plan Objective 2.H)
8. Maximize pedestrian accessibility to a variety of commercial uses by combining retail, office, lodging and entertainment opportunities at one site with existing transit connections. (General Plan Framework Objective 3.16 and Specific Plan Objective 2.I)
9. Maximize the value of the site and the economic vitality of Warner Center and the City of Los Angeles through the creation of a transit-supportive project with a variety of economically synergistic commercial uses and at least two anchor tenants, at an existing underutilized site that is responsive to market demands.
10. Provide tax revenues to the City of Los Angeles to support the City's general fund in the short-term, and in the long term, by including a mix of commercial uses and a project design that will attract high-quality anchor and general, retailers, office tenants, and hotel operators.

11. Maximize the creation of new permanent jobs by locating a variety of commercial uses on site, and maximize the creation of construction jobs, in order to strengthen the economic vitality of Warner Center.

E. Description of Proposed Project

The Village at Westfield Topanga would create a mixed-use lifestyle development consisting of a mix of shopping, business, tourism, and entertainment uses, along with landscaped areas and recreational and business amenities. The proposed improvements are intended to revitalize the project site, unify the shopping center uses in the surrounding project area, and enhance the Warner Center area. The proposed uses would be consistent with the Regional Shopping Center designation and would include two primary anchors, the anchor retailer within the northern portion of the site and the hotel within the southern portion of the site. The project would specifically include the development of approximately 444,744 square feet of shopping center uses including an approximately 165,759 square-foot anchor retailer which would include an ancillary member-only fueling station and approximately 278,985 square feet of shopping center retail space.¹² Of this amount of shopping center retail space, retail kiosks would not exceed a total of approximately 4,000 square feet. In addition, the project would include a second anchor in the form of a 275-room hotel with ground floor dining and retail uses, which would include approximately 193,600 square feet. Also proposed as part of the project would be approximately 53,635 square feet of restaurant uses, an approximately 36,765 square foot grocery store, approximately 285,000 square feet of office uses, and approximately 14,250 square feet of community/cultural center uses. As described in more detail below, the project would be developed in two phases with buildout anticipated by 2016.

Consistent with its established business formula, the Applicant has recognized that anchor retailers are a key component in the successful operation and economic sustainability of its existing adjacent properties and other locations in Warner Center. When creating a new retail environment, it is important to begin with an anchor that will assist in driving interest to the project. Given the recessionary economy, very few retailers are expanding or building new stores thereby limiting choices of anchor tenants. As a practical matter, the Applicant is limited to those potential anchors which are willing to enter into agreements for immediate participation in this project.

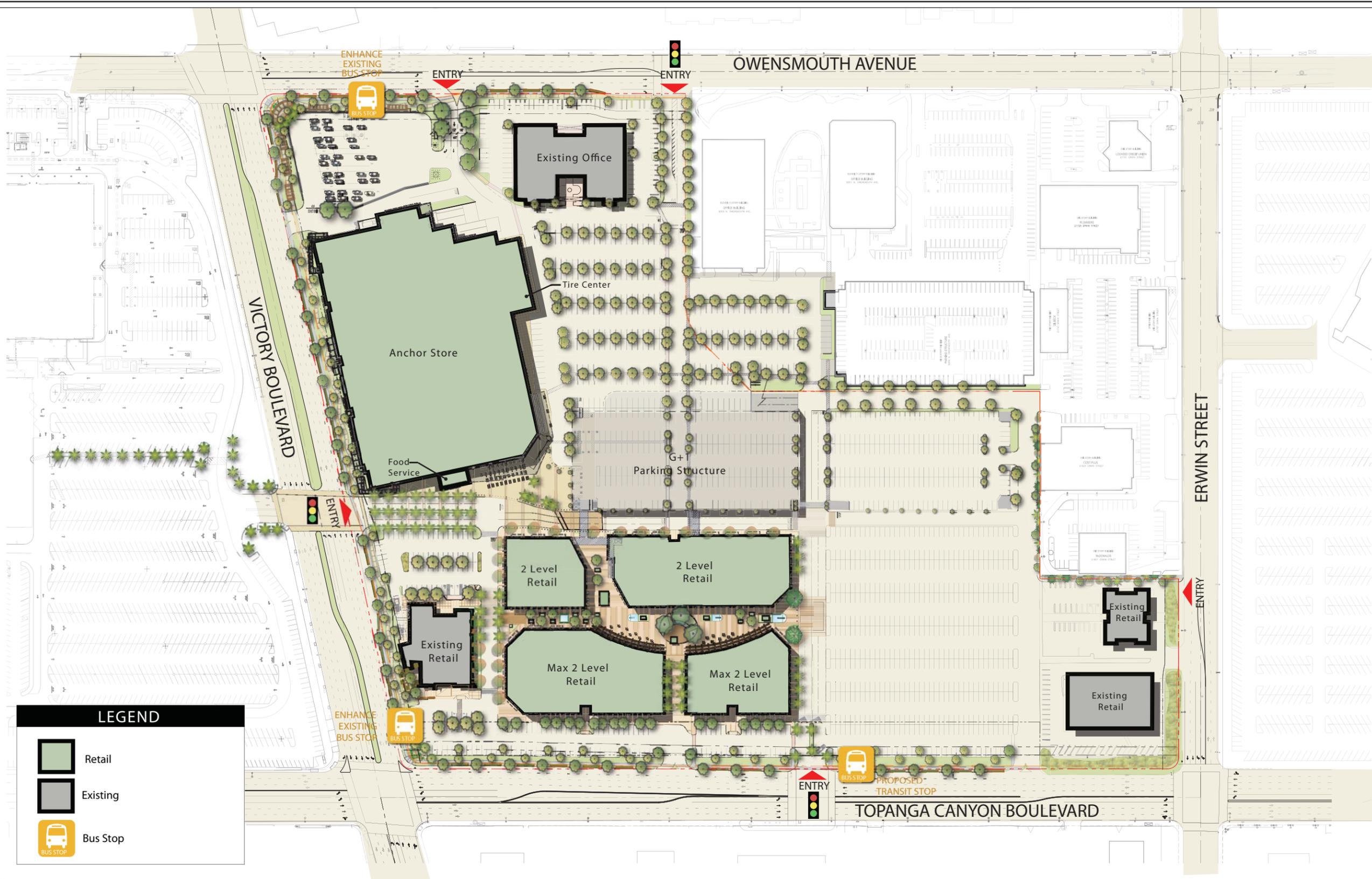
The Applicant has identified one such potential anchor retailer in Costco. The anchor retailer has an existing store at 21300 Roscoe Boulevard in Canoga Park with a

¹² *The anchor retailer would also support a member-only tire installation center and possibly member-only auto sales.*

reduced floor plan that no longer meets the company's current business model. The Applicant has entered into an agreement with Costco for immediate participation in this project. However, the agreement has contingencies including the requirements to obtain approvals for the anchor store in accordance with Figure II-5 on page 151 below. If such contingencies are not met, this tenant will not be able to go forward, and the Applicant will complete the entitlement process while it seeks to identify other potential anchors. If another suitable anchor tenant cannot be found to move forward immediately, the provisions in the entitlements for extensions of development rights would be utilized while efforts continue to identify another anchor tenant.

The project includes an option to convert a portion (approximately 53,900 square feet) of the approximately 278,985 square feet of shopping center retail space to an approximately 2,200 seat movie theater. Throughout this Draft EIR, for those issue areas where development of the optional theater would result in greater environmental impacts, the project's development program that includes the optional theater will be analyzed to provide a conservative analysis. Similarly, the project is proposed to include an anchor retailer which may be a Costco or another anchor tenant wherever the environmental impacts of a Costco may be greater than that of other anchor tenants, the potentially greater environmental impacts associated with a Costco have been evaluated in this Draft EIR. In addition, the analyses provided within this Draft EIR take a conservative approach with regard to assumptions of whether the existing Costco use at 21300 Roscoe Boulevard relocates to the project site, remains open or is replaced with another tenant. At this time, all of these options are possibilities. While the existing Costco at Roscoe Boulevard may be relocated to the project site, the building would continue to be available for a variety of uses and it is anticipated that there would be enough market demand to attract a viable tenant to occupy the building. Thus, no credit has been taken for the potential relocation of this existing Costco in this Draft EIR. Rather, this Draft EIR conservatively assumes that potential impacts associated with this possible anchor retailer within the project site are new to the project area.

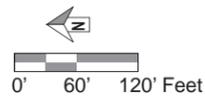
As part of the project, the existing one- and two-story commercial buildings on the project site would be removed, with the exception of the approximately 34,200 square-foot retail building occupied by Crate & Barrel and the 41,480 square foot office building in the northeastern portion of the site. Table II-3 on page 152 provides a comparison of the existing and proposed development on the project site. As shown in Table II-4 on page 153, the project would be developed in two phases: Phase 1 and Phase 2, which are described in detail below. Figure II-5 on page 151 provides the conceptual site plan for Phase 1, while Figure II-6 on page 154 provides the conceptual site plan with buildout of Phase 2. In addition, Figures II-7 through II-12 on pages 155 through 160 provide conceptual renderings of the project. It should be noted that the development of Phase 1 and Phase 2 would have the potential to overlap. Throughout this Draft EIR, the overlapping of Phase 1 and Phase 2 is analyzed for those issue areas where such an



LEGEND

-  Retail
-  Existing
-  Bus Stop

Source: Westfield, LLC, 2010.



The Village at Westfield Topanga

Figure II-5
 Conceptual Site Plan
 - Phase 1

**Table II-3
Proposed Project Development Summary Table ^a**

Land Use	Baseline Development	Existing Development to Remain	Proposed New Development
Retail	0	0	444,744sq. ft.
<i>Anchor Retail</i>	0	0	165,759 sq. ft. ^b
<i>Shopping Center Retail</i>	20,459 sq. ft. ^c	0	278,985 sq. ft. ^d
Restaurant	35,645 sq. ft. ^e	0	53,635 sq. ft.
Grocery Store	0	0	36,765 sq. ft.
Second Anchor (Hotel with hotel restaurant, kitchen, and laundry facilities)	0	0	275 rooms (approx 193,600 sq ft. ^f)
Office	45,221 sq. ft.	41,480 sq. ft.	285,000 sq. ft.
Community/Cultural Use	0	0	14,250 sq. ft.
Vacant	10,896 sq. ft.	0	0
Bank	9,889 sq. ft.	0	0
Crate & Barrel (Constructed after the NOP)		34,200 ^g	
Total	122,110 sq. ft.	75,680 sq. ft.	1,027,994 sq. ft.

^a All floor area based on Section 12.03 of the City of Los Angeles Planning and Zoning Code's definition of floor area.

^b The anchor retailer includes an ancillary member-only fueling station and member-only auto sales, a 5,074 square foot member-only tire installation center, 1,288 square feet of food service uses with a 7,499 square foot canopy area, and a 1,480 square foot employee locker room.

^c Floor area includes a 9,345 square foot building that was utilized for a furniture business at the time of the NOP. Since then, however, this building has become vacant.

^d Alternatively, the project may convert approximately 53,900 square feet of the 278,985 square feet of shopping center retail uses reflected within this table to a 2,200 seat movie theater.

^e Includes 18,002 square feet of restaurant uses at 21870 Victory Boulevard and 11,293 square feet of restaurant uses at 21720 Victory Boulevard on the project site that were in operation at the time of the NOP. Since then, however, the restaurant building at 21870 Victory Boulevard has been removed and the building at 21720 Victory Boulevard has become vacant. However, as CEQA Guidelines Section 15125 generally defines baseline conditions as those which existed at the time of the NOP, credit for the former uses of these buildings has been included within this Draft EIR.

^f The hotel would include approximately 178,600 square feet for hotel rooms and amenities, 10,000 square feet for banquet uses and 5,000 square feet for restaurant uses.

^g Although currently located within the project site, the Crate & Barrel retail use was not on the project site at the time of the NOP. This retail use was previously approved as Case No. DIR 2006-9714 (SPP) on March 8, 2007 by the City of Los Angeles. This use opened in 2009. This use will be accounted for in the analyses in this Draft EIR as a related project.

Source: Westfield, LLC, 2010.

**Table II-4
Project Phasing**

	Floor Area (sf)
Phase 1	
Anchor retail	165,759
Shopping Center Retail	166,660
Restaurant	32,075
<i>Subtotal Phase 1</i>	<i>364,494</i>
Phase 2	
Shopping Center Retail	112,325
Restaurant	21,560
Grocery Store	36,765
Hotel	193,600
Office	285,000
Community/Cultural	14,250
<i>Subtotal Phase 2</i>	<i>663,500</i>
Total Development	1,027,994
 <i>Source: Westfield, LLC, 2010.</i>	

occurrence would result in greater environmental impacts in order to provide a conservative analysis. As described in greater detail below, the project's various land uses would be developed as a combination of freestanding low- and high-rise structures and would incorporate smart growth and green building principles. The project would include surface parking areas and multi-level parking facilities, providing a sitewide total of approximately 3,362 parking spaces at full buildout of the project. The project would also incorporate a series of landscaped pedestrian walkways integrated with landscaped pedestrian-oriented open space throughout the interior of the site, and streetscape improvements along the perimeter of the project site.

