CHAPTER 2 - CORRECTIONS AND REVISIONS TO THE DRAFT EIR

The following corrections and revisions have been made to the text of the Draft EIR in response to public comments on the Draft EIR. The changes below also reflect new information that became available subsequent to publication of the Draft EIR. Deletions are indicated by ~~strikeout text~~ and additions to the Draft EIR are shown in underline.

Footnote number 2 on page 1-3 of the Draft EIR has been revised as follows:

Current projections indicate that future enrollment in the Fall 2010 semester under the proposed Master Plan would exceed previous projections and would total approximately ~~23,252~~ 22,880 students. This estimate is based on ~~a projected~~ an enrollment in the Fall 2002 semester of ~~16,990~~ 19,184 students, a lower enrollment of 18,600 students in Fall 2003 semester due to limits on state funding allocations, and a subsequent average increase in enrollment of ~~4~~ 3 percent per year through 2010. The estimated number of FTEs in the 2010-2011 school year would be ~~16,423~~ approximately 15,960.

The second paragraph on page 2-2 of the Draft EIR has been revised as shown below:

Pierce College includes educational and administration facilities, agricultural land and facilities, surface parking lots, athletic fields and sports facilities, and open space. In the Fall 2001 semester there were 18,118 students enrolled at Pierce College. The estimated number of annual full-time-equivalent (FTE)[1] students for the 2001-2002 academic year is 13,591. As of the 2001-2002 academic year there were 566 FTE employed staff members at Pierce College. The projected number of FTE students for the 2002-2003 academic year is ~~12,000~~ 12,600 and the projected number of FTE employed staff members is 536.[3]

The first paragraph under Section 2-3, on page 2-3 of the Draft EIR, has been revised as follows:

The Master Plan would maintain the College's agricultural integrity while providing enough space in new and modernized facilities to accommodate an enrollment in 2010 of ~~23,252~~ 22,880 students (or ~~16,423~~ 15,960 FTE students for the 2010-2011 academic year) and ~~734~~ 679 FTE employed staff members.[1] At the same time the Master Plan would enhance the image of the campus and further the educational goals and curriculum of the College. Figure S-4 illustrates the existing buildings/facilities and landscape of Pierce College.

Footnote number 4 on page 2-3 of the Draft EIR has been revised as shown below:

Student FTE and full-time employed staff members are projected on the basis of ~~4%~~ 3% funded growth compounded annually from 2002 through 2010. Projected enrollment ~~in the Fall 2002 semester is 16,990 students or 12,000~~ is 12,600 FTEs for the 2002-2003 academic year. The projected number of staff FTEs for 2002-2003 is 536.

The second sentence in the fourth paragraph on page 2-12 of the Draft EIR has been revised as follows:

Stables/Barns – New stables/barns, each with a schooling and exercise ring, would be constructed. Each stable/barn would provide ~~28~~ 20 stalls, with a raised aisle and a central cross aisle and fly control system.

The second sentence in the sixth paragraph on page 2-13 has been revised as follows:

Terraced Seating – Open air terraced seating would be provided ~~in the north and~~ on the west hillside~~s~~ ~~surrounding~~ next to the existing red barn. Total seating capacity would be approximately ~~1,500~~ 250 persons.

The last sentence in the penultimate paragraph on page 2-22 of the Draft EIR has been revised as shown below:

Classes would be comprised mainly of employees of the partner; however, Pierce staff, faculty, and students would also be able to attend on a space available basis.

The list of related projects in Table 2-2 on pages 2-29 through 2-32 of the Draft EIR has been revised as shown on the following pages.

Table 2-2: List of Related Projects

ID #	Projects	Description	Location	Status
1	San Fernando Valley East-West Transit Project	14-mile landscaped exclusive busway with13 stations. Stations in the vicinity of Pierce College include a transit station and park and ride facility with an estimated 389 spaces on the site of the existing Pierce College Child Development Center at the northwest corner of Victory Blvd & Winnetka Ave, a station at De Soto Ave & Victory Blvd, and a transit hub is proposed in Warner Center at Owensmouth Ave & Erwin St.	From Warner Center to North Hollywood Transit Station on the MTA railroad right-of-way.	Planned: Expected completion 2006.
2	San Fernando Valley Traffic Corridor Signal Systems Improvements	Automated Traffic Surveillance and Control (ATSC) System (Automated signalization) improvements at 479 signalized intersections.	Victory/Ventura Blvd Corridor bounded by Burbank Blvd to the north, Vineland to the east, Moorpark St to the south, and almost to Plat Ave. to the east.	Planned: Expected completion end of 2nd Quarter 2004.
3	US 101 Freeway Corridor Improvement Study	Comprehensive evaluation of transportation needs through the year 2025; proposed improvements may include widening off-ramps, constructing auxiliary lanes between interchanges, adding carpool bypass lanes on freeway on-ramps, improving transit service, adding carpool lanes, constructing 1 or 2 mixed flow lanes in each direction, and adding lanes to major arterial streets.	US 101 Freeway, from SR 23 in Thousand Oaks to SR 110 in Downtown LA.	Proposed: Initial engineering expected to be completed by June 2004.
4	Sunrise Assisted Living	Demolition of existing Chinese Restaurant. Construction of 85 one-bedroom units for senior citizens occupying 64,070 sf.	20461 Ventura Blvd	Planned: Construction expected to commence by the end of 2002
5	Tarzana Self-Storage	Adaptive reuse of an existing McDonalds restaurant, or demolition and new construction.	19436 Ventura Blvd	Proposed: In early planning stages.
~~6~~	~~Chuck E. Cheese Restaurant~~	~~Adaptive reuse: 13,000-sf fast food restaurant~~	~~19838 Ventura Blvd~~	~~Proposed~~
7	Auto dealership with repair service	Construction of a 45,000-sf auto dealership with repair service and a 96,000-sf vehicle inventory lot and parking.	20539 Ventura Blvd.	Approved
8	Longs Drugs plus two small retail	New construction, 20,000 sf	21055 Ventura Blvd	Planned
9	EZ Lube	New construction, 1,834 sf	20860 W Sherman Way	Under Construction
10	Market and Drug Store	Demolition of existing church. Construction of retail commercial shopping center. Estimated 20,000 sf.	20553 Sherman Way	Under Construction

