

C. SUMMARY OF IMPACTS AND MITIGATION MEASURES

1. AESTHETICS

ENVIRONMENTAL IMPACTS

Project Site

Current views looking westward from Shirley Avenue include the foreground, middleground, and background; looking northward from Nordhoff Street include the foreground and very limited portions of the background; looking southward from Prairie Street include the foreground and background; and looking eastward from Corbin Avenue include the foreground.

Due to the existing low rise development on the southern portion of the Project Site and the vacancy of the northern portion of the Project Site, development of six stories or 75 feet in height could result in a significant impact on foreground, some middleground, and background views from and into the Project Site. However, current views in the area include existing industrial and office developments that are not considered significant by the Community Plan. Far background views of the Santa Susana Mountains that are not identified by the Plan as significant but might be considered desirable by the community are sporadic and located at such a distance from the Project Site that the proposed development would not result in a significant impact to these background views. Therefore, the proposed development at the Project Site will result in a less than significant impact on views due to incompatibility with the Community Plan.

The proposed zoning for the Project Site is C2-1. This zoning designation allows for unlimited height and an FAR of 1.5: 1. The existing zone designation allows for unlimited height. Buildings on properties adjacent to the Project Site are two and three-stories in height. However, buildings of six, eight and ten stories are located in the nearby project area within the viewshed. Therefore, proposed development of six stories or 75 feet would not exceed allowable height or zoning regulations and will result in a less than significant impact to views due to incompatibility with zoning regulations.

The project area is currently characterized as a major commercial corridor. The Project would result in continuity with the current commercial nature of the project area. This would not eliminate any natural feature in the area. Further, the Project proposes to continue an existing use and will not result in the insertion of a prominent feature that would change the existing visual character of the area. Therefore, the proposed Project at the Project Site will result in a less than significant impact to the visual character of the area.

The western San Fernando Valley is developed with no significant views identified by the Community Plan. Further, the Project Site has been developed for over 30 years with office and industrial buildings. The Project Site is surrounded by developed commercial, retail, and

industrial building to the north, west, south, and east. The proposed construction will be similar style, density, height, bulk, and setback to existing buildings in the area. Therefore, the proposed Project at the Project Site will result in a less than significant impact to the existing aesthetic image or value of the area.

Add Area

Current views looking westward from Shirley Avenue include the foreground, middleground, and background; looking northward from Nordhoff Street include foreground and very limited portions of the background; looking northward from Prairie Street include the foreground and limited views of the background; looking southward from Plummer Street include the foreground and limited views of the background; and looking eastward from Corbin Avenue include the foreground.

The development scenarios analyzed could result in construction of buildings six stories or 75 feet in height. Due to the existing low rise development of the Add Area, development of six stories or 75 feet in height could result in a significant impact on foreground views into the Add Area and background views from this location. However, views in the area are of retail, industrial and office developments that are not considered significant by the Community Plan. Far background views of the Santa Susana and Santa Monica Mountains that can be seen from portions of the Add Area are sporadic and located at such a distance from the Add Area that the proposed development would not result in a significant impact to these background views. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact on views due to conflict with the Community Plan.

The proposed zoning for the Add Area is C2-1. This zoning designation allows for unlimited height and an FAR of 1.5: 1. Buildings on properties adjacent to the Project Site are two and three-stories in height. However, buildings of six, eight and ten stories are located in the nearby project area within the viewshed. Therefore, a proposed development of six stories or 75 feet in height would not exceed allowable height or zoning regulations and will result in a less than significant impact to views due to non-compliance zoning regulations.

The project area is characterized as a major commercial corridor. There are no natural features or significant views in the project area. The development scenarios analyzed for the Add Area would result in continuity with the current commercial and enclosed industrial nature of the Add Area and project area. This would not eliminate any natural feature in the area. Further, the development scenarios propose to continue an existing office-type use and will not result in the insertion of a prominent feature that would change the existing visual character of the area. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact to the visual character of the area.

The western San Fernando Valley is developed with no significant views identified by the Community Plan. Further, the Add Area has been developed with office and industrial buildings for several decades. The Add Area is surrounded by developed commercial, retail, and industrial building to the north, west, south, and east. Construction will be similar style, density, height, bulk, and setback to existing buildings in the area. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact to the existing aesthetic image or value of the area.

MITIGATION MEASURES

Although no significant impacts to views in the project area have been identified, environmental impacts to the character and aesthetics of the area may result from Project implementation at the Project Site and Add Area. However, potential impacts will be mitigated to a less than significant level by the following measures:

1. A master landscape plan for the entire Site shall be prepared by a licensed landscape architect and submitted to the LADCP for review and approval prior to the issuance of any building permit for a structure. A detailed landscape and irrigation plan shall be prepared for each individual building. (O, C, R)
2. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new or reconstructed surface parking spaces. (O, C, R)
3. The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1, and 91.1707-E. (O, C, R)
4. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up heights of at least 9-feet, excluding windows and signs. (O, C, R)
5. Screening of rooftop equipment, to preclude visibility of mechanical equipment from nearby residential areas and the street, shall be incorporated into the building design of each structure. (O, C, R)
6. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less Than Significant.

CUMULATIVE IMPACTS

Related Projects

Related projects may have a potentially significant impact on the existing viewshed. However, as shown in **Figure 5: Related Projects**, related projects are located at a minimum of one half mile from the Project Site. None of the related projects are located within the direct viewshed of the Project Site and Add Area. Further, none of the related projects is of significant height, massing, or bulk to affect the project viewshed from their locations.

Related projects may also have the potential to significantly impact the existing visual character of the area. Due to the developed, urban nature of the San Fernando Valley, Related Projects 1,2,3,6,7,9, and 10 would not have a significant impact on the visual character of project area. However, within the Porter Ranch area, located approximately 3.0 miles north of the Project Site, some undeveloped land still exists. Related Projects 4 and 5, located in this area, could result in a potentially significant impact to the visual character of the Porter Ranch area due to the existing undeveloped nature of that area. However, Related Projects 4 and 5 are located a minimum of three miles north of the Project Site and will not significantly affect the visual character of the immediate project area. Therefore, related projects will result in a less than significant impact to the viewshed or visual character of the project area.

Proposed Project, Add Area, and Related Projects

The proposed Project at the Project Site and development scenarios analyzed for the Add Area, in combination with related projects, will result in a less than significant impact to the existing viewshed or visual character of the project area. Therefore, a significant cumulative impacts to aesthetics is not anticipated.

2. AIR

CONSTRUCTION PHASE IMPACTS

Project Site Only

Estimated daily construction emissions for the proposed Project at the Project Site Only are anticipated to exceed the SCAQMD threshold for ROG during the finishing phase. Estimated daily construction emissions for Scenario 1: Retail Project Site Only are anticipated to exceed the SCAQMD threshold for PM10 during the Grading/Excavation phase. The proposed Project at the

Project Site could result in a significant impact to air quality during construction activities. However, implementation of the proposed mitigation measures, including implementation of SCAQMD Rule 403, will reduce any construction air quality impacts to a less than significant level.

Full Build Out Project

Estimated daily construction emissions for the Full Build-Out scenarios are anticipated to exceed the SCAQMD threshold for ROG during the finishing phase and PM10 during the Grading/Excavation Phase. The proposed Full Build Out Project could result in significant impacts to air quality during construction activities. However, with implementation of the proposed mitigation measures, including SCAQMD Rule 403, will reduce any construction air quality impacts to a less than significant level.

CONSTRUCTION PHASE MITIGATION MEASURES

A significant construction air quality impact will result from the proposed full build out Project. However, the following mitigation measures will reduce any potential impacts to the greatest extent possible:

7. The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content during all earth-moving activities. (O, C, R)
8. All unpaved roads, parking, and staging areas shall be watered at least once every two hours of active operations. (O, C, R)
9. Site access points shall be swept/washed within thirty minutes of visible dirt deposition. (O, C, R)
10. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily. (O, C, R)
11. All trucks hauling soil, sand, and other loose materials shall covered. (O, C, R)
12. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards. (O, C, R)
13. At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust. (O, C, R)
14. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph. (O, C, R)

15. Traffic speeds on unpaved roads shall be limited to 15 miles per hour. (O, C, R)
16. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts. (O, C, R)
17. Haul truck routes shall be planned to avoid residential areas, schools, and parks. (O, C, R)
18. The proposed Project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent. (O, C, R)
19. A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source. (O, C, R)
20. Any person in the South Coast Air Basin shall:
 - (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)
 - (B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)
 - (i) prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and
 - (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

LEVEL OF CONSTRUCTION IMPACTS AFTER MITIGATION

With implementation of the proposed mitigation measures, the proposed development scenarios at the Project Site and Add Area will result in a less than significant construction air quality impact.