As stated above, The Village at Westfield Topanga project reflects modifications to development already approved within the project site as part of Vesting Tentative Tract Map No. 51449. In addition, the project as described and evaluated in this Draft EIR represents a modification to the project as previously described in the 2007 NOP. Specifically, in response to community comments received after the NOP was issued in 2007 as well as changes in economic conditions, several changes to the project were made reducing its overall size. In particular, residential uses are no longer proposed, eliminating 494,000 square feet of development. In addition, office uses were reduced by approximately 275,000 square feet and the hotel was reduced from 300 rooms to 275 rooms. Overall, the modifications reduced the size of the project by approximately 774,000 square feet. The initial design also contemplated a podium design whereby structured low-



LEGEND

- Retail
- Office
- Hotel
- Existing
- BUS STOP Bus Stop

Source: Westfield, LLC, 2010.

The Village at Westfield Topanga

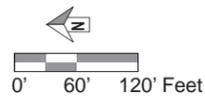


Figure II-6
Conceptual Site Plan
- Phase 2



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-7
Aerial Conceptual Rendering of the Project



Source: Westfield, 2010.

The Village at Westfield Topanga



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-9
Conceptual Rendering of the Project's
Publicly Accessible Open Space



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-10
Conceptual Rendering of the Project's Publicly Accessible Open Space



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-11
Nighttime Aerial Conceptual Rendering of the Project
along Topanga Canyon Boulevard



Source: Westfield, 2010.

The Village at Westfield Topanga

rise parking would be constructed across the site beneath a podium level, and proposed retail and other development would be located on and above the podium level. This podium approach is no longer included in the proposed project design.

An overview of Phase 1 and Phase 2 of the project is provided below. Also provided below are descriptions of parking and access, heights, open space areas, architectural design, signage and lighting, and sustainability features proposed by the project.

1. Phase 1

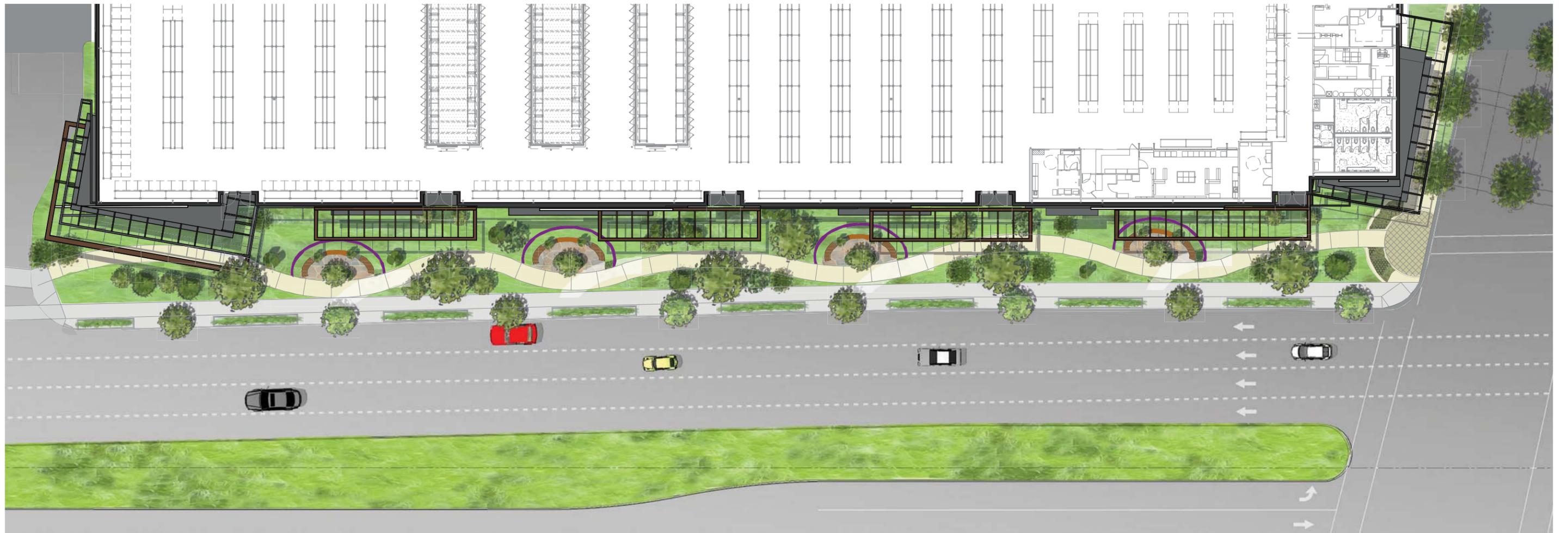
Phase 1 of the project would involve the development of an approximately 165,759 square-foot anchor retailer which would include a member-only tire installation center, member-only auto sales, as well as an ancillary member-only fueling station. Phase 1 would also include approximately 166,660 square feet of shopping center retail uses, and approximately 32,075 square feet of restaurant uses. Table II-4 shows the uses and building area to be developed as part of each phase of the project.

As shown in the Conceptual Site Plan for Phase 1 provided in Figure II-5 on page 151, Phase 1 uses would be constructed within the northern portion of the project site.

These buildings within Phase 1 would range in size and would generally be comprised of a maximum of two stories with heights of approximately 75 feet to 100 feet above grade. Design and identification elements up to 100 feet in height would also be included.

The anchor retail would be located in a freestanding structure along Victory Boulevard as shown in the conceptual elevation in Figure II-13 on page 162. A parking structure located in the central portion of the project site would be physically integrated with the anchor retail use through a landscaped pedestrian oriented open space area as shown in Figure II-5 on page 151.

The project would include ancillary automotive uses to a proposed anchor retailer as part of Phase 1. These automotive uses include a member-only automotive fueling station, member-only tire installation center, and member-only auto sales. These uses are permitted by-right within the Property's (WC)C2 and (WC)C4 Zones, and require a Conditional Use Permit only for purposes of expanding the hours of operation otherwise permitted by the LAMC and meeting certain design requirements. The proposed member-only fueling station would be located adjacent to the main anchor retail structure and would be comprised of a five-island gasoline facility with a total of 20 fueling positions. Three underground gasoline storage tanks would be installed, each with a 30,000 gallon capacity. The anticipated annual output would be approximately 14,400,000 gallons of gasoline per year. The fueling stations would be fully-automated and self-serve, and would be located



Source: Mulvanny G2 Architecture, 2010.

The Village at Westfield Topanga



Figure II-13
Conceptual Elevation Along Victory Boulevard

adjacent to the anchor retailer. The fueling station would be available to members of the anchor retailer only. The anchor retailer's 5,074 square foot member-only tire installation center would be for the sole purpose of selling and installing tires purchased at the anchor retailer and would not perform other automotive maintenance tasks or service. Like the member-only fueling station, the member-only tire installation center would be available only to members of the anchor retailer. The member-only auto sales would be an entirely internet-based program and on-site test driving and sales would not occur. The member-only auto sales would require only a kiosk for internet access within the warehouse and six parking spaces for on-site vehicle display and storage.

The shopping center retail and restaurant uses within Phase 1 would be located within a series of structures situated along Topanga Canyon Boulevard with landscaped setbacks along the adjacent street frontage. As shown in Figure II-5 on page 151, retail uses would be linked to the other uses within the project site via landscaped pedestrian walkways. In addition, parking for the shopping center retail and restaurant uses constructed as part of Phase 1 would be provided within the new parking structure, grade plus one level, and within a series of surface parking areas located throughout the southern and western portions of the project site. Upon completion of Phase 1, approximately 1,755 parking spaces would be provided.

The anchor retailer, including the member-only fueling station and the member-only tire installation center, would be open to the public from 6:00 A.M. to 10:00 P.M. Deliveries for the retail component would generally occur during daytime hours. In addition, approximately 7 to 12 large delivery trucks would arrive between 1:00 A.M. to 10 A.M. with one delivery around 9:00 P.M. In addition, there would also be approximately three daily fuel tanker deliveries associated with operation of the member-only fueling station that would occur between 6:00 A.M. and 9:30 P.M. The hours of operation for the proposed shopping center retail uses would occur until between 7:00 A.M. and 11:00 P.M., while the hours of operation for the restaurant uses would occur between 10:00 A.M. and 2:00 A.M. Monday through Saturday and between 11:00 A.M. and 10:00 P.M. on Sundays. Deliveries for these uses would generally occur during operating hours. Operation of the anchor retailer is expected to generate approximately 350 employees,¹³ while the shopping center and restaurant uses within Phase 1 are expected to generate a total of 702 employees, resulting in a total of 1,052 employees associated with operation of the proposed Phase 1 uses.¹⁴

¹³ *If employees at the existing Costco at Roscoe Boulevard were to relocate to the project site, approximately 150 net new employees would be generated by this new anchor retailer.*

¹⁴ *HR&A Advisors, 2010.*

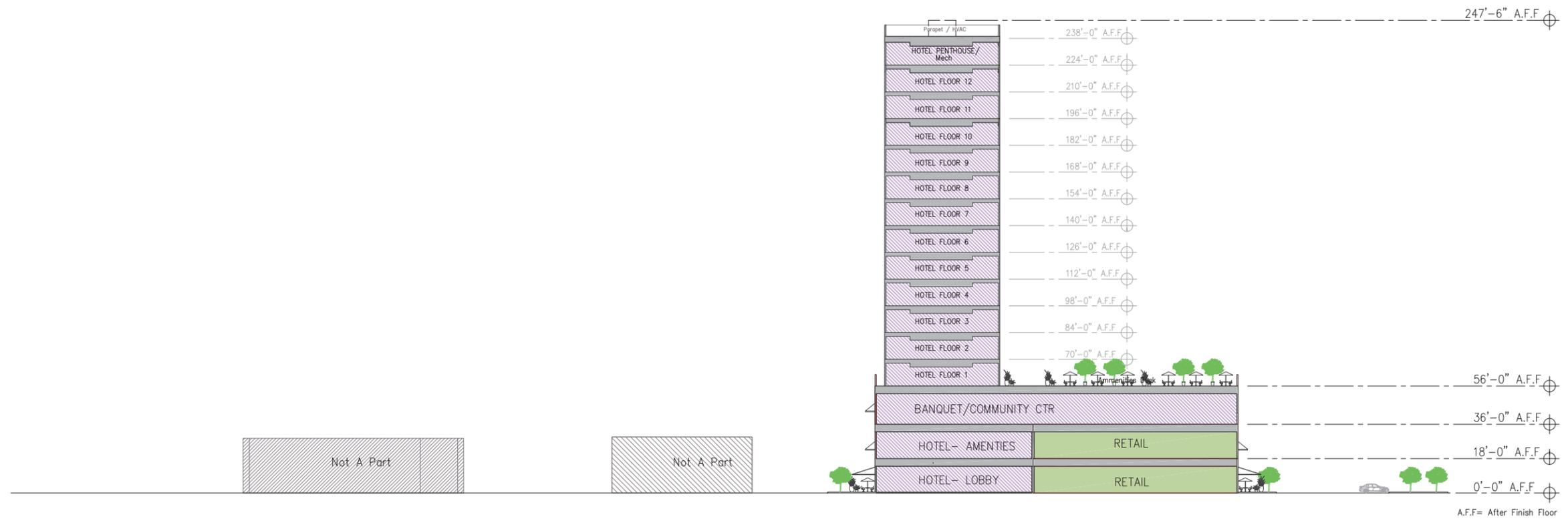
2. Phase 2

As shown in Table II-4 on page 153, Phase 2 would include the construction of the remaining 112,325 square feet of shopping center retail uses, 21,560 square feet of restaurant uses, the 36,765 square foot grocery store, approximately 285,000 square feet of office uses, and 14,250 square feet of community/cultural space. In addition, Phase 2 of the project would include the development of the 275 room hotel, with retail in the first two stories, which would be the second anchor within the project site.