Table 2-2: List of Related Projects

ID #	Projects	Description	Location	Status
11	Warner Center Specific Plan	Allows for a maximum of 21.5 million sf of non-residential development. Divided into five sub-areas including the Core, Primary, Secondary, Tertiary and Residential.	Bounded by Vanowen St, US 101, De Soto Ave, & Topanga Canyon Blvd.	Planned: Time horizon through 2010.
12	Ikea	Proposed "big box" retail store in Warner Center. Estimated 247,000 sf.	Burbank Blvd & Canoga Ave.	Proposed
13	Westfield Shopping Town Topanga	Renovation of 1.05 million sf of existing floor area and 5,358 surface parking spaces on approximately 64.3 acres. Additional construction of approximately 600,000 sf of retail floor area and 2,100 parking spaces. Completed project would contain approximately 1.65 million sf of leaseable floor area (1.86 million sf gross floor area) and 7,458 parking spaces.	6600 Topanga Canyon Blvd (or Owensmouth Ave); bounded by Topanga Canyon Blvd, Owensmouth Ave, Vanowen St, & Victory Blvd.	Planned: Environmental process and tract map completed.
14	Lennar Partners Warner Center Commercial Development Project	Site redevelopment and expansion: Demolition of 2 two-story office buildings totaling 522,223 sf and a vacant 10,000 sf childcare center. Construction of an office park with a total of 9 office buildings, 3 parking structures, 4,791 surface parking stalls, up to 4 restaurants and a replacement 9,000-sf childcare center. Proposed structures will vary from single-story restaurants and childcare center to three, four and five story office buildings and four 1 1/2 and five 1/2 story above ground parking structures. No buildings would exceed 75 feet in height. This project will be completed in four phases from 2000 to 2005.	21261 Burbank Blvd and 5800 Canoga Ave between Califa St and De Soto Ave	Approved: Phase 1 is completed; Phase 2 is under construction and is expected to be completed in 2002; Phase 3 will be completed in 2003; and Phase 4 will be completed in 2005.
15	Morgan Group	Demolition of existing office building. Construction of a 136-unit apartment complex containing single, one, and two-bedroom apartments.	6150 N Canoga Ave	Planned
16	Restaurant	Remodel of a convenience store, plus the addition of two 29,028-sf fast-food restaurants.	5960 Canoga Ave	Planned
17	New Office Space	Demolition of a 36,000-sf movie theatre. Adaptive reuse of an existing bank (5,200 sf) into office space, and construction of 107,300 sf of office space (total of 112,500 sf).	6020,30,40 Canoga Ave or 2130 Oxnard St	Under Construction

Table 2-2: List of Related Projects

ID #	Projects	Description	Location	Status
18	Bella Vista	~~315~~579-unit luxury apartment community built on a 21.48-acre vacant site. Phase ~~1~~ I will include a 3-~~4~~ story, 125-unit building and an adjacent freestanding parking garage. Phase ~~2~~ II will include a 3-story, 190-unit building, tuck-under parking, a recreation center, and leasing office. Phase III will include 3- and 4-story structures containing 264 units and a freestanding parking garage.	6000-6200 De Soto Ave	Under Construction: Phase 1 will be completed in Summer 2002; Phase 2 will be completed in Spring 2003.
19	Las Casitas Bungalow Court	Earthquake retrofitting of 450-sf, 1-bedroom units for very low-income seniors.	West side of Alabama St on Canoga Ave	Construction Completed
20	Lucy's Laundromat with a McDonald's	7,912-sf mini-mall with 3,413-sf fast food. A total of 11,325 sf.	6750 De Soto Ave	Approved: This facility is partially open. Some of the businesses are open while others are under construction within the building.
21	Fast food and convenience market	5,625-sf fast food and 5,625-sf convenience market. A total of 11,250-sf.	7117 De Soto Ave	Approved: Under Construction
22	Apartment Complex	1,284-sf preschool/daycare	7311 Jordan Ave	Project is completed and school is open.
23	Proposed Preschool and Day Care Facility	Adaptive reuse of a church/residence into a preschool/daycare.	7101 Oso Ave	Approved
24	Pharmacy	15,120-sf pharmacy with drive through	20505 Sherman Way	Approved
25	Carl's Jr. Restaurant	Fast-food restaurant with drive-through.	19414 Ventura Blvd.	Approved
~~26~~	~~McDonald's Restaurant~~	~~3,500-sf fast food restaurant with drive through.~~	~~20952 Ventura Blvd.~~	~~Approved~~
Related Projects on the Pierce College Campus				
27	Financial Aid Building (New Student Store/Support Services Center)	29,000 sf	Adjacent to the southeast side of the existing Student Store/Business Office	Under Construction (August 2001 - October 2002)