OPERATIONAL PHASE IMPACTS

Project Site Only

Operation emissions from the proposed Project at the Project Site are anticipated to exceed the SCAQMD significance threshold for ROG, NO_x, and CO. Therefore, the proposed Project at the Project Site may result in significant operational air quality impacts.

Full Build Out Project

Operational emissions from the Full Build Out Project at the Project Site and Add Area are anticipated to exceed the SCAQMD significance threshold for CO, ROG, and NO_x. Therefore, the Full Build Out Project at the Project Site and Add Area would result in significant operational air quality impacts.

OPERATIONAL PHASE MITIGATION MEASURES

A significant impact to air quality will result due to operation of the proposed full build out Project. However, any potential impacts will be mitigated to the greatest extent possible by the following measures:

21. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. (O, C, R)
20. Any person in the South Coast Air Basin shall:
 - (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)
 - (B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)
 - (i) prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and
 - (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.
22. The proposed Project shall include bicycle parking facilities, such as bicycle lockers and racks. (O, C)

LEVEL OF OPERATIONAL IMPACTS AFTER MITIGATION

Daily operational emissions after implementation of mitigation measures would still exceed SCAQMD significance thresholds for CO, ROG, and NO_x. Therefore, the proposed Project Site Only and Full Build Out Projects could result in a significant and unavoidable impact to air quality during the operational phase.

CONSISTENCY WITH THE AIR QUALITY MANAGEMENT PLAN

Criteria for determining consistency with the Air Quality Management Plan (AQMP) is defined in Chapter 12, Section 12.2 and Section 12.3, of the South Coast Air Quality Management District's CEQA Air Quality Handbook.

Consistency Criterion No. 1: *The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency Criterion No. 2: *The proposed Project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.*

Project Site Only

Consistency Criterion No. 1 Consistency Criterion No. 1 refers to violations of the CAAQS. The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur since it is most directly related to automobile traffic. The CO hotspot analysis indicates that the development scenarios would not exacerbate existing violations of the State CO concentration standard and no significant adverse impacts are anticipated. Therefore, the proposed development scenarios comply with Consistency Criterion 1.

Consistency Criterion No. 2 The AQMP growth assumptions are generated by the Southern California Association of Governments (SCAG). SCAG derives its assumptions, in part, from the general plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the general plan, it is consistent with the growth assumptions in the AQMP.

The proposed development scenarios would not exceed the City of Los Angeles General Plan or SCAG growth projections for population, housing, and employment. Thus, the proposed development scenarios are considered consistent with the growth assumptions in the AQMP and complies with Consistency Criterion No. 2. Therefore, the proposed development scenarios are considered consistent with the AQMP.

CUMULATIVE IMPACTS

Related Projects

Related projects in the project area were included in the air quality analysis conducted for the proposed Project.

Proposed Project, Add Area, and Related Projects

As discussed above, related projects were included in the air quality analysis conducted for the proposed development scenarios. As shown in the impact analysis section, the proposed development scenarios would result in a less than significant construction air quality impact. The proposed development scenarios would result in a significant operational air quality impact. Therefore, a significant cumulative operational air quality impact is anticipated.

3. BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS

Due to the existing urban development on and around the project area, the amount of impervious surface at the Project Site and Add Area, and the length of time that these conditions have existed, there are no known or identified biological resources, including endangered or threatened species, on the Project Site or Add Area. Additionally, the City of Los Angeles Citywide General Plan Framework EIR does not identify the project area as a Biological Resource Area, an area known for providing habitat for threatened or endangered species. The project area is not located within an existing or proposed Significant Ecological Area (SEA) known for providing habitat and movement corridors for both endangered and non-endangered species. Therefore, the proposed development scenarios at the Project Site and Add Area will result in a less than significant biological resources impact due to the loss or destruction of listed endangered, threatened, rare, protected, candidate, or sensitive species or their habitats and will not interfere with the movement of wildlife.

MITIGATION MEASURES

Environmental impacts from project implementation may result due to the loss of trees on the Project Site. However, potential impacts will be mitigated to a less than significant level by the following measure:

23. Any tree removed from the Site will be replaced at a 1:1 ratio, by a minimum of 24-inch box tree, as required by the City of Los Angeles Code of Regulations. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Although no biological issues are known to exist at related Project Sites due to the urban nature of the San Fernando Valley, any significant impacts must be determined on a project specific basis.

Project Site, Add Area, and Related Projects

A significant cumulative biological resources impact is not anticipated.

4. GEOLOGIC HAZARDS

The Project Site and Add Area are located in the northwestern portion of the alluvium-filled San Fernando Valley. The area is surrounded by the Santa Monica Mountains to the south, the Santa Susana Mountains to the northwest, the Simi Hills to the west, the San Gabriel Mountains to the northeast, and the Verdugo Mountains to the east.

ENVIRONMENTAL IMPACTS

Although the most recent depth to groundwater beneath the project area is estimated between approximately 41 to 66 feet, water levels could reach the historic high of 35 to 40 feet in the future. Based on historic groundwater levels in nearby wells, there is a potential for shallow groundwater to have an adverse impact on the proposed development.

The Project Site and Add Area are not located within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. Based on available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the Project Site or Add Area. The Project Site and Add Area could be subjected to strong ground shaking in the event of an earthquake however, this hazard is common in Southern California and can be mitigated.

According to the City and County of Los Angeles Safety Elements, the Project Site and Add Area are not within an area identified as having a potential for slope instability.

According to the California Division of Mines and Geology, the southern portion of the Project Site is located within an area identified as having a potential for liquefaction. However, the northern portion of the Project Site and the Add Area are not within an area identified as having a potential for liquefaction. As a result, a site specific liquefaction analysis must be completed prior to completion of the proposed Project.

The project area is not located within an area of potential inundation by earthquake induced dam failure, a coastal area, or an area prone to flooding. Therefore, the proposed development scenarios will result in a less than significant geologic hazards impact to the project area due to tsunamis, seiches, and flooding.

The Project Site is not within an area of known subsidence associated with fluid withdrawal (groundwater or petroleum), peat oxidation, or hydrocompaction.

MITIGATION MEASURES

Seismic

Environmental impacts may result to the safety of future occupants at the Project Site and Add Area due to the location of the Project Site and Add Area within an area of potential seismic activity. However, any potential impacts will be mitigated to a less than significant level by the following measure:

24. The design and construction of the Project at the Project Site and Add Area shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. (O, C, R)

Liquefaction

Environmental impacts may result due to the location of a portion of the Project Site within a designated liquefaction zone. However, any potential impacts will be mitigated to a less than significant level by the following measure:

25. Potential impacts from liquefaction may arise on the southern portion of the Project Site which is within a designated liquefaction zone. Building design shall comply with the Uniform Building Code Chapter 18, Division 1, Section 1804.5 Liquefaction Potential and Soil Strength Loss, requirements for the preparation of a building specific geotechnical report assessing potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement, or reduction in foundation soil-bearing capacity, and discussion of mitigation measures that may include building design consideration. Building design considerations may include, but are not limited to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. (O, C, R)

Subsidence

Although a specific significant impact has not been identified for the Project Site or Add Area, environmental impacts may result from project implementation due to the location of the project in an area prone to subsidence. However, any potential impact will be further reduced to a less than significant impact with the following mitigation measure:

26. Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the Department of Building and Safety for approval. (O, C, R)

Grading

For potential impacts and mitigation measures regarding grading and earth movement, see **Section IV B: Air Quality**.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

The project area and related Project Sites would be subject to potential ground shaking, a common hazard in Southern California. Due to the distance between related projects sites and the project area, related projects are not anticipated to present a seismic impact to the proposed development scenarios.