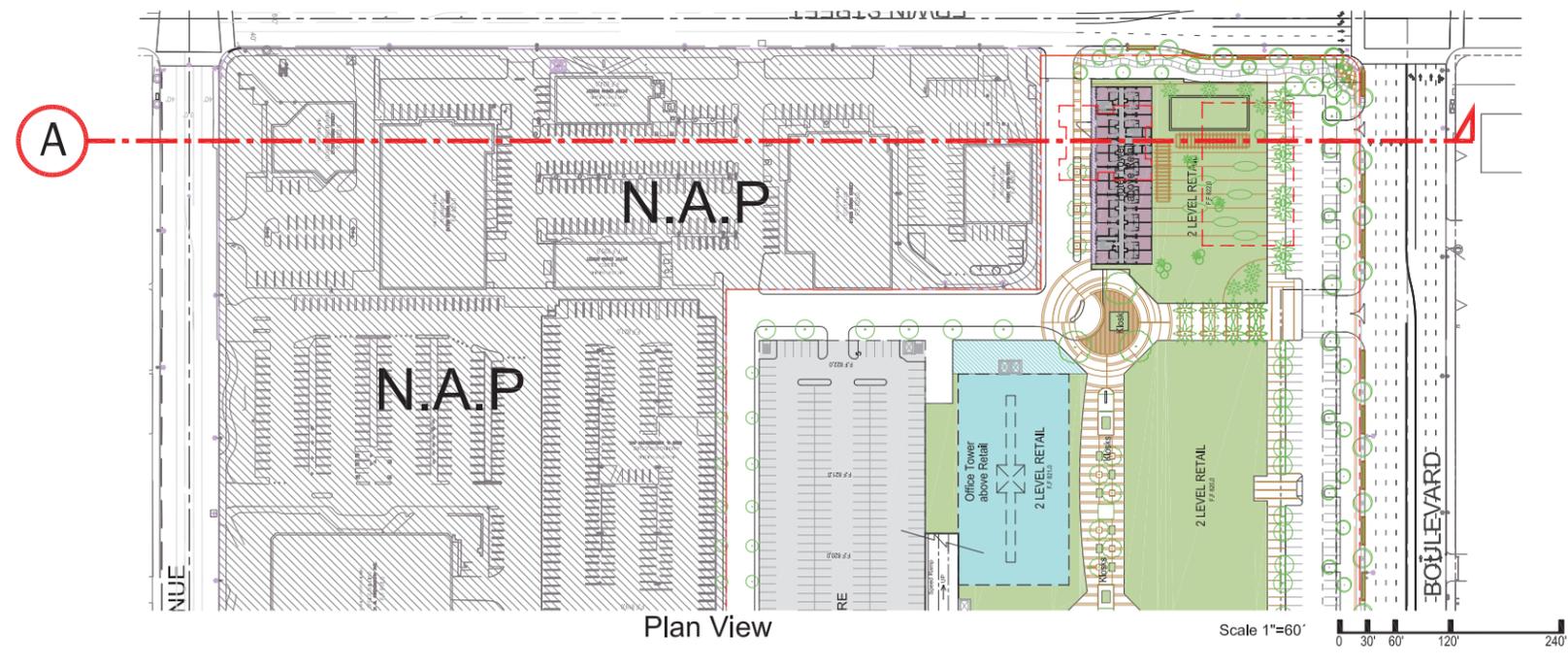
Phase 2 uses would be constructed within the southern portion of the project site. As shown in the Conceptual Site Plan for Phase 2 provided in Figure II-6 on page 154, Phase 2 shopping center retail, restaurant, and grocery uses would be located within a series of structures that would generally be comprised of a maximum of two stories with heights of up to 75 feet and 100 feet. In addition, the shopping center retail, restaurant and grocery uses would also be located below the hotel and office high-rise towers. These retail uses would be linked to the other uses within the project site via landscaped pedestrian-oriented open space areas and pedestrian walkways. As part of the Phase 2 improvements, the parking structure within the central portion of the site constructed as part of Phase 1 would be expanded to five plus one ground levels. This parking structure would be integrated with the new uses within Phase 2 via pedestrian walkways and landscaped open space areas as shown in Figure II-6.

The hotel would include a total of 275 rooms, encompassing approximately 193,600 square feet including ancillary uses such as the lobby, banquet rooms, smaller meeting rooms, hotel restaurant/lounge, laundry facilities, hotel offices, and dining/kitchen and function areas. A cross section of the proposed hotel is provided in Figure II-14 on page 165. Amenities would include a swimming pool and recreational areas for hotel guests. As shown in Figure II-14, it is anticipated that hotel amenities, and retail uses would be located on the three lower floors of the hotel and would form a podium oriented toward Topanga Canyon Boulevard upon which a swimming pool and outdoor landscape area would be located. The hotel building would have a maximum height of approximately 247.5 feet above grade, including the retail uses located within the first two levels of the building. The hotel would be located in the southwest corner of the project site or within the central interior portion of the City block that includes the project site.

The proposed office uses would comprise a total of approximately 285,000 square feet. It is anticipated that the new office uses would be provided within one or two high-rise towers, as illustrated in Figure II-6 on page 151. The high-rise building(s) would have a maximum building height of up to approximately 247.5 feet above grade and would be situated within the southwestern portion of the project site or the central interior portion of the City block that includes the project site. As previously mentioned, shopping center



A East-West Section thru Office / Hotel Tower & Retail



LEGEND	
 RETAIL	 OFFICE
 ANCHOR	 HOTEL
 EXISTING	 EXISTING BLDG'S TO BE DEMO'D

Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-14
Conceptual East-West Section of Hotel

retail and restaurant uses would be located within the first and/or second levels of the office tower(s). A cross section of the proposed office tower(s) is provided in Figure II-15 on page 167.

Approximately 14,250 square feet of community/cultural center uses would also be provided as part of the project. This space is anticipated to include flexible meeting rooms and spaces to be used for various community functions. These uses are anticipated to be provided within the interior area of the site.

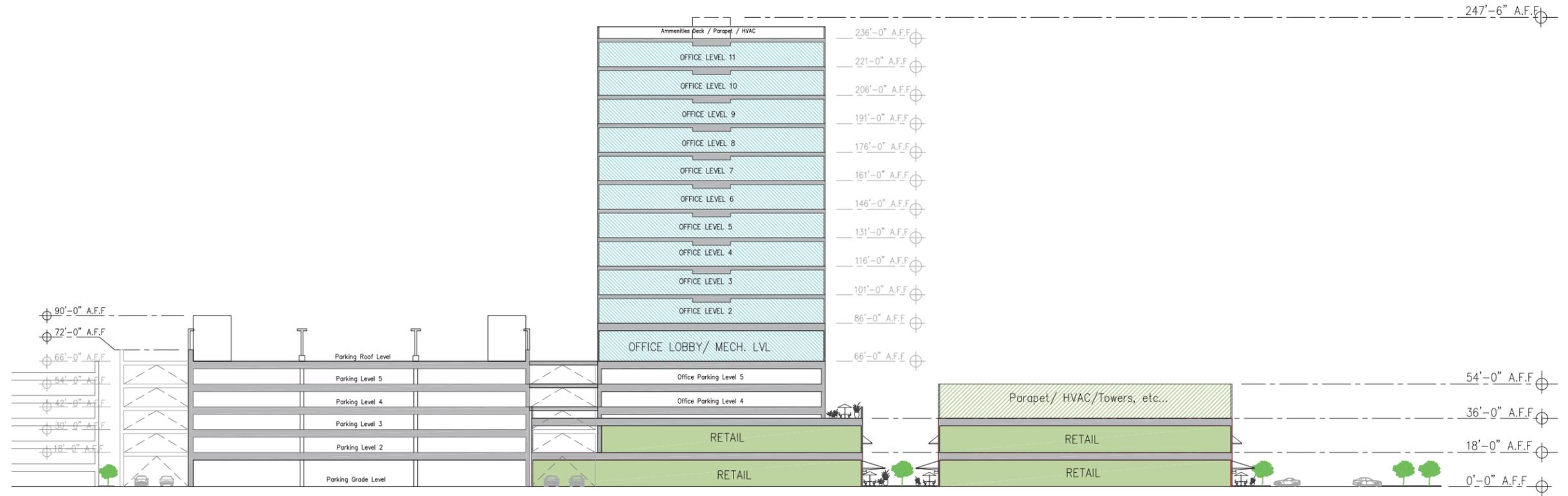
Similar to the proposed shopping center retail uses within Phase 1, the shopping center retail uses within Phase 2 would operate between 7:00 A.M. and 11:00 P.M., while the hours of operation for the restaurant uses would occur between 10:00 A.M. and 2:00 A.M. Monday through Saturday and between 11:00 A.M. and 10:00 P.M. on Sunday. The hours of operation for the grocery store may occur from approximately 7:00 A.M. to 2:00 A.M. seven days a week. The office uses would be typical of office uses with operating hours between 7:00 A.M. and 7:00 P.M. The hotel would operate 24 hours per day. In addition, the community serving uses are also anticipated to operate until 11:00 P.M. Finally, if a theater were to be developed, its hours of operation may occur until midnight, with the potential for special showings which could occur until 2 A.M. The proposed Phase 2 uses are estimated to generate approximately 1,635 on-site employees. Thus, upon full buildout of The Village at Westfield Topanga, up to 2,687 on-site employees would be generated.¹⁵

3. Parking and Site Access

Parking for the project would be provided within surface parking areas on the ground level and within multi-level parking facilities. Specifically, as shown in Figure II-5 on page 151, parking for the new anchor retailer constructed as part of Phase 1 would be provided in a grade plus one level parking facility within the central portion of the project site as well as within a surface parking area to the south of the anchor retailer building. In addition, parking for the shopping center retail and restaurant uses constructed as part of Phase 1 would be provided within the new parking structure and a series of surface parking areas located throughout the southern and western portions of the project site. Approximately 1,755 parking spaces would be provided on-site upon the completion of Phase 1.

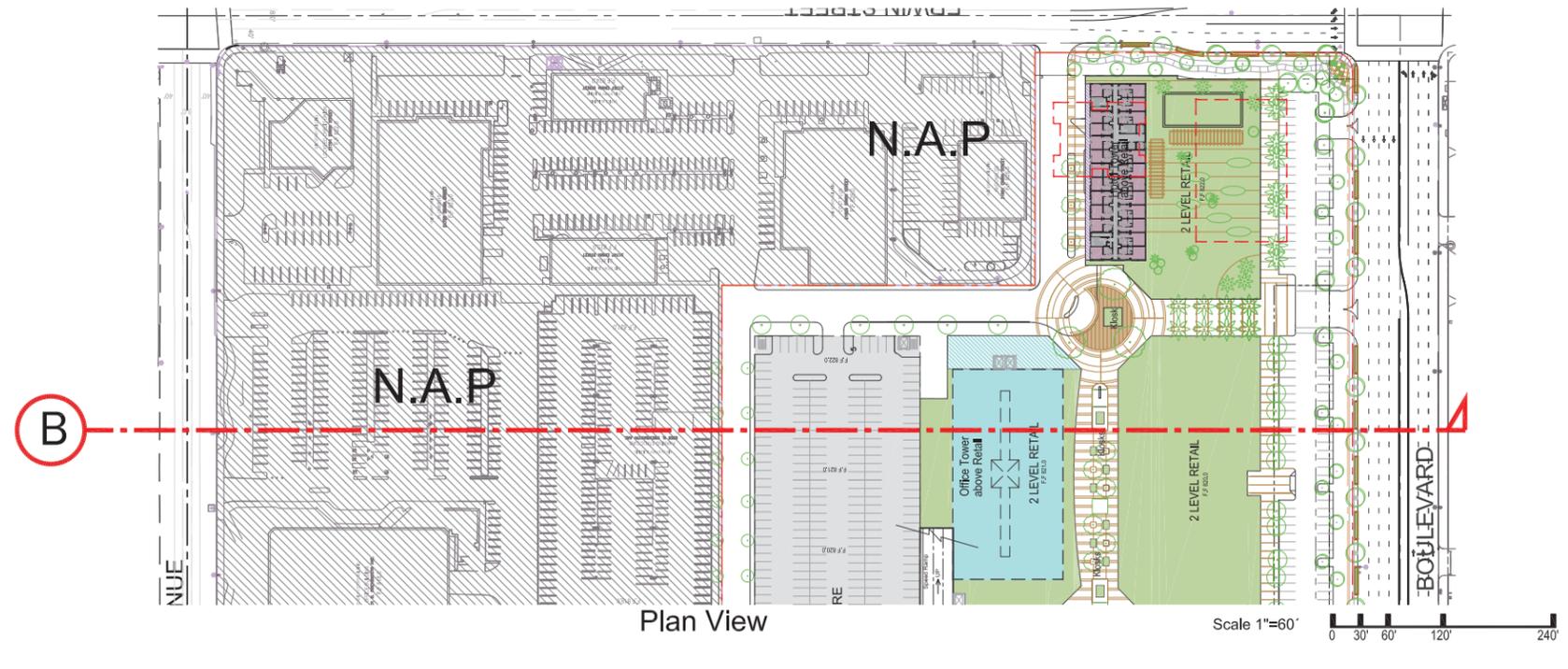
As shown in Figure II-6 on page 154, as part of Phase 2 of the project, the grade plus one level parking facility developed as part of Phase 1 would be expanded into a new grade plus five level parking facility. This parking facility would be expanded within the

¹⁵ *Ibid.*



B East- West Section thru Office / Hotel Tower & Retail

Scale 1"=20'



LEGEND	
 RETAIL	 OFFICE
 ANCHOR	 HOTEL
 EXISTING	 EXISTING BLDG'S TO BE DEMO'D

Source: Westfield, 2010.