Table 2-2: List of Related Projects

ID #	Projects	Description	Location	Status
28	Fencing (Perimeter Fence)	New 8,200-linear-foot, 3-rail, white fence along the campus perimeter.	Extends from the Winnetka Avenue entrance to the De Soto Avenue entrance. The fence runs north along Winnetka Avenue from the campus entrance, along Victory Boulevard and south along De Soto Avenue to the campus entrance.	Under Construction (May 2002 - August 2002)
29	Parking Lot # 7 Replacement (including re-alignment of Olympic Drive)	Reconstruction and redesign of Parking Lot #7 to provide parking for 1,360 vehicles and new landscaping and drainage improvements.	The site of the existing Parking Lot # 7	Under Construction (June 2002 - November 2002)
30	Demolition of Community Services Bungalow and abandoned bungalows	Demolition and removal of the Community Services and abandoned bungalows and replacement with three new trailers.	The site of the existing Bungalows	July 2002 - August 2002
31	New Botanical Garden Landscaping	Creation of a new Botanical Garden area between the Quad Buildings.	The open grass area in between the Quad Buildings	Under Construction (June 2002 - January 2003)
32	Equestrian Teaching Stables and Support Facilities	Renovation of the existing Red Barn and construction of two new stables and support facilities.	The current equestrian area	August 2002 – December 2002
33	Lobby Renovation	Renovation of the lobby of the Administration building.	The Administration Building	August 2002 – October 2002

Notes:
Proposed: These projects have been proposed, are in the early conceptual planning stages, and they have not yet begun formal planning, approval, and permitting process.
Planned: These projects are currently in the planning and permitting process.
Approved: These projects have gone through the planning and permitting process and are under construction or will soon start construction.

Sources: Kaku Associates, Inc.; Myra L. Frank & Associates, Inc., 2002.

The last paragraph on page 3-9, in Section 3-2, Visual Resources, of the Draft EIR has been revised as indicated below:

Landscape Unit C is characterized by numerous trees and shrubs and few structures. The area is covered with dense vegetation of varying types and includes an arboretum, palm tree forest, viticulture area, ~~grove of trees~~ orchard, Certified Landscape Technician Test Site, and a nature walk (Braille Trail). In the center, there is a classroom building (Spanish Colonial/Mission Revival design), a lath house, a steel frame greenhouse, and various small shops and storage facilities. The classroom building, lath house, and greenhouse appear eligible for inclusion on the California Register of Historical Resources (see Section 3-6, Historic Resources). The classroom building is bordered by a large lawn area and a well-maintained botanical garden. There is also a small parking lot accessible via a roadway, which curves through large overgrown trees and shrubs.

The last paragraph on page 3-10, in Section 3-2, Visual Resources, of the Draft EIR has been revised as follows:

Because the open farmland along the northwestern edge of campus borders two main off-campus thoroughfares (Victory Boulevard and De Soto Avenue), it is highly visible to local commuters and from neighborhoods to the north. Given the rapidly growing urban environment in which Pierce College is located, the open farmland is considered an asset to the both the campus and to the community. The area is often referred to as the "last vestige" of agricultural open space in the ~~immediate locale~~ area and as a symbol of the "old" San Fernando Valley. Visually, the area is considered an important visual resource to the community.

The following text on page 3-11 in Section 3-2, Visual Resources, of the Draft EIR has been revised as follows:

The existing equestrian center encompasses approximately 20 acres and includes a small red barn, open arena, various stables and animal shelters, roping arenas, ovals, round pens, and teaching rings. ~~There is also a 5,000-sf one-story classroom building (Agricultural Sciences) along the north side of El Rancho Drive built in the Spanish Colonial/Mission Revival theme. It has a white stucco exterior, wood detailing, heavy base, and red tile roof. Like many of the other structures in the equestrian center, the building has deteriorated due to deferred maintenance.~~ The equestrian center as a whole lacks unity, vividness, and intactness and is therefore considered to be of low to medium visual quality.

There is a 5,000-sf one-story classroom building (Agricultural Sciences) along the north side of El Rancho Drive built in the Spanish Colonial/Mission Revival theme located east of the Equestrian Center. It has a white stucco exterior, wood detailing, heavy base, and red tile roof. The area in the vicinity of the Agricultural Sciences Building contains dog kennels and several large livestock pens. Individually, the Agricultural Sciences Building is considered to be of medium visual quality and Old Trapper's Lodge to the west of the Agricultural Sciences

Building is considered to be of high visual quality. ~~However, the equestrian center as a whole lacks unity, vividness, and intactness and is therefore considered to be of low to medium visual quality.~~

The third paragraph on page 3-13, Section 3-2, Visual Resources, of the Draft EIR has been revised as follows:

Canyon de Lana, one of two canyons formed by the rolling hills, is comprised of dense vegetation, a stream, and a shallow pond (see Figure 3-10). It is designated a nature preserve even though ~~much~~ some of the vegetation is exotic and is considered a unique and valuable feature for Pierce College and the community.

The second paragraph on page 3-17, Section 3-2, Visual Resources, of the Draft EIR has been revised as follows:

Views of Landscape Unit D are also visible to neighboring residential properties to the south of the campus. While many of their views are partially obstructed by yard landscaping, the properties to the south have exclusive panoramic views of the densely developed San Fernando Valley with the open agricultural fields in the foreground. Similar views are available to students and faculty from within Landscape Unit D as well as from higher elevations (Landscape Units B and E) elsewhere within the campus.