Project Site, Add Area, and Related Projects

The proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant geologic hazards impact. Seismic impacts resulting from related projects must be identified on a site specific basis. Therefore, a significant cumulative geologic hazards impact is not anticipated.

5. HAZARDOUS MATERIALS AND HAZARDOUS WASTE

The LAFD has identified that hazardous materials have been used, stored, and disposed of within the Project Site and Add Area. These materials would be stored and dispensed in accordance with state and local regulations and industry standards. By complying with the generally applicable administrative procedures required by the municipal code, including the requirement to maintain a copy of the Business Emergency Response Plan on file with the LAFD and the

industry wide safety procedures for the use and storage of these materials, the Project will result in a less than significant impact due to hazardous materials. Development on the Project Site or Add Area would be required to develop and maintain a Business Plan if it handles or intends to handle a hazardous material or a mixture containing a hazardous material in the City which has a quantity at any one time during the reporting year equal to, or greater than, a total weight of 500 pounds, or a total volume of 55 gallons, or 200 cubic feet at standard temperature and pressure for a compressed gas; or exceeds the applicable federal threshold planning quantity for an Extremely Hazardous Substance specified in Title 40, CFR, Par 355, Appendix A.³

Contaminated soil is not known to exist on site from previously reported accidents and was not identified during the Phase I investigation. A regulatory agency database search identified hazardous substance and/or hazardous waste sites within the ASTM specified distances of the Project Site. However, all cases identified are either closed or under remediation and are unlikely to impact the environmental integrity of the Project Site and Add Area at this time.⁴ Therefore, with proper site investigation of the Project Site and Add Area with respect to possible soil contamination prior to demolition and adherence to code requirements, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will not result in cumulative impacts to soil contamination.

Groundwater contamination was not identified on the Project Site or adjacent properties, including the Add Area, during the Phase I investigation performed. Groundwater contamination due to a hazardous materials release on-site or in the project area is not anticipated as a result of the proposed Project at the Project Site or development scenarios analyzed for the Add Area. With proper investigation of groundwater conditions prior to demolition and adherence to code requirements, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will not result in significant cumulative impacts to groundwater.

However, due to the age of the existing structures on the Project Site and Add Area, the potential for asbestos and lead-based paint does exist. A survey of asbestos containing materials and lead based paint was not included in the scope of the Phase I Environmental Assessment conducted. The demolition of any structures with asbestos containing materials or lead-based paint would have the potential to release these substances if they are not properly stabilized or removed prior to demolition activity. Therefore, a significant hazardous materials impact due to the occurrence of asbestos containing materials and lead-based paint on site could occur. With incorporation of

³City of Los Angeles Municipal Code: Chapter V-Public Safety, Article 7, Sec. 57.08.03.
http://cityfolio.ci.la.ca.us/cgi-bin/om_isapi.dll?clientID=130720&advquery=172%2c043&infobase=municipal%20codes&record={518F}&softp age=Doc_Frame_Pg42&x=26&y=20. July 31, 2002.

⁴Studies provided by American Environmental Specialist, Co. include Phase I Environmental Site Assessment - Litton Guidance and Control Facility, October 7, 1996; Phase I Environmental Site Assessment Update - Litton Guidance and Control Facility, April 9, 1999; Phase I Environmental Assessment - Southeast Corner of Prairie Street and Corbin Avenue, October 7, 1996; and Phase I Environmental Assessment Update - Proposed New Parcel Southeast Corner of Prairie Street and Corbin Avenue, March 10, 1999.

the proposed mitigation measures to appropriately stabilize and/or remove asbestos containing materials and lead-based paints, any potential impact would be reduced to a less than significant level. Therefore, a significant cumulative hazardous materials impact due to the release of asbestos containing materials or lead based materials is not anticipated.

MITIGATION MEASURES

Due to the age of the building(s) to be demolished, asbestos-containing materials (ACM) may be located in the structure. Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a less than significant level by the following measure:

27. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations. (O, C, R)

Environmental impacts may result from project implementation due to the use, storage, and creation of hazardous materials. However, these impacts can be mitigated to a less than significant level by the following measure

28. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the LAFD stating that the agency has been permitted the facility's use, storage, and creation of hazardous substances. (O, C, R)

IMPACTS AFTER MITIGATION

Any adverse effects of the proposed Project related to soil and/or groundwater contamination, and asbestos or lead-based paint, would be avoided with implementation of the recommended mitigation measures. This is because adherence to the recommended mitigation measures would: (1) avoid project demolition or construction prior to remediation of listed hazardous material/waste sites, sites of potential concern, or sites which exceed maximum regulatory requirements for hazardous materials; and (2) avoid project demolition of any existing structures found to contain asbestos or lead-based paint prior to appropriate stabilization and/or removal of such materials in accordance with applicable regulations.

CUMULATIVE IMPACTS

Related Projects

Due to the inherently industrial nature of the project area, it is anticipated that hazardous materials will continue to be transported, used, and disposed of in the project area. However, none of the related projects identified in the project area include the development of additional industrial lands or operations.

Two of the related projects have been identified as residential projects that may increase the resident population which could be adversely affected by a release of existing hazardous materials: Porter Ranch and Deer Lake Ranch. Both of these projects are located north of the SR-118 freeway. Due to the distance between the Project Site and proposed related projects, groundwater and/or soil contamination on the Project Site or Add Area that could be released as a result of new development will not adversely affect these developments.

The closest related project to the Project Site and Add Area is Related Project 9, the Northridge Office Building. However, this project is located approximately one half mile west of the Site. Due to the distance between the related Project Site and the Project Site and Add Area, the proposed Project will result in a less than significant impact on related projects due to a release of hazardous materials.

Proposed Project, Add Area, and Related Projects

Due to the inherently industrial nature of the project area, it is anticipated that hazardous materials will continue to be transported, used, and disposed of in the project area. However, the proposed Project at the Project Site and Add Area in combination with related projects, do not include the addition of industrially-designated land or operations. Therefore, a significant cumulative impact to the project area as a result of hazardous materials is not anticipated.

6. HYDROLOGY

ENVIRONMENTAL IMPACTS

The proposed development will result in an increase in the amount of impervious surface on the Project Site due to the removal of a small stand of trees located on the Project Site. However, the drainage pattern will substantially remain the same. Further, due to the developed and impervious nature of the rest of the Project Site, Add Area, and the surrounding San Fernando Valley, the removal of this small piece of undeveloped land will increase the downstream flow by an unsubstantial amount, approximately 1 cfs or 0.4 percent of the existing capacity. Therefore, the proposed Project will result in a less than significant impact to hydrology in the area based on

alteration of the movement or quantity of surface water sufficient to produce a substantial change in the current or direction of water flow.

MITIGATION MEASURES

Although no significant impacts to hydrology have been identified, environmental impacts to water quality and flow may result from the proposed Project at the Project Site and development scenarios analyzed for the Add Area. Further, in the event that development includes a restaurant facility at either the Project Site or Add Area, environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of restaurants, bakeries, and food producers.

However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavation, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (a copy of the SUSMP can be downloaded at <http://www.swrcb.ca.gov/rwqcb4/>)

29. Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. (O, C, R)
30. The owner of the property will prepare and execute a covenant and agreement satisfactory to the Department of City Planning binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan. (O, C, R)
31. Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator, (2) filtration, (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on site and are determined by various factors such as soil types and groundwater table. (O, C, R)

32. Prior to the issuance of building permits for replacement buildings or new parking areas within the Add Area, a hydrologic analysis shall be conducted to determine if the project will create additional runoff. If the project proposed at that time will generate additional runoff, an analysis must be conducted to determine if the existing storm drain has adequate capacity to accommodate the additional runoff. If the existing system can not provide adequate capacity, the applicant at that time may be required to install a relief sewer along Shirley Avenue southward from Prairie Street to Teledyne Way. (O, C, R)
33. Cleaning of oily vents and equipment to be performed within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. (C)
34. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer. (C)
35. Reduce and recycle wastes, including oil and grease. (C)
36. To prevent downstream flooding, the existing ridge along the westerly property boundary shall be maintained unless additional storm drains capable of accommodating additional flow are developed. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Properties that may undergo substantial changes in the existing impervious conditions are of concern to stormwater hydrology in the project area. Due to the existing urban and fully-developed nature of the project area, there are few areas that could significantly alter the existing hydrologic conditions of the area. However, areas to the north of the Project Site and Add Area, primarily north of State Route 118, including the Porter Ranch and Deer Lake Ranch related projects, include unadulterated natural lands that, as a result of development, could change stormwater hydrology in the area.