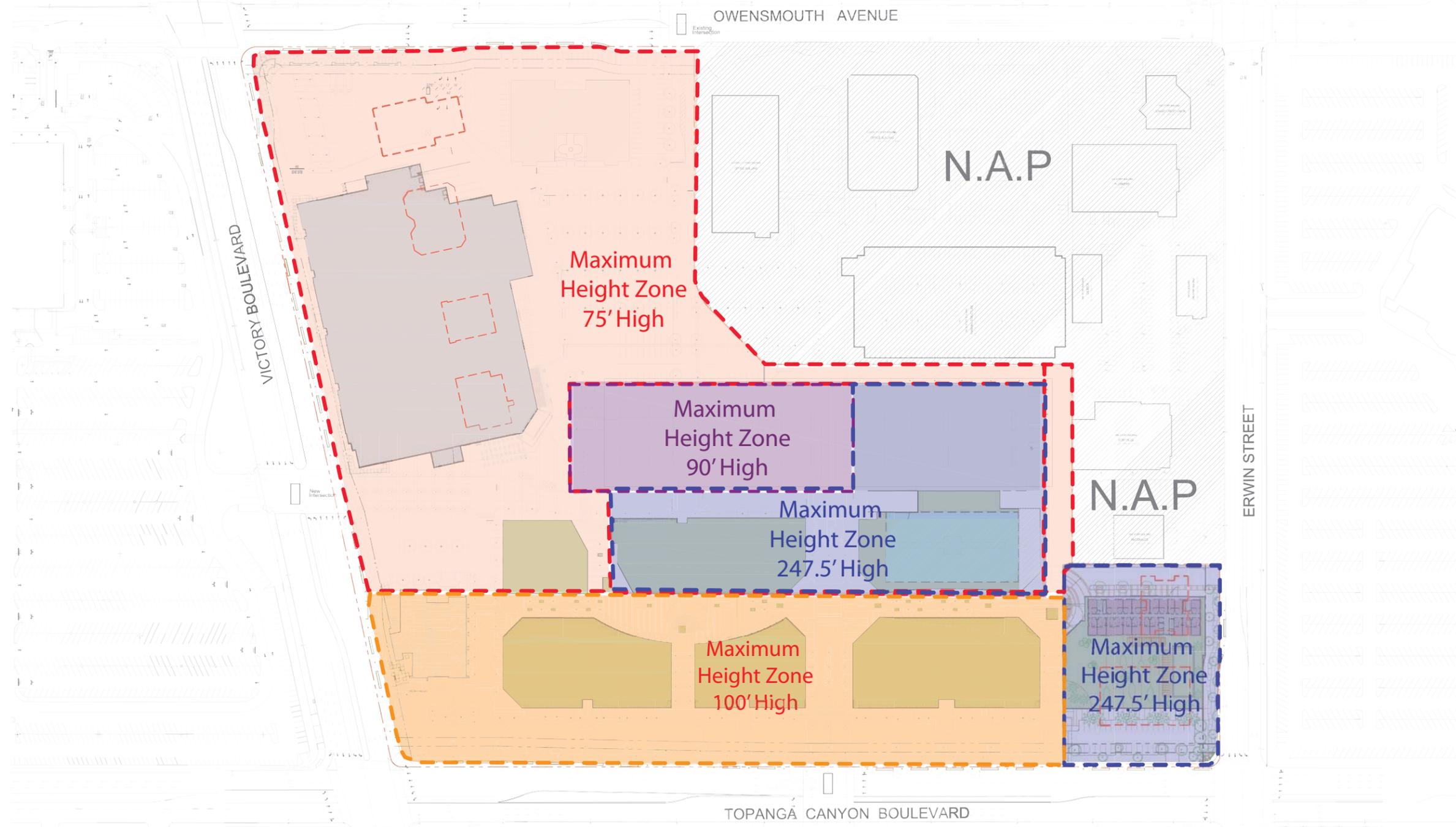
Figure II-15
East-West Section of Office Tower(s)

southeastern portion of the project site, and thus would be centrally located within the City block that includes the project site. This parking structure would be integrated with or in close proximity to the office and hotel buildings. This parking facility together with surface parking areas along Topanga Canyon Boulevard and Victory Boulevard would provide parking for the shopping center retail, restaurant, grocery store, hotel, office and community uses proposed as part of Phase 2 of the project. Approximately 3,362 parking spaces would be provided on-site upon the completion of Phase 2. A discussion of the parking requirements set forth based on the project's location within an Enterprise Zone and the use of shared parking that would be implemented for the project is provided in Section IV.H., Traffic, Access, and Parking, of this Draft EIR.

Vehicular access to and from the parking areas would be provided via driveways and ramps along the adjacent streets. Access would be provided via driveways on Topanga Canyon Boulevard, Victory Boulevard, Owensmouth Avenue, and Erwin Street. As part of the project, a new signal would be installed at the driveway entrance on Topanga Canyon Boulevard. In addition, the existing signal on Victory Boulevard, between Topanga Canyon Boulevard and Owensmouth Avenue, would be relocated to the west to align better the driveways to both the existing shopping center to the north and the project. Additionally, a 30-foot wide internal roadway would be provided and would curve along the eastern site boundary from Owensmouth Avenue to Erwin Street. As part of the project, dedications would also be provided along various portions of the perimeter of the site. A description of proposed street improvements is provided in Section IV.H., Traffic, Access, and Parking, of this Draft EIR while a description of proposed streetscape improvements is provided below.

4. Height Zones

Buildings proposed as part of The Village at Westfield Topanga would be developed in accordance with height zones that establish the maximum building heights for buildings and associated architectural components throughout the project site. Design and identification features would be included within these maximum height limitations. As shown in the height zone plan provided in Figure II-16 on page 169, a height zone to limit maximum heights to 75 feet above grade would be established for much of the project site along Victory Boulevard and Owensmouth Avenue. Within the central portion of the project site where a parking structure is proposed, a height zone of 90 feet would be established. Along the western property line of the project site adjacent to Topanga Canyon Boulevard, a maximum height zone of approximately 100 feet above grade would be established. Within the more central portion of the project site (west and south of the 90 foot height zone) as well as near the southwestern corner of the project site, maximum height zones of 247.5 feet above grade would be established in accordance with Section 10.A.2(b)(2) of the Warner Center Specific Plan. All height zones are based on measurements from grade, per the City of Los Angeles Municipal Code.



LEGEND

 RETAIL	 OFFICE
 ANCHOR	 HOTEL
 EXISTING	 EXISTING BLDG'S TO BE DEMO'D

Source: Westfield, 2010.

The Village at Westfield Topanga

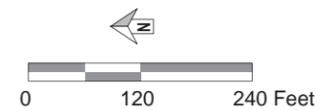


Figure II-16
Project Development Height Zones

It should be noted that the height zones do not represent the actual development footprint of project buildings. Rather, it is anticipated that project buildings would not actually fill the entire envelope of the height zones. However, to provide a conservative analysis of maximum building heights at various locations throughout the project site, height zones are proposed which would allow flexibility in terms of location of the project's individual buildings.

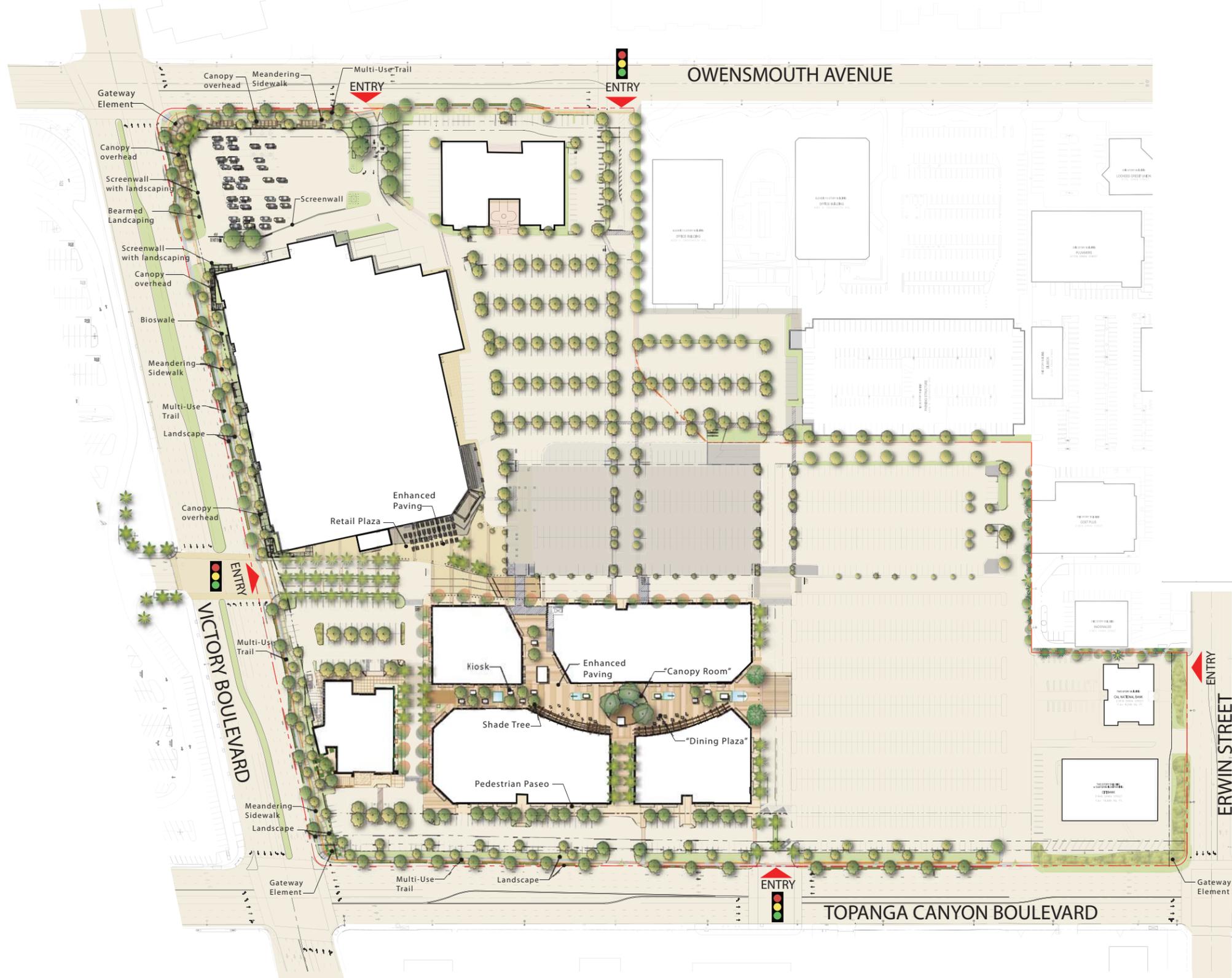
5. Open Space Areas/Landscape Plan

The project would also provide landscaped pedestrian walkways, landscaped pedestrian-oriented open space areas, and streetscape improvements along the project site's perimeter. Through the creation of such open space areas, the buildings and the landscape of The Village at Westfield Topanga would be integrated to provide for a pedestrian-oriented central space within Warner Center.

Approximately 277,565 square feet (6.37 acres) of landscape/hardscape open space areas would be provided on the project site. Of this amount, approximately 50 percent of this open space (approximately 138,783 square feet) would be planted with ground cover, shrubs, or trees. As shown in Figure II-17 through Figure II-19 on pages 171 through 173, landscaped pedestrian-oriented open space areas would be provided within the central interior portion of the site. This landscaped pedestrian-oriented open space would include pedestrian seating, enhanced paving, planters, as well as landscaping that would include accent trees. Water features may also be included. The project would also include landscaped pedestrian walkways both within and along the perimeter of the project site to facilitate pedestrian access throughout the site as well as between adjacent uses.

At the entry to the anchor retailer, an active pedestrian courtyard and outdoor food court would create an activity node within the project site. The proposed anchor retailer food court would include shade structures including umbrellas, canopies and other features in an integrated design to define the open space, upgraded outdoor seating, and landscaping consistent with the theme of the Warner Center Specific Plan. The location, design and features of this area would serve as both a pedestrian-oriented central space and a logical extension of both the existing and proposed retail corridors. Pedestrians crossing Victory Boulevard in the mid-block would enter the site along an enhanced sidewalk that opens into the anchor retailer entry courtyard. This entry courtyard would be centered at the end of the retail open space area and adjacent to the central parking garage.

As illustrated in Figure II-20 on page 174 and Figure II-21 on page 175, the member-only fueling station would be screened from the public right of way with extensive landscaping and a landscaped screening wall to minimize the visibility of all the activities associated with member-only fueling station operations, without compromising safety and



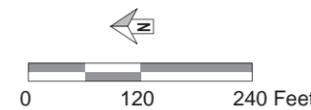
TREE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)	REMARKS
	ARAUCARIA ARAUCANA "MADEIRA TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	TIPUANA TIPU "TIPU TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	GINKGO BILOBA "MADEIRA TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	PINUS PINEA "STONE PINE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	QUERCUS AGRIFOLIA "COSTAL LIVE OAK"	36" BOX	STREET TREE PER SPECIFIC PLAN
	EUCALYPTUS SIDEROXYLON "RED IRONBARK"	36" BOX	STREET TREE PER SPECIFIC PLAN
	GEIJERA PARVIFLORA "AUSTRALIAN WILLOW" ALT: PARKINSONIA X "DESERT MUSEUM" "DESERT MUSEUM PALO VERDE"	36" BOX	PARKING LOT TREE
	TABEBUIA IPE "PINK TRUMPET TREE" ALT: LAGESTROEMIA SPP. "GRAPE MYRTLE"	36" BOX	X X
	PHOENIX DACTYLIFERA "MEDJOOOL" "MEDJOOOL DATE PALM"	20' BTH	X X
	ERYTHRINA CAFFRA "CORAL TREE" ALT: PLATANUS RECEMOSA "CALIFORNIA SYCAMORE"	60" BOX	X X
	QUERCUS SPP. "OAK TREE" ALT: CINNAMOMUM CAMPHORA "CAMPHOR TREE"	60" BOX	X X