The last paragraph on page 3-18, Section 3-2, Visual Resources, of the Draft EIR has been revised as follows.

Views from Landscape Unit E include panoramic views of other areas of the campus, the San Fernando Valley, and the Santa Susana Mountains to the north. These views are available to students and faculty who use the pedestrian trails that border Canyon de Lana. Views are also available from other facilities within Landscape Unit E including the swine unit and the cross country trails.

The third paragraph on page 3-25, in Section 3-2, Visual Resources, of the Draft EIR has been revised as follows:

Landscape Unit D – Northwest Corner of Campus – Agricultural Area

The Pierce College Master Plan proposes multiple projects within Landscape Unit D. These projects could significantly affect the visual quality/character of the area. Landscape Unit D, the northwestern corner of campus, consists primarily of agricultural open space. Implementation of the Master Plan would result in the development of much of the area on the north side of El Rancho Drive between De Soto Avenue and Mason Street for educational related facilities.

The first sentence in Mitigation Measure V-1 on page 3-29 of the Draft EIR has been revised as follows:

The Master Architect selected by the College shall develop and the College shall implement design guidelines to ensure that new buildings are compatible with adjacent structures and maintain the Spanish architectural theme of the campus.

The first sentence in Mitigation Measure V-2 on page 3-30 of the Draft EIR has been revised as follows:

A study shall be conducted by a qualified structural/seismic engineer ~~and preservation architect~~ to determine the cost and feasibility of repairing and rehabilitating the Business Office/Student Store building.

The following text has been added after the third paragraph on page 3-44 of the Draft EIR, in the construction air quality impacts section:

- Valley Fever

Valley Fever, which is caused by a fungus (Coccidioides immitis [cocci]), is endemic to desert areas of the southwestern United States.[1] It is said that wherever the creosote bush grows, Coccidioides immitis will be found in the soil. In California, the San Joaquin Valley accounts for most of the human cases of coccidioidomycosis reported. The soil in the Bakersfield area is most heavy laden with spores of this fungus of all areas in California. Whenever wind conditions in Bakersfield stir up dust storms, outbreaks of coccidioidomycosis follow.

In Los Angeles County, the most highly cocci endemic areas are the North and West ends of the San Fernando Valley. Granada Hills and Woodland Hills are both endemic areas. Because there is no way to eliminate the fungus from the soil, persons who live in endemic areas must use dust control measures to decrease exposure as much as possible. Since the fungus is found predominantly in the first four inches of topsoil, it is this layer, which must be controlled with dust mitigation efforts.

Persons who live in cocci endemic areas generally develop lifelong immunity to the fungus with a first infection. Because most people who live in cocci endemic areas become immune within the first 4 to 5 years of residence, the newcomer is most at risk of acquiring an infection.

[1] The information on Valley Fever and the fungus Coccidioides immitis was provided by the Los Angeles County Health Department in an August 7, 2002 letter to Darroch Young, President of Los Angeles Pierce College.

Most infections are asymptomatic. However, a first infection may be like a prolonged cold, with cough, chills, fever, and chest congestion lasting one or more weeks. The vast majority of people do not progress farther than this. In about 1:1000 cases a more severe form called disseminated coccidioidomycosis will occur. This is more common among African Americans, Filipinos, and other Asian cultures. Disseminated coccidioidomycosis can cause severe and prolonged illness, leading to death. There is an antibiotic therapy available for disseminated cocci infections, but pulmonary infections are usually self limited, not requiring specific treatment.

Animals of all kinds are also susceptible to infection with Coccidioides immitis.

Based on the information above, grading and excavation activities have the potential to pose a minor health hazard to construction workers and the public in the vicinity of these activities.

The construction air quality mitigation measures on page 3-48 of the Draft EIR have been revised as follows:

Fugitive Dust Emissions

The following measures shall be implemented to control fugitive dust. These measures would reduce PM_{10} emissions by 60 percent.

AQ-1 Moisten soil not more than 15 minutes prior to moving soil and three times a day or four times a day under windy conditions in order to maintain soil moisture of 12 percent.

AQ-2 On the last day of active operations prior to a weekend or holiday, apply water or a chemical stabilizer to maintain a stabilized surface.

AQ-3 Water excavated soil piles hourly or cover piles with temporary coverings.

AQ-4 Cease grading during periods when winds exceed 25 miles per hour.

AQ-5 Moisten excavated soil prior to loading on trucks.

AQ-6 Apply cover to all loads of dirt leaving the site or leave sufficient freeboard capacity in truck to prevent fugitive dust emissions en route to disposal site.

AQ-7 Sweep streets to remove dirt carried out by truck wheels.

AQ-8 Schedule grading and excavation activities in the vicinity of the Child Development Center during periods when children are not in attendance.

Additionally, the following measures shall be implemented to minimize health risks to the public and construction workers due to possible exposure to Valley Fever spores during construction excavation and grading.

AQ-9 Water top 4 inches of soil where Valley Fever spores could be present as often as necessary to maintain constant moisture and prevent possibility of Valley Fever spores from becoming airborne.

AQ-10 To the extent feasible, locate construction work upwind from excavation sites to minimize worker exposure to fugitive dust that might contain Valley Fever spores.

AQ-11 Hire work crews from local populations, where possible, to increase likelihood that employees have gained immunity to Valley Fever through previous exposure.