The Porter Ranch related project (No. 4) does contain natural, vegetated lands that upon development, could cause a change in stormwater hydrology. It was determined in the Porter Ranch Specific Plan EIR that build out of the specific plan area would increase the amount of runoff from a 50-year-frequency storm. However, this runoff would be controlled by storm drain systems designed in accordance with the standards of the City of Los Angeles Department of Public Works. With the application of all mitigation measures outlined in the Porter Ranch EIR and adherence to the recommendations and requirements of the responsible agencies, impacts would be reduced to a less than significant level. Stormwater collected in the Porter Ranch area will be piped southward by the Oakdale Drain, extending southward from the Porter Ranch area, eastward along Devonshire Street, and southward along Winnetka Avenue where it connects with the Limekiln Creek Channel. Therefore, as determined by the EIR prepared for the Porter Ranch Specific Plan, related project No. 4 will result in a less than significant impact to people, property, or sensitive biological resources due to stormwater hydrology. Further, it will not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

Other related projects upstream of the proposed Project include Deer Lake Ranch (No. 5) and the proposed Northridge office building (No. 9). Deer Lake Ranch is located west of Browns Canyon Wash to which future stormwater from this development would flow. The proposed Northridge Office building site is located in a fully-developed, urban area. Due to the existing impervious nature of the area, this related project will not increase the quantity of stormwater in the area. Therefore, related projects would result in a less than significant impact to stormwater hydrology in the project area.

Proposed Project, Add Area, and Related Projects

Based on the existing fully-developed, urban nature of the project area, the proposed Project at the Project Site and development scenarios analyzed for the Add Area, in combination with related projects, would result in a less than significant impact on hydrology due to an increase in stormwater quantity, substantial change in the direction of stormwater flow, or damage due to insufficient flood control.

7. LAND USE

Zoning

All of the commercial and residential uses included in the proposed development scenarios are allowable under the C2-1 zoning designation. The C2-1 zoning designation is with Height District 1, which allows for unlimited height and a 1.5 Floor Area Ratio (FAR). The Project Site covers approximately 1,546,400 square feet (35.5 acres) of land area, which allows for a floor area of approximately 2,319,600 square feet. The maximum yield of the proposed development

scenarios is approximately 1,668,000 square feet⁵ of floor area on the Project Site, or an FAR of 1.08:1. The proposed FAR would not exceed the FAR allowed by the proposed zoning. Further, based on the unlimited height district, the proposed Project at the Project Site will not exceed the allowable development height. As a result, with the approval of a General Plan Amendment and Zone Change, the proposed Project will result in a less than significant impact as a result of inconsistencies with the existing and proposed zoning.

Due to the fact that the remaining uses at the Project Site are of an office nature, a Zone Change from MR2-1 to C2-1 would not result in a legal non-conforming use on the Site. As a result, the proposed Project at the Project Site would not create a substantial conflict with relevant zoning regulations and would result in a less than significant impact to zoning.

General Plan

Framework Element

The General Plan Framework Element has identified Targeted Growth Areas throughout the City. Within these Targeted Growth Areas, the City has acknowledged that due to a reduction of industrial activity, some industrial land may be converted to non-industrial uses. As identified previously, the Project Site is located within a Targeted Growth Area known as a Regional Center. Therefore, loss of industrially designated land due to the expansion and concentration of commercially designated land such as the Project proposes, would not result in an inconsistency with the Framework Element. Therefore, the proposed Project at the Project Site would result in a less than significant land use impact.

The proposed Zone Change and General Plan Amendment would result in a decrease of 35.5 acres, or 0.1 percent, of industrially designated land on a Citywide basis and a corresponding increase of 35.5 acres, or 0.2 percent, in commercially designated land on a Citywide basis. The scale of changes in land use designations is not considered significant. With adoption of the General Plan Amendment from Light Industrial to Community Commercial, the proposed Zone Change would be considered consistent. Therefore, the proposed Project at the Project Site will result in a less than significant impact due to an inconsistency between the Zoning and Land Use designation.

Impacts to other Citywide Elements of the General Plan are discussed in the respective sections of the Draft MEIR. A potentially significant impact to the existing Public Facilities and Services are of a cumulative nature and cannot be mitigated solely by the Project, but must be addressed in the pending Public Facilities and Service Element. Therefore, the proposed Zone Change and

⁵Assumes a worst case scenario of 1,300 square feet of floor area per condominium, 588,000 square feet of senior housing and assisted living units and 690,000 square feet of office space.

General Plan Amendment will result in a less than significant impact to the General Plan and land use.

Land Use Element

Although the proposed General Plan Amendment will result in a reduction of industrially designated land, lands on three sides of the General Plan Amendment Request area are already zoned, designated, and developed with commercial uses; the General Plan Amendment Request area is separated from other industrially designated lands by Corbin Avenue; and non-industrial uses have previously been permitted within the project vicinity (Homeplace Retirement facility, public storage, skate park, tennis facility). The General Plan Amendment is requested because it will encourage consistency between the existing land use designation and the existing use of the property. Further, with coordination of land use designation and use for commercial purposes, the General Plan Amendment could encourage the conservation of other industrial lands in the Community Plan that are actually utilized for industrial purposes currently. Therefore, the proposed General Plan Amendment and Zone Change will result in a less than significant impact to the Land Use Element due to an incompatibility with land uses in the area.

The proposed Zone Change and General Plan Amendment would result in a decrease of approximately 35.5 acres, or 1.9 percent, of industrially designated land and a corresponding increase of 35.5 acres, or 5.7 percent, of commercially designated land within the Chatsworth - Porter Ranch Community Plan. The scale of change in land use designation is not considered significant. With adoption of the General Plan Amendment from Light Industrial to Community Commercial the proposed Zone Change would be considered consistent. Therefore, the proposed Project at the Project Site will result in a less than significant impact to the Land Use Element due to an inconsistency between Zoning and Land Use designation.

While the proposed General Plan Amendment would conflict with a land use policy identified in the Community Plan, it would not prevent implementation of any land use policies identified. Therefore, the proposed Project at the Project Site will result in a less than significant impact to the Land Use Element.

Community Plans

Community Plan Objectives

Objectives of the Chatsworth - Porter Ranch Community Plan that relate to the proposed Project include:

- To designate lands in quantities and at densities, at appropriate locations, for various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.
- To promote economic well-being and public convenience through:
 - Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.
 - Designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.

The proposed Project will reallocate approximately 35.5 acres, or 0.1 percent, of land that is currently industrially designated on a Citywide basis to commercial uses, which equates to approximately 0.2 percent of commercially designated land on a Citywide basis. Within the Chatsworth - Porter Ranch Community Plan Area, this reallocation includes a decrease of approximately 1.9 percent in industrially designated land and a corresponding increase of 5.7 percent in commercially designated lands.

Currently, the General Plan Amendment request area, which used to be an internal part of the Northridge Industrial Core, is surrounded on three sides by commercial development. Over time, the surrounding land uses have changed and now include retail to the north, retail to the east, and various commercial and retail uses to the south. Moreover, the approval of the Homeplace Retirement facility on the Project Site indicates that the City of Los Angeles may not oppose transition of this area from industrial to commercial. Uses currently within the Add Area such as the tennis facility, skate park, and public storage also indicate the change of land use in the immediate project vicinity. Therefore, the proposed change to the General Plan and corresponding Zone Change is consistent with trends in the community and will result in a less than significant impact to land use due to an inconsistency with the Community Plan.