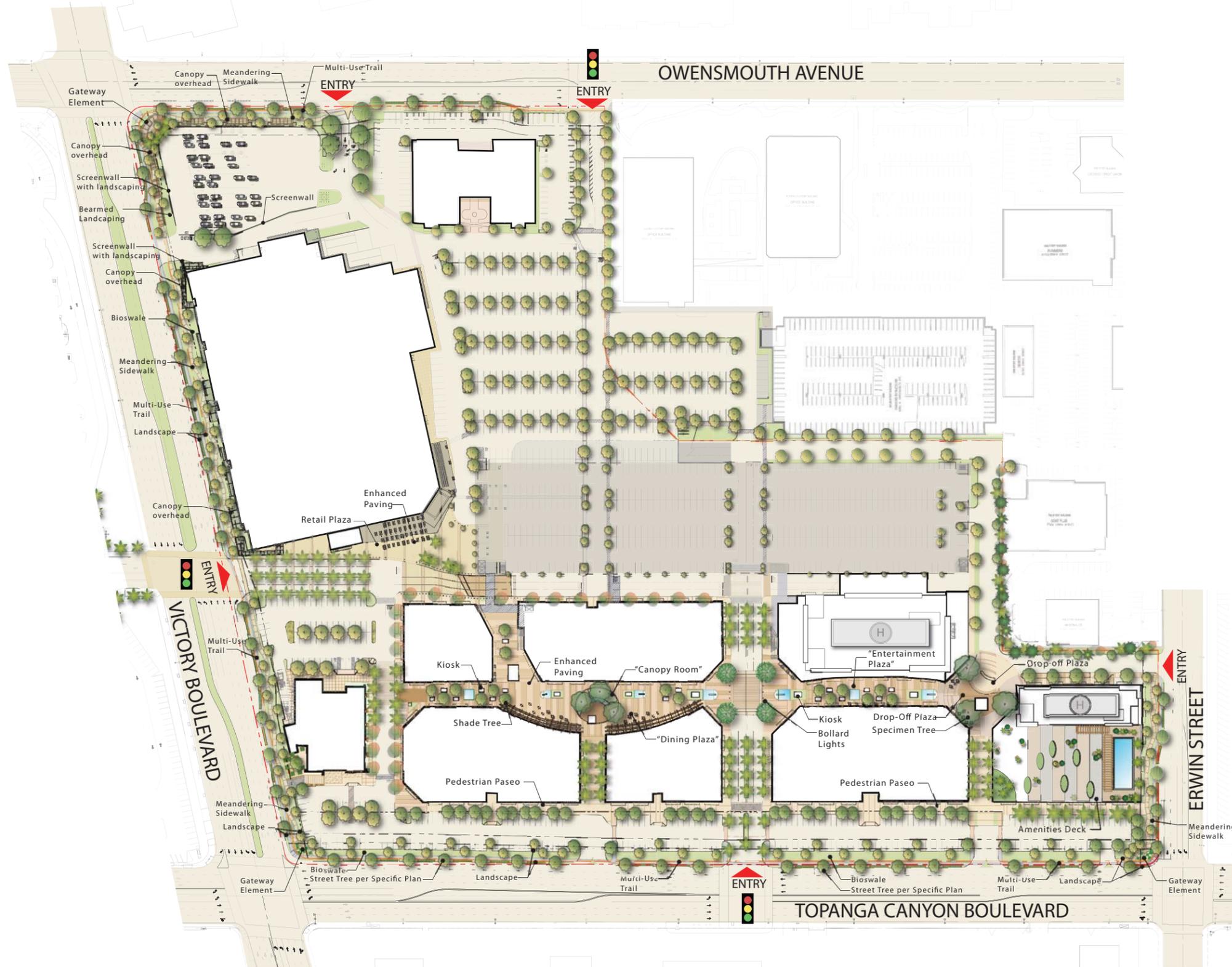
SHRUB, VINE, & GROUNDCOVER LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING	REMARKS
	ACORUS SPP.	-	
	AGAVE SPP.		
	ALOE SPP.		
	ANIGONANTHOS FLAVIDUS "KANGROO PAW"		
	ARTEMISIA CALIFORNICA "CALIFORNIA SAGEBRUSH"		
	IRIS DOUGLASSIANA "IRIS"		
	LEYMUS CONDENSATUS "CANYON PRINCE" "WILD RYE"		
	MUHLENBERGIA RIGENS "DEER GRASS"		
	OPHIPOGON PLANISCAPUS "NIGRESCENS" "BLACK MONDO GRASS"		
	PHORMIUM SPP. "NEW ZEALAND FLAX"		
	ROSMARINUS OFFICINALIS "ROSEMARY"		
	SEDUM ANGLICUM "STONECROP"		
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"		
	TRADESCANTIA PALLIDA "PURPUREA" "PURPLE HEART"		

Source: Westfield, LLC, 2010.



The Village at Westfield Topanga
Figure II-17
 Conceptual Landscape Plan
 Phase 1



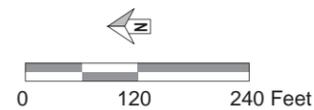
TREE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)	REMARKS
	ARAUCARIA ARAUCANA "OROUKAUA TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	TIPUANA TIPU "TIPU TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	GINKGO BILOBA "MAIDEHAIR TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	PINUS PINEA "STONE PINE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	QUERCUS ACRIFOLIA "COSTAL LIVE OAK"	36" BOX	STREET TREE PER SPECIFIC PLAN
	EUCALYPTUS SIDEROXYLON "RED IRONBARK"	36" BOX	STREET TREE PER SPECIFIC PLAN
	GEIJERA PARVIFLORA "AUSTRALIAN WILLOW" ALT: PARKINSONIA X "DESERT MUSEUM" "DESERT MUSEUM PALO VERDE"	36" BOX	PARKING LOT TREE
	TABEBUIA IPE "PINK TRUMPET TREE" ALT: LAGESTROEMIA SPP. "GRAPE MYRTLE"	36" BOX	X X
	PHOENIX DACTYLIFERA "MEDJOOOL" "MEDJOOOL DATE PALM"	20' BTH	X X
	ERYTHRINA CAFFRA "CORAL TREE" ALT: PLATANUS RECEMOSA "CALIFORNIA SYCAMORE"	60" BOX	X X
	QUERCUS SPP. "OAK TREE" ALT " CINNAMOMUM CAMPHORA "CAMPHOR TREE"	60" BOX	X X

SHRUB, VINE, & GROUND COVER LEGEND:

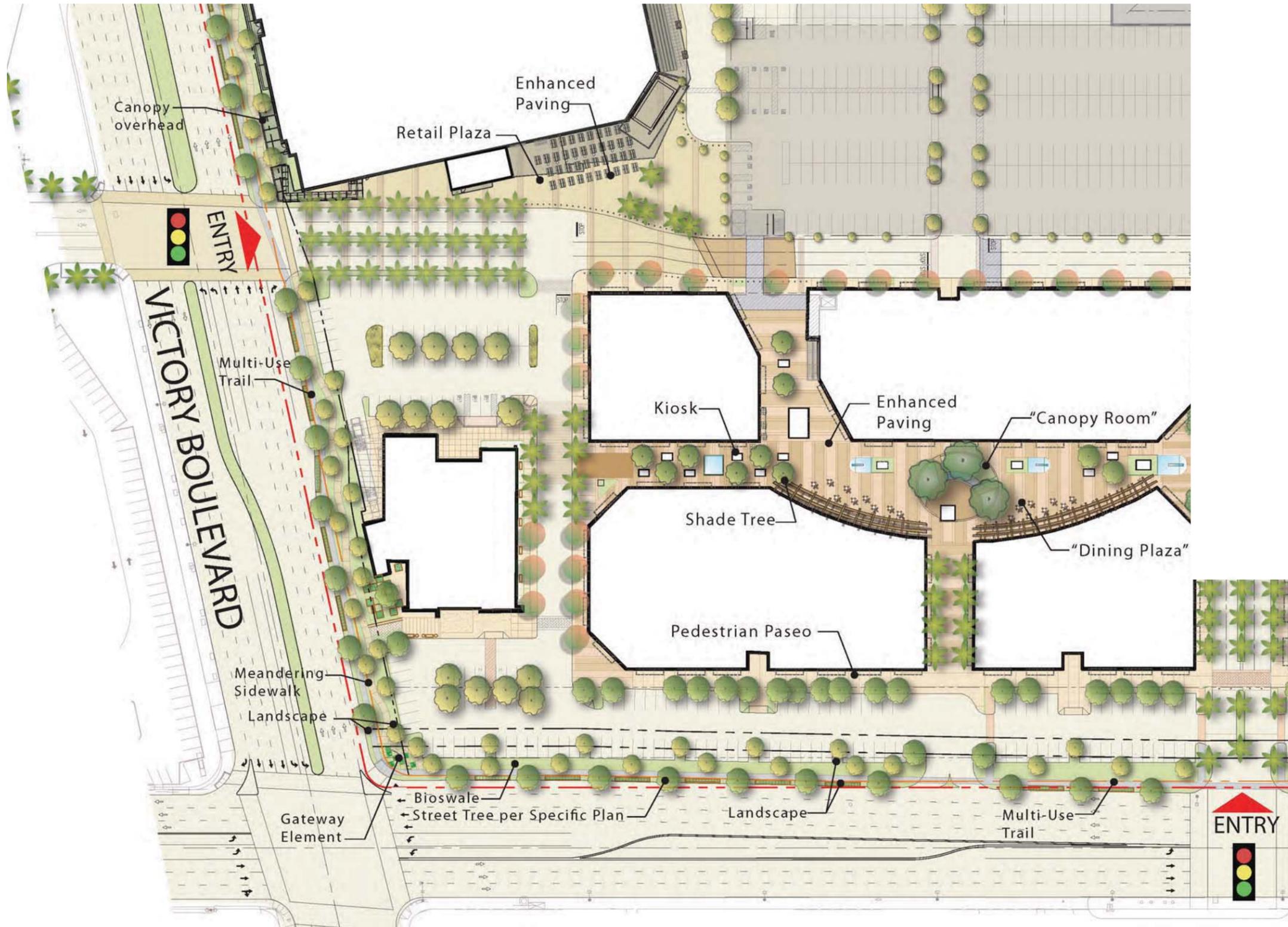
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING	REMARKS
	ACORUS SPP.	-	
	AGAVE SPP.		
	ALOE SPP.		
	ANIGOZANTHOS FLAVIDUS "KANGROO PAW"		
	ARTEMISIA CALIFORNICA "CALIFORNIA SAGEBRUSH"		
	IRIS DOUGLASIANA "IRIS"		
	LEYMUS CONDENSATUS "CANYON PRINCE" "WILD RYE"		
	MUHLENBERGIA RIGENS "DEER GRASS"		
	OPHIPOGON PLANISCAPUS "NIGRESCENS" "BLACK MONDO GRASS"		
	PHORMIUM SPP. "NEW ZEALAND FLAX"		
	ROSMARINUS OFFICINALIS "ROSEMARY"		
	SEDUM ANGLICUM "STONECROP"		
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"		
	TRADESCANTIA PALLIDA "PURPUREA" "PURPLE HEART"		

Source: Westfield, LLC, 2010.



The Village at Westfield Topanga

Figure II-18
Conceptual Landscape Plan
Phase 2



TREE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE (HTxSPR)	REMARKS
	ARAUCARIA ARAUCANA OR EQUIVALENT	36" BOX	STREET TREE PER SPECIFIC PLAN
	TIPUANA TIPU "TIPU TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	GINKGO BILOBA "MAIDEHAIR TREE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	PINUS PINEA "STONE PINE"	36" BOX	STREET TREE PER SPECIFIC PLAN
	QUERCUS ACRIFOLIS "COSTAL LIVE OAK"	36" BOX	STREET TREE PER SPECIFIC PLAN
	EUCALYPTUS SIDEROXYLON "RED IRONBARK"	36" BOX	STREET TREE PER SPECIFIC PLAN
	GEJERA PARVIFLORA "AUSTRALIAN WILLOW" ALT: PARKINSONIA X "DESERT MUSEUM" "DESERT MUSEUM PALO VERDE"	36" BOX	PARKING LOT TREE
	TABERBUA IPE "PINK TRUMPET TREE" ALT: LAGESTROEMIA SPP. "GRAPE MYRTLE"	36" BOX	X X
	PHOENIX DACTYLIFERA "MEDJOOOL" "MEDJOOOL DATE PALM"	20' BTH	X X
	ERYTHRINA CAFFRA "CORAL TREE" ALT: PLATANUS RECEMOSA "CALIFORNIA SYCAMORE"	60" BOX	X X
	QUERCUS SPP. "OAK TREE" ALT " CINNAMOMUM CAMPHORA "CAMPHOR TREE"	60" BOX	X X

SHRUB, VINE, & GROUNDCOVER LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE & SPACING	REMARKS
	ACORUS SPP.	-	
	AGAVE SPP.		
	ALOE SPP.		
	ANIGOZANTHOS FLAVIDUS "KANGROO PAW"		
	ARTEMISIA CALIFORNICA "CALIFORNIA SAGEBRUSH"		
	IRIS DOUGLASSIANA "IRIS"		
	LEYMUS CONDENSATUS "CANYON PRINCE" "WILD RYE"		
	MUHLENBERGIA RIGENS "DEER GRASS"		
	OPHIPOGON PLANISCAPUS "NIGRESCENS" "BLACK MONDO GRASS"		
	PHORMIUM SPP. "NEW ZEALAND FLAX"		
	ROSMARINUS OFFICINALIS "ROSEMARY"		
	SEDUM ANGLICUM "STONECROP"		
	STIPA TENUISSIMA "MEXICAN FEATHER GRASS"		
	TRADESCANTIA PALLIDA "PURPUREA" "PURPLE HEART"		

Source: Westfield, LLC, 2010.