AQ-12 Pave or treat exposed soil on access roads or previously excavated areas to prevent transport of wind-borne Valley Fever spores.

AQ-13 Provide work crews with ventilators or masks to reduce possibility of breathing Valley Fever spores.

Gaseous Emissions

The following measure shall be implemented to reduce emissions from equipment. This measure would reduce emissions by approximately 10 percent.

AQ-14~~9~~ Turn off equipment when not in use for longer than 5 minutes.

The following measures shall be employed wherever feasible to reduce gaseous emissions from equipment. They would also reduce toxic emissions from diesel equipment. No reduction credit is taken because of the uncertainty regarding scheduling and applicability to construction requirements.

AQ-15~~10~~ Use biodiesel fuel in all onsite diesel-powered equipment, if available.

AQ-16~~11~~ Use alternatively fueled (compressed natural gas (CNG), liquefied natural gas (LNG), dual-fuel or electric) construction equipment, if available.

b. Operational Mitigation Measures

Regional

AQ-17~~12~~ Please see the Transportation Demand Management Measures in Section 3-16 (Transportation, Traffic, and Parking).

The text on the top of page 3-190, in Section 3-16.1.g, Transportation/Traffic and Parking, of the Draft EIR, has been revised as follows:

Information was collected regarding committed transportation system improvements programmed for implementation within the study area and timeframe. These include:

- ~~Canoga Avenue/Victory Boulevard - Widen Victory Boulevard to provide a second left-turn lane on the westbound Victory approach. Modify signal as appropriate. (Condition of approval of the Lennar Partners development project in Warner Center.)~~

Table 3-40 on page 3-201, in Section 3-16.2, Transportation/Traffic and Parking of the Draft EIR, has been revised as shown on the following pages.

Table 3-40: Year 2010 Intersection Level of Service Analysis

	Intersection	Peak Hour	Cumulative Base		Cumulative Project		Project Increase in V/C	Significant Project Impact	With Project Mitigation		Project Increase in V/C	Residual Impacts	With Alternative Mitigation		Project Increase in V/C	Residual Impacts
			V/C	LOS	V/C	LOS			V/C	LOS			V/C	LOS		
1	De Soto Av & Saticoy St	AM	1.101	F	1.106	F	0.005	NO	[a]	[a]						
		PM	1.171	F	1.176	F	0.005	NO	[a]	[a]						
2	Mason Av & Saticoy St	AM	1.042	F	1.055	F	0.013	**YES**	1.051	F	0.009	NO	0.951	E	-0.091	NO
		PM	0.994	E	1.008	F	0.014	**YES**	0.967	E	-0.027	NO	0.904	E	-0.090	NO
3	Winnetka Av & Saticoy St	AM	1.251	F	1.258	F	0.007	NO	[a]	[a]						
		PM	1.287	F	1.296	F	0.009	NO	[a]	[a]						
*4	De Soto Av & Sherman Way	AM	1.066	F	1.072	F	0.006	NO	[a]	[a]						
		PM	1.263	F	1.268	F	0.005	NO	[a]	[a]						
*5	Mason Av & Sherman Way	AM	0.867	D	0.886	D	0.019	NO	0.880	D	0.013	NO				
		PM	0.875	D	0.899	D	0.024	**YES**	0.894	D	0.019	NO				
*6	Winnetka Av & Sherman Way	AM	1.056	F	1.067	F	0.011	**YES**	1.064	F	0.008	NO				
		PM	1.088	F	1.096	F	0.008	NO	1.095	F	0.007	NO				
**7	De Soto Av & Vanowen St	AM	1.107	F	1.111	F	0.004	NO	[a]	[a]						
		PM	1.233	F	1.237	F	0.004	NO	[a]	[a]						
8	Mason Av & Vanowen St	AM	1.090	F	1.116	F	0.026	**YES**	1.007	F	-0.083	NO				
		PM	1.004	F	1.023	F	0.019	**YES**	1.019	E	0.085	**NO**				
9	Winnetka Av & Vanowen St	AM	1.295	F	1.308	F	0.013	**YES**	1.304	F	0.009	NO	1.204	F	-0.091	NO
		PM	1.376	F	1.389	F	0.013	**YES**	1.347	F	-0.029	NO	1.287	F	-0.089	NO
*10	Shoup Av & Victory Blvd	AM	1.080	F	1.089	F	0.009	NO	[a]	[a]						
		PM	0.975	E	0.984	E	0.009	NO	[a]	[a]						
**11	Topanga Cyn Blvd & Victory Blvd	AM	1.041	F	1.051	F	0.010	**YES**	1.048	F	0.007	NO				
		PM	1.224	F	1.240	F	0.016	**YES**	1.212	F	-0.012	NO				
**12	Canoga Av & Victory Blvd	AM	~~0.921~~ 1.003	~~E~~ F	~~0.935~~ 1.016	~~E~~ F	~~0.014~~ 0.013	**YES**	~~0.866~~ 0.908	~~D~~ E	~~-0.055~~ -0.095	NO				
		PM	~~1.285~~ 1.320	F	~~1.303~~ 1.339	F	~~0.018~~ 0.019	**YES**	~~1.237~~ 1.299	F	~~-0.048~~ -0.021	NO				
**13	De Soto Av & Victory Blvd	AM	1.118	F	1.144	F	0.026	**YES**	1.089	F	-0.029	NO				
		PM	1.247	F	1.261	F	0.014	**YES**	1.093	F	-0.154	NO				
*14	Mason Av & Victory Blvd	AM	0.937	E	0.990	E	0.053	**YES**	~~0.901~~ 0.939	E	~~-0.036~~ 0.002	NO				
		PM	0.847	D	0.913	E	0.066	**YES**	~~0.854~~ 0.801	D	~~0.007~~ -0.046	NO				
*15	Winnetka Av & Victory Blvd	AM	1.270	F	1.338	F	0.068	**YES**	1.248	F	-0.022	NO				
		PM	1.253	F	1.289	F	0.036	**YES**	1.223	F	-0.030	NO				