Further, the Project Site is developed with research and development type uses, occupied by Litton Guidance and Control Systems. The current lease on the building and property extends until 2005 at which time the tenant intends to

vacate the property and move operations elsewhere. As discussed in the No Project Alternative section, the applicant has made numerous attempts to identify a future user of the property with the same land use.

Due to current market forces within the San Fernando Valley, the applicant has been unable to identify a future industrial tenant for the Project Site and the current industrial designation of the property is not beneficial. The proposed Project would result in redevelopment of the Site with commercial uses which would promote the economic well-being of the community. This would be consistent with objectives of the Community Plan. Therefore, the proposed Project will result in a less than significant impact to land use as a result of inconsistencies with the objectives of the Community Plan.

Community Plan Policies

Policies included within the Chatsworth - Porter Ranch Community Plan that relate to the proposed Project include:

Commerce

The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas in this Plan are adequate to meet the needs of the projected population to the year 2010, as computed by the following:

- *0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;*
- *0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses. Without effective transportation demand management strategies, such as carpool and vanpool or transit, off-street parking should be provided at a ratio of one parking space per 300 gross square feet of building. Surface parking areas shall be located between commercial and residential uses, where appropriate, to provide a buffer, and shall be separated from residential uses by means of a wall and/or landscaped setback.*

The Plan indicates the presence of several highway-oriented commercial facilities located throughout Chatsworth. It is a policy of the Plan that existing Highway-Oriented Commercial sites should not be expanded. Marginal or temporary commercial uses in designated industrial areas will be phased out as industrial development takes place.

The proposed Zone Change and General Plan Amendment will result in the creation of additional commercial uses in the Community Plan Area. This will help to meet the plan agenda of the provision of neighborhood commercial uses and community shopping and business districts. The proposed Project at the Project Site does not consist of highway-oriented, marginal, or temporary commercial facilities and will therefore not result in a significant impact to land use as a result of an inconsistency with policies of the Community Plan regarding commerce.

Industry

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

The [Q]M1 Zone classification is permitted on those properties fronting on the following corridors: (1) the north and south sides of Nordhoff Street between De Soto Avenue and Topanga Canyon Boulevard; (2) the east side of Topanga Canyon Boulevard, from Nordhoff Street to the south side of Lassen Street; and (3) the south side of Lassen Street between Topanga Canyon Boulevard and De Soto Avenue. Such conditions of approval shall prohibit smoke stacks, metal plating, toxic and noxious industrial uses, and any new retail commercial uses within these zone classifications.

Industrial acreage shown on the Plan should be protected from intrusion by non-industrial uses, except those corridors described above on Nordhoff Street, Topanga Canyon Boulevard, and Lassen Street should allow uses similar to those permitted in the M1 and M2 Zones. In keeping with the low-density residential character of the Community, to the extent possible, the Plan proposes preservation of all existing MR zoned lands, and classification of all undeveloped industrial land in the MR1 and MR2 Zones.

The Plan encourages continued development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley.

The Plan designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the Community, to the extent possible, the Plan proposes

classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

The Project Site is currently zoned MR2-1. While the plan encourages preservation of this zoning, the intent of the preservation is to prohibit intensification of industrial uses beyond the MR zone except where identified by the Plan in the M1 and M2 zones. The proposed Project at the Project Site includes a Zone Change from MR2 to C2 which does not impact the Community Plan policy regarding MR designated lands. Therefore, the proposed Project at the Project Site will not result in a significant impact to land use due to an inconsistency with policies of the Community Plan.

Regional Plans

The Southern California Association of Governments (SCAG) is the areawide clearinghouse for regionally significant projects in the project area. SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these review is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP) which may be applicable to the proposed Project at the Project Site are shown in **Table 26: SCAG Policies, Section IV, G: Land Use**. The proposed Project at the Project Site would not conflict with policies provided by SCAG and would therefore not result in a significant impact to land use as a result of an inconsistency with applicable regional plans.

Further, as discussed in **Section IV, B: Air Quality**, although the proposed Project at the Project Site may result in a significant impact to air quality, the proposed Project at the Project Site will not conflict with any of the policies provided by the SCAQMD. Therefore, the proposed Project at the Project Site will not result in a significant impact to land use as a result of an inconsistency with applicable regional plans.

Add Area

Zoning

All of the commercial and residential uses included in the development scenarios are allowable under the C2-1 zoning designation. The C2-1 zoning designation is within Height District 1, which allows for a 1.5 FAR. The Add Area properties cover 673,437 square feet (15.4 acres) of land area, which allows for a floor area of approximately 1,010,156 square feet. The maximum

yield of the proposed development scenario at the Add Area is approximately 586,000 square feet of floor area, or an FAR of 0.58:1. The proposed FAR would not exceed the FAR allowed by the proposed zoning. Further, based on the unlimited height district of the proposed zoning, the development scenarios analyzed for the Add Area will not exceed the allowable development height. With the approval of a General Plan Amendment and Zone Change, the development scenarios analyzed will result in a less than significant impact as a result of inconsistencies with the existing and proposed zoning.

The analyzed development scenarios at the Add Area assume that the City will approve a Zone Change from MR2-1 and P-1 to C2-1 and a General Plan Amendment from Light Industrial to Community Commercial concurrent with the proposed Project at the Project Site. Due to the industrial nature of the Add Area, existing land uses in the Add Area including manufacturing and public storage would be considered legal, non-conforming uses. If the requested Zone Change and General Plan Amendment are approved, this land use inconsistency is considered a potentially significant impact before mitigation. However, with incorporation of the proposed mitigation measure, the development scenarios analyzed for the Add Area will result in a less than significant land uses impact due to inconsistencies with the Zoning and General Plan designations.

Land Use Compatibility

Land use compatibility issues are related to potential conflicts of the Project Site and Add Area with existing off-site land uses and potential conflicts of existing off-site uses with future on-site uses.

A land use compatibility analysis for the Add Area concluded that the proposed residential and commercial uses would not conflict with the existing commercial type land uses located to the north and east of the Add Area. The properties zoned and designated for Light Industrial uses to the west and south of the Add Area which are fully contained within their respective buildings and do not generate potentially objectionable noise, odors, or smoke. As a result, these uses are considered to be compatible with the proposed adjacent commercially designated properties. A significant impact to land use compatibility at the Add Area is not anticipated from off-site uses.

The Homeplace Retirement facility may be fully constructed on the Project Site prior to completion of development resulting from the proposed Project at the Project Site, a residential use will eventually be constructed on the Project Site which may be impacted by industrial uses within the Add Area. The fully-contained nature of the existing office and industrial uses in the Add Area and adjacent to the Homeplace development, the residential uses will not be adversely affected. A significant land use conflict with the proposed residential uses is not anticipated.

The expansion of commercial uses in the area, has not resulted in any known significant incompatibilities with residential uses; therefore, expansion of commercial and residential uses in

the Add Area should not create conflicts for the existing off-site uses. As a result, with the approval of the Zone Change and General Plan Amendment for the Add Area would not create a significant impact to land use compatibility.

General Plan

Framework Element

The General Plan Framework Element has identified Targeted Growth Areas within the City of Los Angeles. Within these Targeted Growth Areas, the City has acknowledged that due to the loss of industrial activity, some industrial land may be converted for re-use as non-industrial uses. As identified previously, the Add Area is located within a Targeted Growth Area known as a Regional Center. Therefore, loss of industrially designated land due to the expansion and concentration of commercially designated land such as the Project proposes, would result in a less than significant land use impact due to conflict with the Framework Element.

The proposed Zone Change and Plan Amendment at the Add Area would result in a decrease of approximately 15.4 acres, or 0.1 percent, in industrially designated land. Further, the development scenarios analyzed for the Add Area would increase commercially designated lands by 15.4 acres, or 0.1 percent. However, the scale of change in land use designation resulting from the development scenarios analyzed for the Add Area is not considered significant by itself. With adoption of the General Plan Amendment from Light Industrial to Community Commercial, the proposed Zone Change would be considered consistent. Therefore, the development scenarios analyzed for the Add Area will not result in a significant impact due to an inconsistency between the Zoning and Land Use designation.

Impacts of the development scenarios at the Add Area to Citywide Elements are similar to the Project Site.