The Village at Westfield Topanga



Figure II-19
Conceptual Landscape Plan
Topanga Canyon Boulevard and Victory Boulevard corner



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-21
Conceptual Rendering
Victory Boulevard and Owensmouth Avenue Corner

efficiency. Adjacent to both Victory Boulevard and Owensmouth Avenue, the project's landscaped setbacks would include a tree-lined meandering sidewalk and multi-use trail enhanced with shrubs, and a decorative vine covered screen wall that would obscure the member-only fueling station activity beyond. In addition to the landscaping, pedestrian features and other amenities, such as seating areas and canopies, would surround the exterior of the member-only fueling station area to provide pedestrian linkages from Owensmouth Avenue and Victory Boulevard. The paths would also include a shaded plaza area at the corner for pedestrians to stop and rest. The landscaped plaza area would feature amenities such as seating, lighting, canopies and special paving that would mark the corner as a "gateway" element. Consistent with the Specific Plan goals of encouraging pedestrian activity along the corridors, these paths would connect to the rest of the project's uses internal to the site, and connect to uses in the surrounding area. The canopies and all associated structures would be architecturally compatible with the main anchor retail building and the rest of the project's buildings.

Additionally, surface parking areas would include large canopy trees that provide shade. Along the project's site adjacent street frontages (i.e., along Topanga Canyon Boulevard, Victory Boulevard, Owensmouth Avenue, and Erwin Street), dense rows of street trees would be planted in substantial conformance with the Street Tree Plan set forth in Appendix E of the Warner Center Specific Plan. The street front corners of the project site (e.g., Owensmouth Avenue at Victory Boulevard; Victory Boulevard at Topanga Canyon Boulevard; and Topanga Canyon Boulevard at Erwin Street) would be further accented with groups of trees, feature elements, and/or pedestrian amenities such as seating. The existing bus stops adjacent to the project site (particularly on Owensmouth Avenue and Victory Boulevard) would be physically improved with street furniture and amenities, such as new benches or shelters. Figure II-22 on page 177 includes images of the types of landscaping to be provided. As shown therein, proposed plantings would include a variety of accent trees, canopy trees, evergreen trees, understory shrubs, turf, and planters throughout the project site. Drought tolerant plant species would be incorporated as part of the landscape plan. In addition, as part of the project, existing Sycamore trees would be boxed and replanted where feasible.

As part of the project, improvements along each of the street fronts would be provided. Specifically, after providing for City dedication along portions of the project's public street frontages, the project would provide a minimum 15 foot wide landscaped setback area. This landscaped setback area would also include a multi-use trail and a meandering sidewalk along the project's Victory Boulevard and Owensmouth Avenue frontages. Along the Topanga Canyon Boulevard frontage, a multi-use trail would be provided within the landscaped setback area, while a sidewalk would be provided either within the landscaped setback or adjacent to the project's retail buildings (refer to Figure II-26 and Figure II-27 on pages 182 and 183). The new landscaping along each of the street edges would feature native planting, bioswales, and mature trees, canopies for shade,

THE MALL IMAGES



sculptural garden



central garden plaza



water feature



water plaza



seating by retail



enhanced crosswalk



drop off plaza



landscape between buildings



corner paving pattern



pedestrian node



paving palette.pattern

THE STREET IMAGES



infiltration planter detail



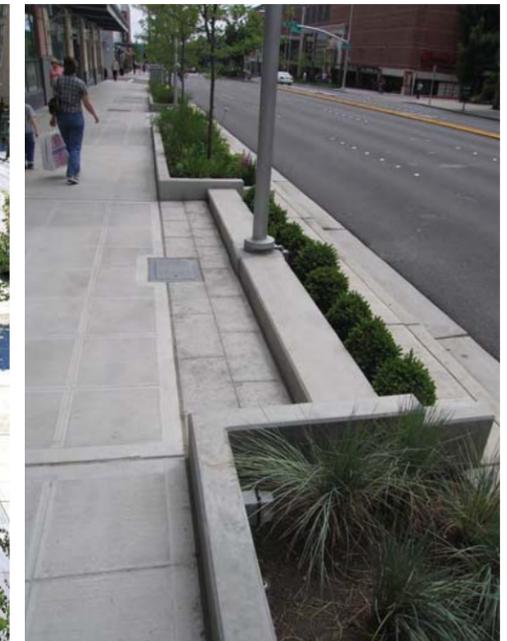
infiltration planter at street



bioswale



corner plaza



street edge detail

Source: Westfield, 2010.

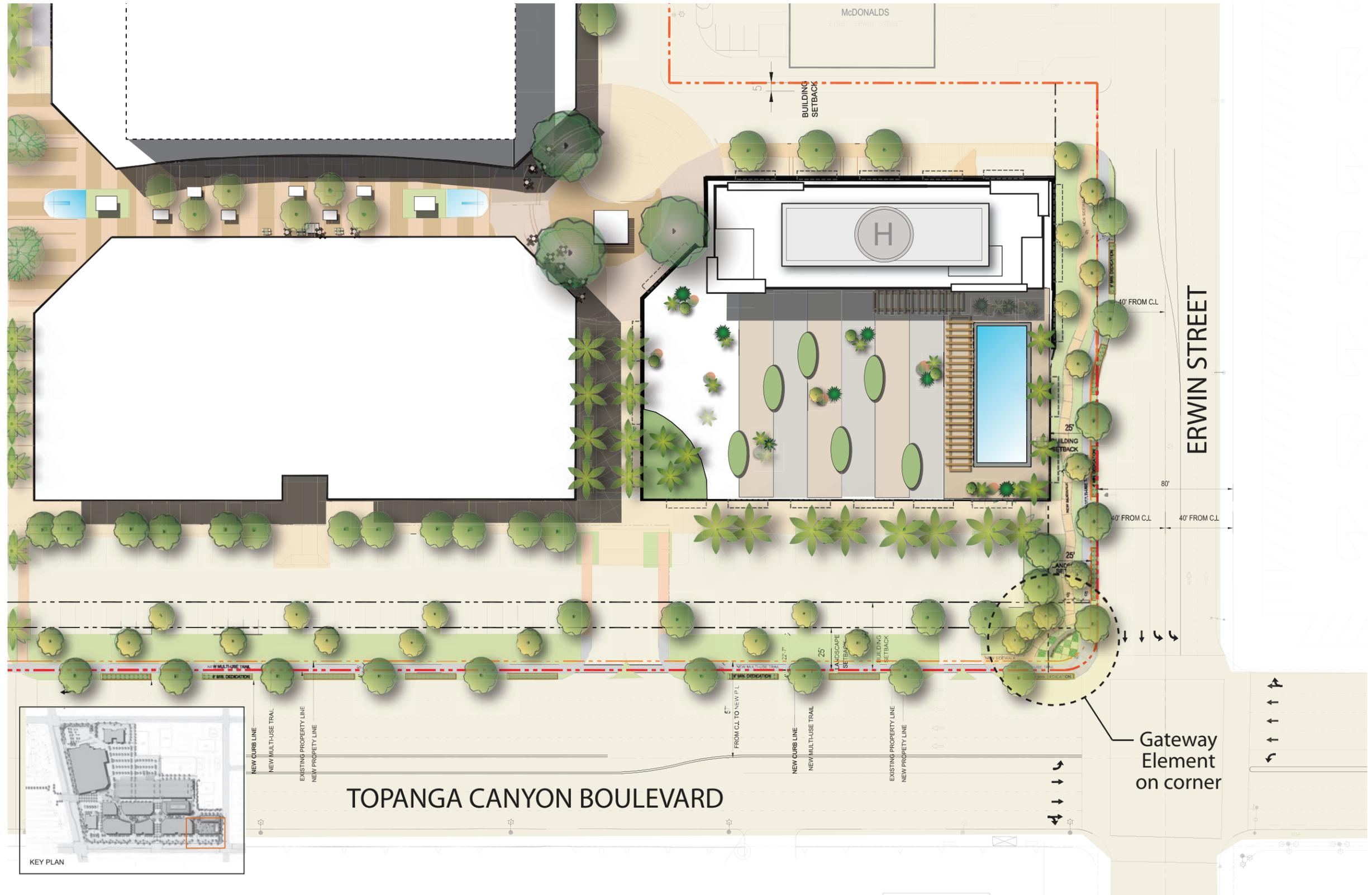
trash receptacles, mini-plaza areas at each street corner to create a landscaped gateway feature, and amenities such as pedestrian scaled lighting and seating. Upgraded bus shelters would also be provided. Figure II-23 through Figure II-26 on pages 179 through 182 illustrate these proposed improvements.

As shown in Figure II-28 and Figure II-29 on pages 184 and 185, the new pedestrian paths and multi-use trails would lead directly from bus stops at the perimeter of the site to the interior of the project site. These pathways would include the meandering sidewalks located within the landscape setback at the site perimeter, sidewalks within the project site itself, and pathways through the site (with lighting, landscaping and seating). In addition, the proposed option to locate the sidewalk internally along the retail frontage along Topanga Canyon Boulevard would allow pedestrians to stroll this "paseo" and be shielded from the highway by significant landscaping. From the Westfield Topanga shopping center to the north, a dedicated, tree-lined walking path would bring the pedestrian to the signalized intersection at Victory Boulevard. From this crosswalk, one could proceed directly into the project site.

6. Architectural Design and Materials

The project would be designed in a contemporary architectural style with elements that would visually integrate the various buildings on the site and create a community destination. Architectural materials to be used in the design of the project may include paint, wood, tiles, stone, metals, plaster, and fabrics for use in awnings and canopies, and glass curtain walls. Enhanced paving materials including patterned concrete, stone or brick would be utilized along walkways and other outdoor surface areas. The project's conceptual architectural materials and color palette are illustrated in Figure II-30 on page 186.

With regard to the anchor retail building, the building façade would be compatible with the contemporary style of architecture as that of the adjacent Crate & Barrel building and feature variation of materials, articulation, and integrated landscaping. Specifically, to create variety and interest along the Victory Boulevard frontage, the anchor retailer building would use a variety of materials such as concrete, horizontal ribbed metal and projecting metal trellises that provides texture and interest and are the primary materials for contemporary architecture. As discussed in more detail in Section IV.A., Aesthetics, Views, Light and Glare, and Shading, of this Draft EIR, consistent with the articulation requirements of the Specific Plan and in order to reduce the apparent overall massing of the anchor building, the wall plane along Victory Boulevard would include several full height setbacks of the building façade and a variety of projecting canopies and tower elements. The overall distance between these projections and recesses varies to provide visual interest to the overall composition. There are deep vertical recesses that break up the facade into "separate" masses; each of these is articulated in a related but distinct manner to add variety to the facade. In addition, as shown in Figure II-13 on page 162, the corners



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-23
 Conceptual Site Plan
 Topanga Canyon Boulevard and Erwin Street Corner



Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-24
 Conceptual Site Plan
 Entrance at Victory Boulevard



LEGEND

-  Pedestrian Path
-  New Sidewalk / Pedestrian Route
-  Multi-Use Trail Route
-  New Multi-Use Trail / On-site Multi-Use Route

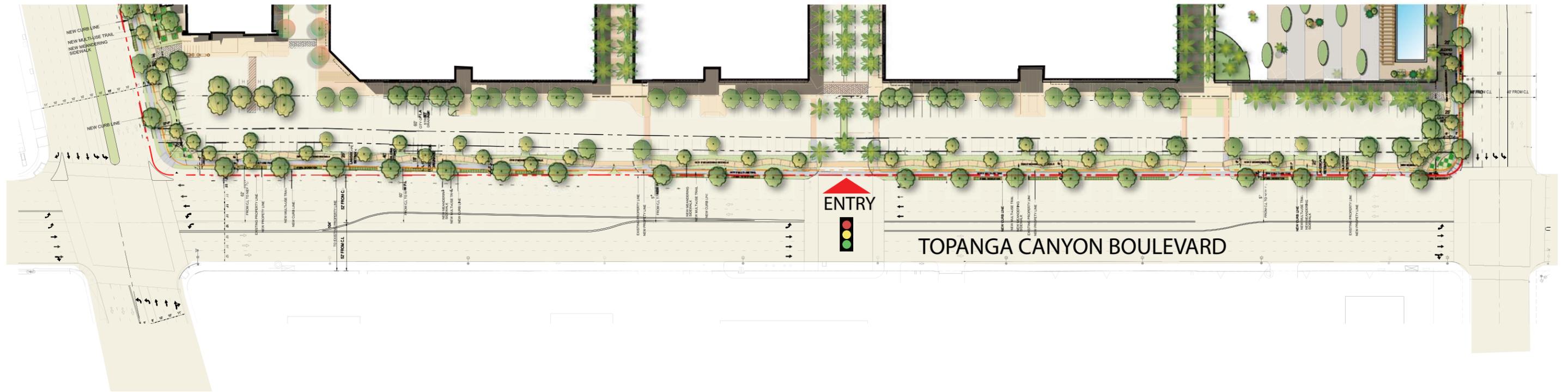


Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-26
Option with Pedestrian path adjacent to retail