Table 3-40: Year 2010 Intersection Level of Service Analysis

	Intersection	Peak Hour	Cumulative Base		Cumulative Project		Project Increase in V/C	Significant Project Impact	With Project Mitigation		Project Increase in V/C	Residual Impacts	With Alternative Mitigation		Project Increase in V/C	Residual Impacts
			V/C	LOS	V/C	LOS			V/C	LOS			V/C	LOS		
*16	Corbin Av & Victory Blvd	AM	1.151	F	1.170	F	0.019	**YES**	1.107	F	-0.044	NO	1.133	F	-0.018	NO
		PM	1.144	F	1.153	F	0.009	NO	1.151	F	0.007	NO	1.121	F	-0.023	NO
*17	Tampa Av & Victory Blvd	AM	1.286	F	1.302	F	0.016	**YES**	1.205	F	-0.081	NO	1.267	F	-0.019	NO
		PM	1.288	F	1.295	F	0.007	NO	1.293	F	0.005	NO	1.263	F	-0.025	NO
*18	Wilbur Av & Victory Blvd	AM	1.143	F	1.151	F	0.008	NO	[a]	[a]						
		PM	1.211	F	1.217	F	0.006	NO	[a]	[a]						
*19	Reseda Blvd & Victory Blvd	AM	1.105	F	1.114	F	0.009	NO	[a]	[a]						
		PM	1.149	F	1.155	F	0.006	NO	[a]	[a]						
**20	De Soto Av & El Rancho Dr	AM	0.515	A	0.549	A	0.034	NO	0.523	A	0.008	NO				
		PM	0.624	B	0.711	C	0.087	**YES**	0.667	B	0.043	NO				
*21	Winnetka Av & Calvert St	AM	0.891	D	0.969	E	0.078	**YES**	0.865	D	-0.026	NO				
		PM	0.667	B	0.697	B	0.030	NO	0.690	B	0.023	NO				
**22	De Soto Av & Oxnard St	AM	0.901	E	0.909	E	0.008	NO	[a]	[a]						
		PM	0.879	D	0.891	D	0.012	NO	[a]	[a]						
*23	Winnetka Av & Oxnard St	AM	1.097	F	1.117	F	0.020	**YES**	1.081	F	-0.016	**NO**				
		PM	0.884	D	0.913	E	0.029	**YES**	0.875	E	-0.009	**NO**				
**24	De Soto Av & Burbank Blvd West	AM	0.716	C	0.723	C	0.007	NO	[a]	[a]						
		PM	0.737	C	0.749	C	0.012	NO	[a]	[a]						
**25	De Soto Av & US101 WB Ramps	AM	0.948	E	0.969	E	0.021	**YES**	0.840	D	-0.108	NO				
		PM	0.865	D	0.884	D	0.019	NO	0.783	C	-0.082	NO				
**26	De Soto Av & US101 EB Ramps	AM	0.631	B	0.647	B	0.016	NO	0.642	B	0.011	NO				
		PM	0.885	D	0.901	E	0.016	**YES**	0.897	D	0.012	NO				
**27	De Soto Av & Ventura Blvd	AM	0.763	C	0.769	C	0.006	NO	[a]	[a]						
		PM	0.885	D	0.890	D	0.005	NO	[a]	[a]						
*28	Winnetka Av & US101 WB Ramps	AM	0.696	B	0.732	C	0.036	NO	0.722	C	0.026	NO				
		PM	0.712	C	0.755	C	0.043	**YES**	0.744	C	0.032	NO				
*29	Winnetka Av & US101 EB Ramps	AM	0.877	D	0.912	E	0.035	**YES**	0.770	C	-0.107	NO				
		PM	0.946	E	0.994	E	0.048	**YES**	0.774	C	-0.172	NO				
*30	Winnetka Av & Ventura Blvd	AM	0.939	E	0.943	E	0.004	NO	[a]	[a]						
		PM	0.973	E	0.980	E	0.007	NO	[a]	[a]						

Table 3-40: Year 2010 Intersection Level of Service Analysis

	Intersection	Peak Hour	Cumulative Base		Cumulative Project		Project Increase in V/C	Significant Project Impact	With Project Mitigation		Project Increase in V/C	Residual Impacts	With Alternative Mitigation		Project Increase in V/C	Residual Impacts
			V/C	LOS	V/C	LOS			V/C	LOS			V/C	LOS		

Notes:
* Intersection is currently operating under ATSAC system.
** Intersection is currently operating under ATSAC system, but will be upgraded to ATCS as a cumulative baseline improvement.
[a] No mitigation required.