Land Use Element

The proposed General Plan Amendment at the Add Area will result in a reduction of industrially designated land. However, lands on three sides of the General Plan Amendment Request Area are already zoned, designated, and developed with commercial uses; the study area is separated from other industrially designated lands by Corbin Avenue; and non industrial uses have previously been permitted within the project vicinity (Homeplace Retirement facility, public storage, skate park, tennis facility). The General Plan Amendment is considered appropriate as it will encourage consistency between land use designation and the existing use of the Add Area properties. The proposed General Plan Amendment and Zone Change will not result in a significant land use impact due to an incompatibility with surrounding land uses in the area.

The proposed Zone Change and Plan Amendment at the Add Area would result in a decrease in industrially designated lands of approximately 15.4 acres, or 0.8 percent and the development scenarios analyzed for the Add Area would increase commercially designated lands by approximately 15.4 acres, or 2.5 percent. The percentage of change in land use designation is not considered significant. Therefore, the development scenarios analyzed for the Add Area will not result in a significant impact to land use due to an inconsistency between Zoning and Land Use designation.

Community Plans

Policies included within the Chatsworth - Porter Ranch Community Plan that relate to the development scenarios analyzed for the Add Area are similar to those of the Project Site. See above text.

Commercial

The proposed Zone Change and General Plan Amendment will result in the creation of additional commercial uses in the Community Plan Area. This will help to meet the plan agenda of the provision of 0.6 acres of neighborhood commercial uses and 0.2 acres of community shopping and business districts. The development scenarios analyzed for the Add Area do not consist of highway-oriented, marginal, or temporary commercial facilities and will therefore not result in a significant impact to land use as a result of an inconsistency with policies of the Community Plan regarding commerce.

Industrial

The Add Area properties are currently zoned MR2-1 and P-1. While the plan encourages preservation of this zoning, the intent of the preservation is to prohibit densification of industrial uses beyond the MR zone except where identified by the Plan in the M1 and M2 zones. The development scenarios analyzed for the Add Area include a Zone Change from MR2 to C2 which does not affect the Community Plan policy regarding MR designated lands. Therefore, the development scenarios analyzed for the Add Area will not result in a significant impact to land use due to an inconsistency with policies of the Community Plan.

Regional Plans

Due to the proximity of the Add Area properties to the Project Site, regional plans applicable to the Add Area are similar to those for the Project Site. Therefore, refer to the Regional Plan discussion for the Project Site.

MITIGATION MEASURES

Project Site

None required.

Add Area

Due to the small size of the parcels in the Add Area, it is possible that future projects proposed in the Add Area could be exempt from environmental review, and may result in inconsistencies between zoning and land use. To mitigate potential impacts of inconsistencies between zoning and land use in the Add Area, the following “Q” conditions shall be placed on any property undergoing a Zone Change and Plan Amendment without an identified specific development plan:

37. When the use of this property formerly designated as “Light Manufacturing” is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-maker through a procedure similar to a conditional use. The decision-maker shall determine that the proposed use is consistent with the objectives of the General Plan and is compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

None of the related projects are known to result in a significant land use impact. However, potential land use impacts from related projects in the area must be determined on a site and project specific basis.

Proposed Project, Add Area, and Related Projects

Potential impacts with respect to the General Plan Framework are determined on a site specific basis. The proposed Project at the Project Site and the development scenarios analyzed for the Add Area will not result in a significant land use impact. Therefore, a significant cumulative land use impact due to conflict with the General Plan is not anticipated.

Impacts due to conflicts with the Community Plan and applicable Regional Plans are determined on a site specific basis. The proposed Project at the Project Site and the development scenarios analyzed for the Add Area will not result in a significant land use impact. Therefore, a significant cumulative impact to land use due to conflict with the Community Plan and applicable Regional Plans is not anticipated.

8. NOISE

CONSTRUCTION PHASE IMPACTS

Construction of the proposed Project will result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby sensitive receptors. However, the incremental increase in noise levels is less than the significance threshold of a five decibel increase over the existing ambient noise level. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant noise impact.

OPERATIONAL PHASE IMPACTS

The predominant operational noise source at the Project Site and Add Area, as with most urbanized areas, is vehicular traffic. However, the incremental increase in the noise level would not be perceptible by the general public and would not exceed the significance threshold determined by the Land Use Compatibility for Community Noise Environment for an increase in noise level. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to noise levels at sensitive receptors.

MITIGATION MEASURES

Environmental impacts to noise may result due to project implementation. However, the potential impacts will be mitigated to a level or less than significance by the following measures:

38. The project shall comply with the City of Los Angeles Municipal Code Chapter XI - Noise regulations. (O, C, R)
39. Locate any haul routes as far from the noise sensitive land uses as possible to the extent feasible. (O, C, R)
40. The staging of construction equipment shall be conducted as far from noise sensitive land uses as possible to the extent feasible. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Due to the developed nature of the San Fernando Valley, the predominant noise source in the area is vehicular traffic. Future traffic and noise impacts, including related projects, were studied for the proposed Project at the Project Site and development scenarios analyzed for the Add Area. The noise study completed for the proposed Project at the Project Site and development scenarios analyzed for the Add Area indicates a less than significant noise impact.

Proposed Project, Add Area, and Related Projects

When calculating future traffic impacts, the traffic consultant took eight additional projects into consideration. Thus, future traffic volumes with and without the proposed Project at the Project Site and development scenarios analyzed for the Add Area accounted for the cumulative impacts of related projects. The noise study completed for the proposed Project at the Project Site and development scenarios analyzed for the Add Area indicates a less than significant noise impact. Therefore, a significant cumulative noise impact is not anticipated.

9. POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS

The population of the Chatsworth - Porter Ranch Community Plan Area as a result of the proposed Project at the Project Site and development scenarios analyzed for the Add Area will not exceed the Los Angeles Citywide General Plan Framework EIR population projection for the Plan Area. Therefore, the proposed development scenarios for the Project Site and Add Area will result in a less than significant impact to population or public services.

The housing unit total within the Chatsworth - Porter Ranch Community Plan Area as a result of the proposed Project at the Project Site and development scenarios analyzed for the Add Area will not exceed the Los Angeles Citywide General Plan Framework EIR housing projection for the Plan Area. Therefore, the proposed development scenarios analyzed for the Project Site and Add Area will result in a less than significant housing impact.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

The population of the Chatsworth - Porter Ranch Community Plan Area, as a result of related projects, will not exceed population projections established by the City of Los Angeles Citywide General Plan Framework EIR. Additionally, the increase in housing units within the Chatsworth - Porter Ranch Community Plan Area, as a result of related projects, will not exceed housing projections established by the City of Los Angeles Citywide General Plan Framework EIR. Therefore, related projects will result in a less than significant impact to population or housing.

Project Site, Add Area, and Related Projects

The proposed Project at the Project Site and development scenarios analyzed for the Add Area in combination with applicable related projects will not increase the population or housing units in the area such that they exceed projections established by the Citywide General Plan Framework EIR. Therefore, a significant cumulative impact to population and housing are not anticipated.

10. EMPLOYMENT

ENVIRONMENTAL IMPACTS

The number of employees generated by the proposed Project at the Project Site and development scenarios analyzed for the Add Area will not exceed employment thresholds established by the SCAG for the year 2010. Therefore, the proposed development scenarios at the Project Site and Add Area will result in a less than significant impact to employment.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects in the project area may generate employees as a result of their development. However, the number of employees generated by related projects is not expected to exceed employments projections established by the SCAG for the Chatsworth - Porter Ranch

Community Plan Area. Therefore, related projects in the area will result in a less than significant employment impact.

Project Site, Add Area, and Related Projects

As a result of the proposed Project at the Project Site and development scenarios analyzed for the Add Area in combination with related projects in the area, employment within the Chatsworth - Porter Ranch Community Plan Area could increase. However, the increase would not exceed employment projections established by the SCAG for the year 2010. Therefore, a significant cumulative employment impact is not anticipated.