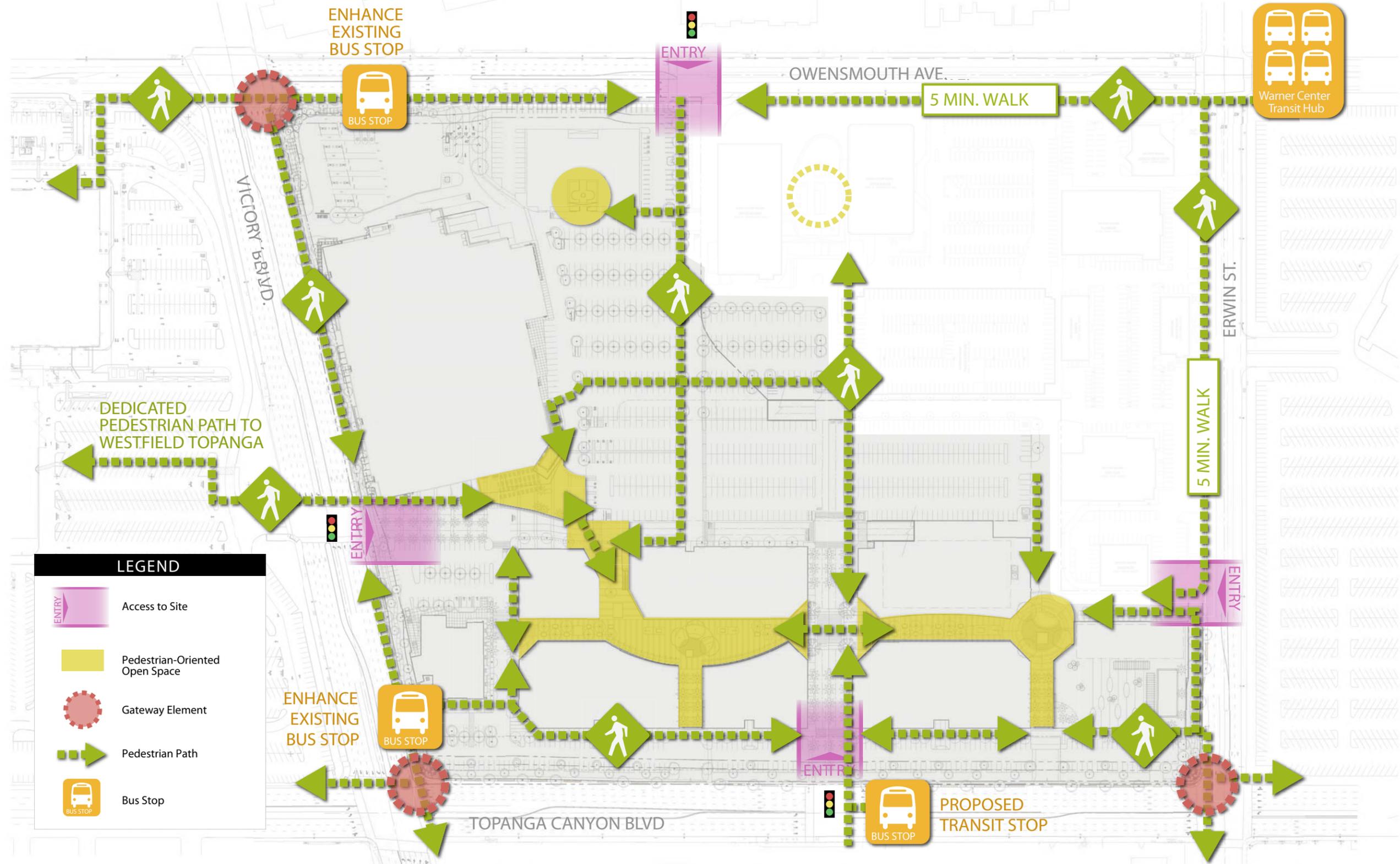


Source: Westfield, 2010.

The Village at Westfield Topanga



Figure II-27
Option with Pedestrian path adjacent to
Topanga Canyon Boulevard



LEGEND

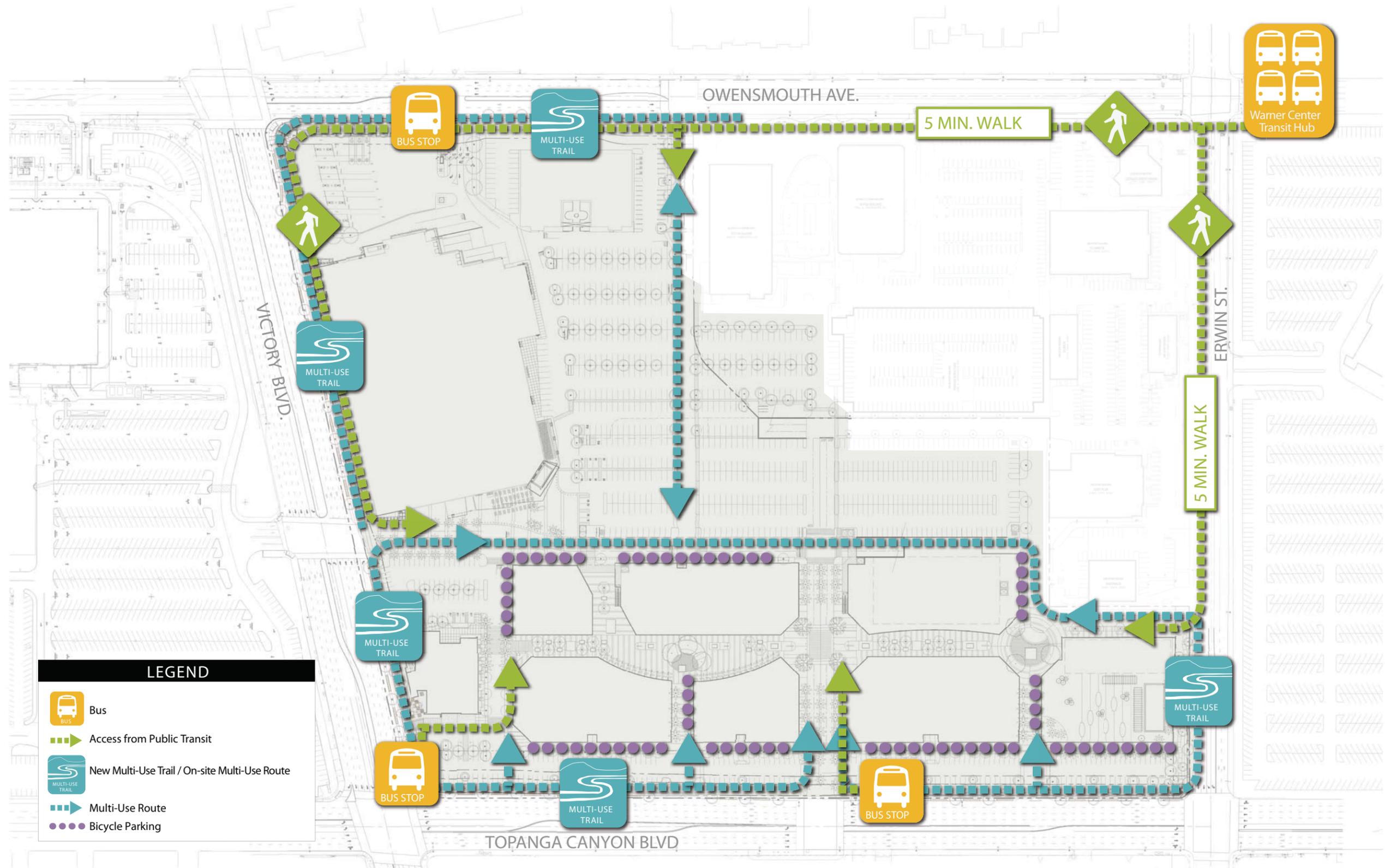
-  Access to Site
-  Pedestrian-Oriented Open Space
-  Gateway Element
-  Pedestrian Path
-  Bus Stop

Source: Westfield, 2010.



The Village at Westfield Topanga

Figure II-28
Conceptual Walkability Plan



Source: Westfield, LLC, 2010.

The Village at Westfield Topanga

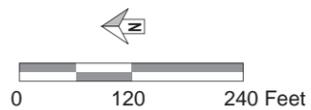


Figure II-29
 Conceptual Site Access
 from Bus and Multi-use Trails



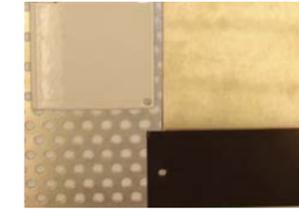
Paint Colors



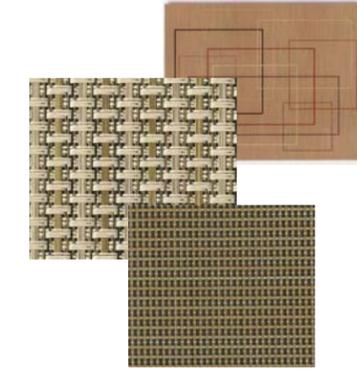
Tiles



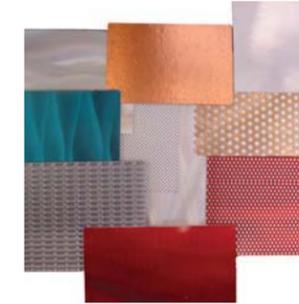
Stones



Metals



Fabrics



Integral Plaster



Woods



Enhanced paving



Glass & Curtain Walls



of the building are further emphasized through the design and use of materials bringing more visual interest to the building. The design also incorporates elements such as light boxes and tiled panels to add scale and articulation. The entire Victory Boulevard façade of the anchor retail building would be articulated with building setbacks, building projections, or changes of materials, colors and textures. The use of trellises along the street elevation would help engage the landscape into the anchor retailer building design and provide strong shadow lines that create a more interesting elevation.

The setback area adjacent to Victory Boulevard would include significant landscaping including trees, berms, shrubs, and groundcovers as well as a meandering sidewalk and a multi-use trail. This active pedestrian and multi-use trail area would provide additional interest along the Victory façade. In addition, to create additional articulation and visual interest, additional special treatments would be provided at the driveway closest to Owensmouth Avenue and the driveway closest to Crate & Barrel as shown in Figures II-20, II-21 and II-25. At the driveway closest to Owensmouth Avenue, a landscaped screening wall would be added in front of the northeastern corner of the building which extends 12 feet from the building wall. Dual towers would punctuate the corners of the building which would minimize the horizontality of the building mass and help to accentuate these corners as visual markers along the Victory Boulevard frontage as shown in Figure II-13. At the driveway closest to Crate & Barrel, the corner tower treatment of the building would anchor the entry to the site. This entrance would be highlighted through the use of a variety of paving materials, textures and colors, as well as substantial landscaping, pedestrian scaled lighting, and signage.

As discussed above, the member-only fueling station would be screened from the public right-of-way with extensive landscaping and a landscaped screening wall to minimize the visibility of all activities associated with the member-only fueling station operation, without compromising safety and efficiency. In addition, as discussed above, a shaded plaza area would also be included at the corner of Victory Boulevard and Owensmouth Avenue.

The office and hotel buildings are significant components of the proposed mixed uses at the project site as well. These buildings would be configured to have retail and lobby components at the ground floors to create animated and active street fronts. The buildings are sited to define the edges of some of the open air spaces and link directly to these areas. Architecturally, the design of these buildings would be characterized by an articulated base featuring a variety of materials and glass to emphasize the pedestrian experience. Above the base, the towers would be a contemporary design with a composition of materials and modulation of form to give visual interest without overpowering the ground floor experience.

7. Signage and Lighting

Proposed signage for the project would include monument signs, building identification signs, directional signage, member-only automotive fueling station identification signage, and wall signs for advertising purposes within the interior of the site as well as on the buildings' street fronting façades. Signage may be raised, externally illuminated, and/or consist of channel letters.¹⁶ Signage would be consistent with the signage regulations as provided in the LAMC and the Warner Center Specific Plan. In addition, as shown in Figures II-8 through II-9 on pages 156 through 157, signage would be visually integrated with the proposed development on the site and would employ a consistent contemporary design theme pursuant to the Uniform Sign Program requested as part of the entitlement process.

The project would include exterior lighting on buildings for security and entryway lighting, within the parking facilities, and along driveways and roadways for safety. In addition, low-level lighting to accent architectural, signage, and landscaping elements would be incorporated throughout the site. Pedestrian-oriented light posts would also be located along pedestrian pathways and along the street frontages. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting. On-site lighting would be shielded or directed toward areas to be lit to limit spill-over onto adjacent residential uses.

8. Sustainability and Other Project Design Features

The project, with the possible exception of the anchor retailer, would be designed to achieve the Silver Rating under the US Green Building Council's Leadership in Energy Efficiency and Design (LEED) green building program. LEED standards would be incorporated through measures that would reduce energy and water usage, and thus reduce associated greenhouse gas emissions. The anchor retailer would at a minimum achieve LEED certification. Thus, the project would incorporate an environmentally sustainable design utilizing green building technologies that involve more resource-efficient modes of construction through energy efficiency, water conservation, environmentally preferable building materials, and waste reduction. Sustainability features of the project include the following:

a. Transportation

- Project site accessibility to multiple public transportation lines, including Metro Rapid and Bus Rapid Transit lines, long distance commuter service lines, and Metro Local and Limited-Stop Service lines.

¹⁶ Channel letter signs are individually illuminated letters and graphics.