Source: Kaku Associates, Inc., 2002

Table 3-41 on page 3-204, in Section 3-16.2, Transportation/Traffic and Parking of the Draft EIR, has been revised as shown below:

Table 3-41: Summary of Existing and Projected Future Parking Supply

Type of Parking Supply	Existing Number of Spaces [a]	Estimated Future Number of Spaces		
		Total Future Spaces [b]	Spaces Available for Academic Use	
			Weekday Daytime	Weekday Evening [c]
Existing On-Campus Parking Facilities	4,119	3,338	3,338	3,338
New On-Campus Parking Facilities	n/a	1,868	1,134	1,120
Future On-Campus Subtotal	4,119	5,206	4,472	~~3,875~~ 4,458
Off-Campus Street Parking	247	243	243	243
Grand Total	4,366	5,449	4,715	4,701

Notes:
a. Existing parking inventory conducted by Kaku Associates, February 2002.
b. Includes spaces for academic use and for public/private partnerships.
c. Assumes weeknight public event at Equestrian Education Center at 70% of capacity.

Source: Kaku Associates, Inc., 2002.

The last paragraph on the bottom of page 3-222, Section 3-16.3, Transportation/Traffic and Parking, has been deleted as shown below:

~~As indicated in Table 3-49, alternative mitigation measures have been identified for four of the affected intersections (Mason Avenue/Saticoy Street, Winnetka Avenue/Vanowen Street, Corbin Avenue/Victory Boulevard, and Tampa Avenue/Victory Boulevard). At these locations, implementation of either of the alternative mitigation measures (but not both) would be needed to mitigate the project impact.~~

Table 3-49, Intersection Mitigation Measures, on pages 3-223 through 3-225 of the Draft EIR has been revised as shown on the following pages:

Table 3-49: Intersection Mitigation Measures				
Intersection	***Project Mitigation***	***Comments***	***~~Alternative Mitigation~~***	***~~Comments~~***
1. De Soto Av. & Saticoy St.	*[Project impact not significant; no mitigation required.]*			
2. Mason Av. & Saticoy St.	~~• Restripe Saticoy to provide an exclusive right-turn lane on the EB approach.~~ • Contribute fair share towards implementation of ATSAC/ATCS as part of LADOT proposed north of Victory/east of De Soto ATSAC/ATCS system.		~~• Contribute fair share towards implementation of ATSAC/ATCS as part of LADOT proposed north of Victory/east of De Soto ATSAC/ATCS system.~~	
3. Winnetka Av. & Saticoy St.	*[Project impact not significant; no mitigation required.]*			
4. De Soto Av. & Sherman Way	*[Project impact not significant; no mitigation required.]*			
5. Mason Av. & Sherman Way	*[Project impact mitigated by TDM trip reduction.]*			
6. Winnetka Av. & Sherman Way	*[Project impact mitigated by TDM trip reduction.]*			
7. De Soto Av. & Vanowen St.	*[Project impact not significant; no mitigation required.]*			
8. Mason Av. & Vanowen St.	• Contribute fair share towards implementation of ATSAC/ATCS as part of LADOT proposed north of Victory/east of De Soto ATSAC/ATCS system.			
9. Winnetka Av. & Vanowen St.	~~• Restripe Vanowen to provide an exclusive right-turn lane on the EB approach.~~ • Contribute fair share towards implementation of ATSAC/ATCS as part of LADOT proposed north of Victory/east of De Soto ATSAC/ATCS system.	• WCSP cumulative mitigation.	~~• Contribute fair share towards implementation of ATSAC/ATCS as part of LADOT proposed north of Victory/east of De Soto ATSAC/ATCS system.~~	~~• WCSP cumulative mitigation.~~
10. Shoup Av. & Victory Bl.	*[Project impact not significant; no mitigation required.]*			

Table 3-49: Intersection Mitigation Measures

Intersection	Project Mitigation	Comments	~~Alternative Mitigation~~	~~Comments~~
11. Topanga Canyon Bl. & Victory Bl.	• ~~Widen Topanga Canyon to provide an exclusive right-turn lane on the NB approach.~~ *[None determined to be feasible.]*	• ~~WCSP intersection (share mitigation).~~ • ~~NB right-turn lane may require minor ROW acquisition.~~		
12. Canoga Av. & Victory Bl.	• ~~Provide second exclusive left-turn lane on EB Victory approach. Modify signal phasing as appropriate.~~ • ~~Widen Canoga to provide an exclusive right-turn lane on the SB approach.~~ • Fair share contribution towards widening of Victory to provide a fourth through lane on the EB approach.	• WCSP intersection ~~(share mitigation)~~. • ~~SB right-turn lane may require ROW acquisition from Boeing parking lot.~~ • Mitigation to be shared with Westfield Shoppingtown project.		
13. De Soto Av. & Victory Bl.	• Widen east side of De Soto to provide an exclusive right-turn lane on the NB approach. • Restripe De Soto to provide an exclusive right-turn lane on the SB approach.	• WCSP intersection (share mitigation). • NB right-turn lane may require dedication of ROW from Pierce campus.		
14. Mason Av. & Victory Bl.	• ~~Restripe Mason to allow right-turns from rightmost through lane and left-turns from leftmost through lane on SB approach, resulting in one exclusive left-turn lane, one shared left-turn/through lane, one shared through/right-turn lane, and one exclusive right-turn lane on the SB approach.~~ • ~~Implement split phasing for north and south Mason approaches.~~ • Widen Pierce College Mason driveway to provide an exclusive right-turn lane on the NB approach. • Contribute fair share towards implementation of ATCS.			