11. FIRE PROTECTION

ENVIRONMENTAL IMPACTS

A hydraulic analysis was performed on the existing water distribution system, in the vicinity of the proposed development, to simulate additional demands at critical locations in the system.⁶ The existing water distribution system is capable of handling a variable amount of additional flow, as determined by the Los Angeles Water Distribution Engineer.

Based on response distance criteria, fire protection of the Project Site would be considered inadequate. However, with incorporation of mitigation measures, any potential impacts due to response time will be mitigated to a less than significant level.

The LAFD has indicated that intersections operating with a Level of Service (LOS) of E or F could have a significant adverse impact on fire protection services. The proposed Project at the Project Site and development scenarios analyzed for the Add Area will not increase the number of intersections operating at a LOS of E or F. Therefore, the proposed Project will result in a less than significant impact to fire protection services as a result of intersection conditions in the project area. Further, incorporation of mitigation measures will reduce any significant impacts to a less than significant level.

MITIGATION MEASURES

Environmental impacts may result from project implementation due to the location of the Project Site and Add Area in an area having marginal fire protection facilities. However, any potential impacts resulting from the proposed Project would be reduced to a less than significant level by the following measures:

⁶Letter from Gail Glauz, Engineer of West Valley District Water Distribution Engineering, to Carrie Riordan, Planning Associates, Inc. September 24, 2002.

41. Adequate off-site public and on-site private fire hydrants may be required, their number and location to be determined after the LAFD reviews plot plan. (O, C, R)
42. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the LAFD. (O, C, R)
43. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07. (O, C, R)
44. Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade. (O, C, R)
45. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549. (O, C, R)
46. Standard cut-corners will be used on all turns. (O, C, R)
47. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. (O, C, R)
48. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. (O, C, R)
49. No proposed development utilizing cluster, group, or condominium design of one- or two-family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane. (R)
50. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. (O, C, R)
51. Where aboveground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley or designated fire lane to the main entrance or exit of individual units. (R)
52. Where access for a given development requires accommodation of LAFD apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway. (O, C, R)

53. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. (O, C, R)
54. Where access for a given development requires accommodation of LAFD apparatus, overhead clearance shall not be less than 14 feet. (O, C, R)
55. Access for LAFD apparatus and personnel to and into all structures shall be required. (O, C, R)
56. The LAFD may require additional vehicular access where buildings exceed 28 feet in height. (O, C, R)
57. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Based on the first due engine company distance and response time, the proposed Project at the Project Site and development scenarios analyzed for the Add Area would be considered to be inadequately served. However, implementation of the proposed mitigation measures would result in the maximum feasible fire protection and access for emergency vehicles. Any potential fire protection service impacts would be reduced to a less than significant level.

CUMULATIVE IMPACTS

Related Projects

Related projects in the immediate area may result in the need for increased staff at existing fire facilities, additional fire protection facilities, or relocation of present fire protection facilities which may produce some area-wide impacts. As with the proposed Project however, related projects would be subject to individual review and approval by the LAFD.

Proposed Project, Add Area, and Related Projects

As discussed above, development of the proposed Project at the Project Site and the development scenarios analyzed for the Add Area will result in a less than significant impact to fire protection services. Related project development in the area may result in the need for increased staff at existing fire protection facilities, additional fire protection facilities, or relocation of present fire facilities, which may produce some area-wide cumulative impacts. However, as with the proposed Project and development scenarios analyzed, related projects would be subject to

individual review and approval by the LAFD. Therefore, a significant cumulative impact to fire protection services is not anticipated.

12. POLICE PROTECTION

ENVIRONMENTAL IMPACTS

The proposed Project has the potential to increase population in the area by approximately 1,797 residents and approximately 5,089 employees. Based on LAPD staffing requirements, this increase could require the need for approximately seven additional officers. Due to existing understaffed conditions in the Devonshire Area, a potential increase in required officers may result in a significant impact on police services in the project area due to increased staffing needs and delayed response times.

The LAPD has indicated that intersections operating at a LOS of E or F could have a significant adverse impact on police protection services. The proposed Project will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, the proposed Project will result in a less than significant impact on police services due to intersection conditions.

Incorporation of the proposed mitigation measures will reduce any potential impacts to the greatest extent possible. However, the proposed Project may result in a significant impact to police protection services.

MITIGATION MEASURES

Potential impacts identified at the Project Site and Add Area are a result of existing understaffed conditions within the Devonshire Division of the LAPD. The applicant does not have control over staffing within the LAPD and therefore can attempt to mitigate existing and potential impacts only through physical design measures. Therefore, potential impacts at the Project Site and Add Area will be mitigated to the greatest extent possible by the following measures:

58. A comprehensive security plan that includes uniformed security and video monitoring; (O, C, R)
59. A graffiti removal plan; (O, C, R)
60. The establishment of a Business Coalition/Neighborhood Watch program; (O, C, R)
61. A comprehensive traffic control plan; and (O, C)

62. Incorporate into plans the design guidelines relative to security in semi-public and private spaces, which may include, but not be limited to, access control of building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

With the incorporation of the proposed mitigation measures, significant impacts anticipated from the proposed Project and related projects will be reduced to the greatest extent possible. However, the LAPD does not have plans to increase staffing within the Devonshire Division that would mitigate the existing understaffed conditions. Therefore, the proposed Project will result in a significant impact to police protection services after the incorporation of mitigation measures.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area have the potential to increase the permanent population by approximately 11,258 residents. Further, approximately 9,442 employees could be introduced to the area as a result of related projects. Based on the LAPD staffing requirements, related projects could result in a significant impact on police services due to increased staffing needs. Due to existing understaffed conditions within the LAPD, the potential for an increased need for officers could result in a significant impact on police protection services due to staffing needs and subsequent delayed response times.

Ambient traffic increases, as well as potential traffic impacts resulting from the related projects, could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. However, related projects will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, related projects will result in less than significant impact on police services due to intersection conditions.

Proposed Project, Add Area, and Related Projects

Development of the proposed Project at the Project Site and development scenarios analyzed for the Add Area, in combination with any related project, could result in a significant impact on police services in the western San Fernando Valley. This development could result in an increase in the permanent population of approximately 13,055 people. Additionally, development could introduce approximately 9,442 employees into the area. Due to police staffing requirements of

one officer per 758 residents and existing understaffed conditions, an increase in residents and employees could result in a significant cumulative police impact due to staffing conditions.

However, the number of intersections operating at an LOS of E or F will not increase and the LOS at intersections already operating at these conditions will not decrease. Therefore, a significant cumulative impact on police protection services is not anticipated due to intersection conditions.

13. LIBRARIES

ENVIRONMENTAL IMPACTS

The proposed Project could generate a maximum of 1,797 new residents to 86,531 residents. However, based on the current service capacity of the Porter Ranch Library (approximately 100,000 residents), the demand for library services would not exceed the level of service available at the library branch currently serving the project area. Additionally, the Northridge Branch and the Chatsworth Branch Libraries are anticipated to open in late 2003 which will increase the capacity of library services in the project area. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to Los Angeles Public Library services in the area.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Only two of the related projects have residential elements that have the potential to affect library services by altering the permanent population in the area. Related Project 5 has the potential to generate approximately 9,443 new residents in the area. Related Project 6 has the potential to generate approximately 1,815 new residents. Based on these two related projects, the resident population in the project area could increase by approximately 11,258 resident to approximately 95,992 residents. This population would be accommodated by existing library services and any additional services that will open in the near future such as the Chatsworth and Northridge Library Branches.

Project Site, Add Area, and Related Projects

The proposed Project at the Project Site, development scenarios analyzed for the Add Area, and related projects will increase the population by approximately 13,055 new residents to 97,789 residents. Based on the current capacity of library services, demand for library services will not exceed the level of service currently available at the library branch serving the area. Therefore, a significant cumulative impact on Los Angeles Public Library services is not expected.

14. SCHOOLS

ENVIRONMENTAL IMPACTS

Schools serving the project area include Calahan Elementary School, Nobel Middle School, and Cleveland High School. School service needs are related to the size of the residential population, the geographic area served, and community characteristics.

Condominium units associated with the proposed Project at the Project Site and development scenarios analyzed for the Add Area would have the potential to generate a maximum of twenty eight new students: twelve elementary school students, eight middle school students, and eight high school students.