- On-site secure, covered bicycle storage areas for occupants and visitors.
- Preferred parking to low-emitting (Zero Emission Vehicles) and fuel-efficient vehicles for the retail and office components of the project.
- Preparation and implementation of a Transportation Demand Management Plan (TDM Plan), in accordance with the Warner Center Specific Plan, that would set out programs and actions to reduce vehicle trips from the project.
- Shared parking that will encourage use of mass transit and other modes of transportation.

b. Solid Waste

- At least 75 percent of construction and demolition debris from project construction would be diverted from landfills.
- On-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
- Use of building materials with 10 percent recycled-content for the construction of the project.¹⁷

c. Energy Efficiency

- Strategies to mitigate the heat island effect. The project would install roofing materials with a high Solar Reflectance Index.¹⁸ The project would also integrate non-roof strategies, such as providing shade to paved areas, using paving materials with a high Solar Reflectance Index, and placing at least 50 percent of parking spaces under a roof. By mitigating the heat island effect around the project site, the project would lower its air conditioning demand, and thus its peak energy usage.
- Publication and distribution of a Tenant Design and Construction Guidelines document to retail, hotel, and office tenants, which would provide information on the project's sustainable design and construction features, as well as the projects' sustainability goals and objectives. This document would include recommendations, including examples, of sustainable strategies, products, and materials.

¹⁷ This LEED 4.1 credit requires the use of building materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer recycled content constitutes at least 10 percent of the total value of the total building materials in the project.

¹⁸ Solar Reflectance Index is a measure of a roof's ability to reject solar heat.

- Reduction of energy usage by at least 14 percent below its Title 24 baseline.¹⁹
- Commissioning of building energy systems to verify that the new energy systems are installed, calibrated, and performed to the Applicants' project requirements.
- Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in HVAC systems for the project.

d. Water Quality

- During construction of the project, Best Management Practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.
- During operation, BMPs to control stormwater runoff and detain post-project flows to pre-project conditions would be implemented.
- During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff and erosion effects.

e. Water Supply

- Water conservation measures for retail/restaurant and office commercial uses on the project site, which include the following: high-efficiency toilets and urinals; automatic faucet and toilet controls; pre-rinse self closing spray heads for restaurant sinks; Energy-Star rated dishwashers; and faucet flow restrictors for bathroom sinks.
- Water conservation measures for hotel uses on the project site, which include the following: high-efficiency toilets; high-efficiency clothes washers; one shower head per shower stall; demand water heater system; Energy-Star rated dishwashers; and swimming pool and spa leak detection system.
- Water conservation measures for landscaping uses on the project site, which include the following: smart irrigation controllers; use of drought tolerant species in the landscape plan; water efficient sprinkler heads; minimization of turf areas; preferred use of drip irrigation systems, bubblers, etc over spray systems; and water-conserving power spray equipment.

The above sustainability features would be required as part of the conditions of approval for the project. In addition to these features, other project design features are

¹⁹ *California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations, are commonly referred to as "Title 24" and were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.*

identified throughout this Draft EIR which would further reduce potential environmental impacts of the project which will be discussed in further detail in this document.

9. Construction and Phasing

Construction of the project would begin in 2012 with full buildout completed in 2016. In addition, construction of Phase 1 is anticipated to begin as early as 2012 with completion in 2013 while Phase 2 is anticipated to begin in 2014 and end in 2016. It should be noted that the development of Phase 1 and Phase 2 would have the potential to overlap. Throughout this Draft EIR, the overlapping of Phase 1 and Phase 2 is analyzed for those issue areas where such an occurrence would result in greater environmental impacts in order to provide a conservative analysis.

It is anticipated that approximately 36,000 cubic yards of soil export would be required for Phase 1 and 10,000 cubic yards of export would be required for Phase 2. A proposed haul route map is provided in Figure II-31 on page 192. As shown therein, during construction of the project, haul trucks would travel via a designated haul route that would require trucks to enter the site by heading north on Topanga Canyon Boulevard from the Ventura Freeway (US-101) directly to the project site. Trucks would exit by traveling east on Victory Boulevard, south on Owensmouth Avenue, west on Erwin Street, and then south on Topanga Canyon Boulevard to the US-101. The haul truck route would not be located adjacent to any schools.

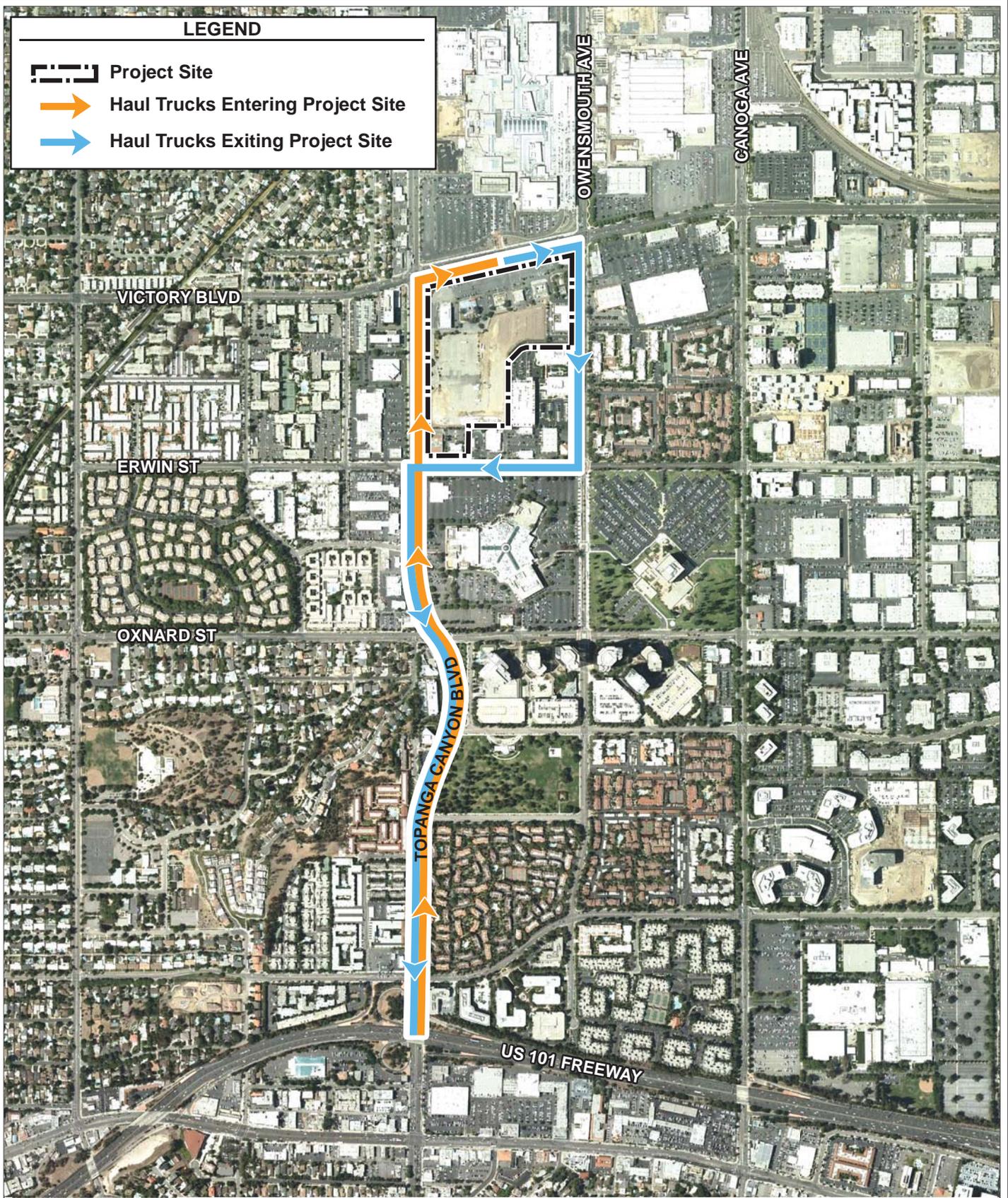
Construction activities would be limited to between 7:00 A.M. to 6:00 P.M. on weekdays and between 8:00 A.M. to 6:00 P.M. on Saturdays. In accordance with the LAMC, no construction activities would be permitted on Sundays or national holidays. During the initial periods of construction before the on-site parking areas are completed, a suitable on-site location would be found for construction worker parking. Should there be a time period when on-site parking is not possible for all construction workers, the contractor would identify an off-site location and a construction shuttle program would be developed and implemented to transport construction workers between the off-site parking and the worksite. The need for off-site parking is only anticipated to occur for the holiday shopping peak during construction of the Phase 2 portion of the project. Construction worker parking in adjacent residential neighborhoods would be prohibited by the contractors and monitored through the project's construction management plan.

F. Necessary Approvals

In accordance with CEQA Guidelines Section 15161, this project-level Draft EIR focusing on the changes in the existing environment resulting from implementation of the project will be prepared. As the Lead Agency, the City of Los Angeles will be the agency responsible for the preparation and distribution of this Draft EIR. This Draft EIR will be used in connection with all other permits and all other approvals necessary for the

LEGEND

-  Project Site
-  Haul Trucks Entering Project Site
-  Haul Trucks Exiting Project Site



Source: Matrix Environmental, 2010.

The Village at Westfield Topanga



Figure II-31
Haul Route Map

construction and operation of the project. Specifically, this Draft EIR will be used by the City of Los Angeles Department of Planning, Department of Building and Safety, Department of Transportation, and Department of Public Works, including the Bureaus of Engineering and Sanitation, the City of Los Angeles Fire Department, and other responsible public agencies that must approve activities undertaken with respect to the project.

Approvals required for the project would include, but may not be limited to, the following:

- Certification of an Environmental Impact Report;
- Vesting Tentative Tract Map - Pursuant to Los Angeles Municipal Code (“LAMC”) §17.00 et seq.;
- Project Permit Compliance Approval (Warner Center Specific Plan) - Pursuant to the Warner Center Specific Plan (“WCSP”) and LAMC §11.5.7.C, a Project Permit Compliance Approval, including Shared Parking, Project Phasing, Floor Area and Lot Coverage Averaging, a Height Increase, and a Uniform Sign Program;
 - Pursuant to the WSCP §12.D, the Applicant seeks approval of a shared parking request;
 - Pursuant to WCSP Section 6.B.2, the Applicant seeks approval of Project Phasing;
 - Pursuant to WCSP §9.E, the Applicant seeks approval of Floor Area Averaging in a unified development to allow an overall average maximum FAR of 1.5:1 for the project, with individual lots exceeding the 1.5:1 FAR;
 - Pursuant to WCSP §10.E, the Applicant seeks Lot Coverage Averaging in a unified development to allow an overall average maximum Lot Coverage of approximately 70 percent for the project, with individual lots exceeding the 70 percent Lot Coverage limit specified in WCSP §10.D;
 - Pursuant to WCSP §10.A.2(b)(2), the Applicant seeks a 50 percent increase in the permitted height of the office and hotel buildings, for a total of 247.5 feet, in-lieu of the 165-foot height limit established by the WCSP. The increase in height would require a 50 percent increase in the amount of Open Space otherwise required. As part of the Project Permit Compliance Approval, the Applicant also seeks approval of “maximum height zones” on the project Site;
 - Pursuant to WCSP §14.G, the Applicant seeks approval of a Uniform Sign Program;
- Alcohol Conditional Use Permit (“CUP”) - Pursuant to LAMC §12.24.W.1, conditional use approval to permit up to 20 establishments to sell alcoholic beverages as follows: 11 restaurant establishments offering a full line of alcoholic

beverages for on-site consumption; five restaurant establishments offering only beer and wine for on-site consumption; a full service grocery store offering a full line of alcoholic beverages for off-site consumption; an anchor retail store offering a full line of alcoholic beverages for off-site consumption; one wine and spirits retailer; and the hotel offering a full line of alcoholic beverages for on-site consumption in connection with any proposed in-hotel restaurant and bar, banquet facilities, room and pool-side service, and controlled access cabinets;

- Development Agreement – Pursuant to California Government Code §65864, et seq.;
- Conditional Use Permit for automotive uses that do not meet the operational and development standards, i.e., design requirements of LAMC §12.14.A.6 and §12.22.A.28;
- Pursuant to LAMC Section 12.24.F, the decision-maker shall have the authority to impose conditions on the conditional use approvals requested above as part of approving the locations of such conditional uses;
- Haul Route Approval for the necessary removal of soil and waste from demolition and construction pursuant to LAMC §91.7006.7;
- Pursuant to LAMC § 16.10, compliance with the Green Building Ordinance;
- Pursuant to LAMC §12.36 and City Charter Section 564, concurrent consideration and processing of all entitlement requests;
- Demolition, grading, excavation, foundation, and associated building permits;
- Street closure permits;
- Regional Water Quality Control Board (RWQCB) approval of Notice of Intent for stormwater runoff during project construction;
- RWQCB approval of Standard Urban Water Storm Water Management Plan for project operation;
- California Department of Transportation permits for transportation improvements and minor encroachments during construction;
- For construction of buildings over 200 feet, submittal of FAA Form 7460-1, Notice of Proposed Construction or Alteration to the Manager, Air Traffic Division of the FAA Regional Office having jurisdiction over the area within which the construction is located; and
- Any additional actions as may be deemed necessary.

The approvals required by the City of Los Angeles would be considered at several public hearings that would be conducted upon completion of a Final EIR. Such hearings are anticipated to include a joint Hearing Officer/Advisory Agency hearing, followed by a City Planning Commission hearing, a Planning and Land Use Management (PLUM) Committee hearing, and a City Council hearing.