Table 3-49: Intersection Mitigation Measures

Intersection	Project Mitigation	Comments	~~Alternative Mitigation~~	~~Comments~~
15. Winnetka Av. & Victory Bl.	• Widen and r~~R~~estripe Victory to provide dual left-turn lanes on both the EB and WB approaches.	• WCSP cumulative mitigation. • May require removal of 3 to 4 parking spaces on Victory adjacent to Pierce campus. • May require dedication of ROW from Pierce campus.		
16. Corbin Av. & Victory Bl.	~~• Restripe Victory to provide an exclusive right-turn lane on the WB approach.~~ • Contribute fair share towards implementation of ATCS.		~~• Contribute fair share towards implementation of ATCS.~~	
17. Tampa Av. & Victory Bl.	~~• Restripe Tampa to provide an exclusive right-turn lane on the SB approach.~~ • Contribute fair share towards implementation of ATCS.		~~• Contribute fair share towards implementation of ATCS.~~	
18. Wilbur Av. & Victory Bl.	*[Project impact not significant; no mitigation required.]*			
19. Reseda Bl. & Victory Bl.	*[Project impact not significant; no mitigation required.]*			
20. De Soto Av. & El Rancho Dr.	• Widen El Rancho to provide one exclusive left-turn lane and one exclusive right-turn lane on the WB approach.			
21. Winnetka Av & Calvert St./ Brahma Dr.	• Restripe Winnetka to provide a second left-turn lane on the NB approach. • Modify signal to provide a right-turn arrow allowing EB right-turn movements during the NB left-turn phase.	• May require minor widening of Winnetka.		
22. De Soto Av. & Oxnard St.	*[Project impact not significant; no mitigation required.]*			
23. Winnetka Av. & Oxnard	• Contribute fair share towards implementation of ATCS.			
24. De Soto Av. & Burbank Bl. west	*[Project impact not significant; no mitigation required.]*			

Table 3-49: Intersection Mitigation Measures

Intersection	Project Mitigation	Comments	~~Alternative Mitigation~~	~~Comments~~
25. De Soto Av. & US 101 WB ramps	~~• Restripe the SB De Soto approach to permit right-turns from both the exclusive right-turn lane and the rightmost through lane.~~ *[None determined to be feasible.]*	~~• WCSP intersection (share mitigation).~~		
26. De Soto Av. & US 101 EB ramps	*[Project impact mitigated by TDM trip reduction.]*			
27. De Soto Av. & Ventura Bl.	*[Project impact not significant; no mitigation required.]*			
28. Winnetka Av. & US 101 WB ramps	*[Project impact mitigated by TDM trip reduction.]*			
29. Winnetka Av. & US 101 EB ramps	• Widen US 101 EB off-ramp to provide third lane at Winnetka, striped as one exclusive left-turn lane, one shared left-turn/though/right-turn lane, and one exclusive right-turn lane.	• May require retaining wall(s) and/or fill.		
30. Winnetka Av. & Ventura Bl.	*[Project impact not significant; no mitigation required.]*			

Source: Kaku & Associates, Inc., 2002.

The first paragraph on page 3-226, Section 3-16.3, Transportation/Traffic and Parking, of the Draft EIR, has been revised as follows:

Two ~~Four~~ of the affected intersections at which mitigation measures are suggested (~~Topanga Canyon Boulevard/Victory Boulevard,~~ Canoga Avenue/Victory Boulevard~~,~~ and De Soto Avenue/Victory Boulevard~~, and De Soto Avenue/US 101 westbound ramps~~) are also study intersections identified in the Warner Center Specific Plan (WCSP) for future improvement. Suggested improvements at two additional intersections (Winnetka Avenue/Vanowen Street and Winnetka Avenue/Victory Boulevard) are identified as cumulative mitigations in the WCSP Transportation Improvement and Management Program (TIMP). The WCSP TIMP provides that future intersection improvements at these locations are to be funded in part by Warner Center Transportation Impact Assessment (TIA) fees paid by development within Warner Center. However, these improvements are not fully funded by the Warner Center TIA fee since the WCSP determined that a portion of the need for these improvements would be generated by existing traffic and other future development in the area outside of Warner Center (such as Pierce College growth). Therefore, it is proposed that the suggested mitigation measures at these locations could be shared between future Warner Center development and the proposed project, with the project contributing its fair share toward implementation of the improvements. Table 3-49 notes which improvements are related to improvements in the WCSP TIMP.

The third paragraph on page 3-226, in Section 3-16.3, Transportation/Traffic and Parking, of the Draft EIR has been revised as shown below:

As indicated in the table, the proposed trip reductions and intersection improvements would fully mitigate the project impacts at ~~all~~ 17 of the 19 affected intersections. ~~Thus, w~~With the proposed trip reductions~~,~~ and intersection improvements identified herein, ~~no~~ unavoidable significant impacts are anticipated at only two of the study intersections: Topanga Canyon Boulevard/Victory Boulevard and De Soto Avenue/US 101 westbound ramps.

The text on page 3-230, under Section 3-16.4, Transportation/Traffic and Parking, Unavoidable Significant Adverse Impacts, of the Draft EIR has been revised as shown below:

Implementation of the proposed mitigation measures mitigation described above would reduce impacts at ~~all~~ 17 of the 19 ~~of the~~ affected intersections to a level of insignificance. Unavoidable significant impacts would remain at two of the study intersections: Topanga Canyon Boulevard/Victory Boulevard and De Soto Avenue/US 101 westbound ramps. However, also as noted above, if responsible agencies with jurisdiction over the affected intersections determine based on further review that mitigation measures at a particular intersection are infeasible, the impacts at that intersection would be significant and unavoidable.