Both Calahan and Nobel schools are anticipated to have the necessary capacity to accommodate the maximum number of potential students generated by the proposed Project. Cleveland High School is projected to have a population that exceeds its operating capacity. However, as within other LAUSD schools, Cleveland High School could begin to operate on a four-track, year-round school calendar, as opposed to the current one-track, traditional calendar. The four-track, year-round calendar allows for an increase of approximately twenty five percent in the enrollment at a particular school annually. Implementation of a four-track, year round calendar at Cleveland High School could increase enrollment from 3,831 students to 4,789 students, which would accommodate the projected enrollment of the proposed development scenarios at the Project Site and Add Area. With implementation of the proposed mitigation measure, the proposed development scenarios at the Project Site and Add Area will result in a less than significant impact to school services in the area.

MITIGATION MEASURES

Although a significant impact to school facilities in the project area has not been identified, environmental impacts may result on school facilities as a result from Project implementation. However, incorporation of the following mitigation measures will help further reduce any potential impacts on schools in the area.

63. The developer will pay school fees required by the City of Los Angeles. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Of the eleven related development projects in the area, only two include a residential component that might have a significant impact on schools: Porter Ranch (Related Project 4) and Deer Lake Ranch (Related Project 5). However, due to the location of both of these communities north of the 118 Freeway (SR-118), neither community is located in the same school attendance area as the project area. Further, each related project will pay the required school fees. Therefore, neither Porter Ranch nor Deer Lake Ranch will result in a significant impact to schools.

Project Site, Add Area, and Related Projects

The potential cumulative increase in students as a result of Project implementation at the Project Site and the Add Area is approximately 28 students. Although two related projects have residential elements that could potentially affect school services in the area, as discussed above, neither of the two projects are within the same school attendance area as the project area. Therefore, the related projects identified with the potential to impact school facilities are not included in the cumulative impact analysis.

Based on the current and projected attendance and enrollment rates at each of the attendance area schools (Calahan Elementary School, Nobel Middle School, Cleveland High School) it is anticipated that the potential increase of 28 students could be accommodated. Therefore, a significant cumulative impact on school facilities or services in the project area is not anticipated.

15. PARKS AND RECREATION

ENVIRONMENTAL IMPACTS

Currently, there is no open space or parkland on the Project Site or Add Area. The proposed Project at the Project Site and development scenarios analyzed for the Add Area do not include the construction or removal of open space or parkland.

Currently, the Chatsworth - Porter Ranch Community Plan Area provides approximately 755 acres of parkland to its 84,734 residents,⁷ a ratio of 32.5 acres of parkland per 1,000 residents. As

⁷City of LADCP, Demographics Research Unit Statistical Information. August 13, 2002.
<http://www.lacity.org/PLN/DRU/C2K/Cwd/PgCwd.cfm?grfxname=CPHist>

a result of the proposed Project at the Project Site and development scenarios analyzed for the Add Area, the ratio of residents to acres of parkland will decrease to 31.8 acres of parkland per 1,000 residents. However, this ratio of 31.8 acres of parkland per 1,000 residents is still greater than both the City of Los Angeles requirement of 4 acres of parkland per 1,000 residents and the City of Los Angeles provision of 4.25 acres per 1,000 residents. Further, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the Zoning Code (Section 17.12). Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact on parkland and open space.

There are no existing active recreational facilities located on the Project Site. A tennis facility and skate park are currently located within the Add Area properties. Based on the number of recreational facilities available in the project area, the increase in population and potential removal of the skate park and tennis facility within the Add Area, will not result in an increased demand on recreational facilities that cannot be absorbed by existing facilities in the area.

MITIGATION MEASURES

Although a significant impact to parkland, open space, and active recreational facilities in the project area has not been identified, environmental impacts may result from project implementation at the Project Site and Add Area. However, incorporation of the following mitigation measures will help further reduce any potential impacts on parkland and recreational facilities in the area.

64. Per Section 17.12-A of the City of Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for the construction of apartment buildings. (R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects that could potentially impact existing parkland are those that would increase demand on parkland by either increasing the local population or removing existing facilities. Related Projects 4 and 5, while not disturbing any existing parkland, will increase the resident population of the area by approximately 11,258 residents. Therefore, the ratio of parkland to residents will decrease to 28.7 acres of parkland per 1,000 residents. However, this ratio of 28.7 acres of parkland per 1,000 residents is greater than both the City of Los Angeles standard of 4.0

acres of parkland per 1,000 residents and the City of Los Angeles Citywide average of 4.25 acres per 1,000 residents. Therefore, related projects will not result in a significant impact on parkland.

The increase in population could result in a significant impact to active recreational facilities. However, recreational impacts of related projects must be determined on a project-specific basis. Further, each project will pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). These fees are based on the number of units and proposed zoning for each site. Credits may also be given for recreational facilities provided as part of a project. As a result of incorporation of in-lieu fees, any significant impacts due to related projects will be reduced to a less than significant level. Therefore, related projects will not result in a significant impact to active recreational facilities in the area.

Proposed Project, Add Area, and Related Projects

With the proposed Project at the Project Site and development scenarios analyzed for the Add Area, in combination with the identified related projects, the resident population in the Chatsworth - Porter Ranch Community Plan Area will be increased by approximately 13,055 residents to 97,789. As a result, the ratio of parkland to residents will decrease to approximately 28.2 acres of parkland per 1,000 residents. This ratio is well above the City of Los Angeles standard of 4.0 acres of parkland per 1,000 residents and the current Citywide average of 4.25 acres of parkland per 1,000 residents. Therefore, a cumulative impact to parkland is not anticipated.

The increase in population could result in a significant impact to active recreational facilities. Each project will pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). These fees are based on the number of units and zoning for each site. Credits may also be given for recreational facilities provided as part of a project. As a result of incorporation of the identified mitigation measure, any significant impacts due to the proposed or related projects will be reduced to a less than significant level. Therefore, a cumulative impact to active recreational facilities is not anticipated.

16. TRAFFIC

A Traffic Study for the proposed Project was prepared by Linscott, Law & Greenspan Engineers (LLG), dated May 21, 2003. LADOT has reviewed this traffic study and has determined, in a letter dated August 27, 2003, that the analysis adequately describes all transportation impacts associated with the proposed Project and provides adequate measures to mitigate all potential significant impacts.

ENVIRONMENTAL IMPACTS

Project Site Traffic Generation

Traffic volumes expected to be generated by the proposed Project during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 6th Edition, 1997.

Specific vehicular access points to and from the Project Site have not been determined at this time. For purposes of analysis, it is assumed that vehicular access to the Project Site will be provided via Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. It is anticipated that full access (both ingress and egress) turning movements will be accommodated at the Project driveways.

The proposed Project is expected to generate a maximum of 13,136 net new daily trip ends during a typical weekday 24-hour period (6,568 inbound and 6,568 outbound trips). During the AM peak hour, the proposed Project is expected to generate a maximum of 1,091 net new vehicle trips (981 inbound and 110 outbound). During the PM peak hour, the proposed Project is expected to generate a maximum of 1,249 net new vehicle trips (222 inbound and 1,027 outbound).

Thirty nine study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (v/c) ratio on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition).

Traffic volumes for each new condition were added to volumes in the prior condition to determine the change in capacity utilization at the study intersections. An annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the proposed Project.

Future pre-project conditions are assumed to include roadway improvements associated with the Porter Ranch project. Mitigation associated with the Porter Ranch related project located at the Corbin Avenue and Rinaldi Street intersection includes re-striping the northbound and southbound approaches to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. The Porter Ranch project mitigation at the Corbin Avenue and Devonshire Street intersection includes re-striping the southbound approach to provide one left-turn lane, two through lanes, and one shared through/right-turn lane. The Porter Ranch project mitigation at the Tampa Avenue and Chatsworth Street intersection includes re-striping the northbound Tampa Avenue approach to provide one left-turn lane, three through lanes, and one shared through/right-turn lane.

Future With Related Projects

The Levels of Service at all of the study intersections are incrementally increased by the addition of traffic generated by related projects.

A maximum of fourteen of the study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of growth in ambient traffic and traffic due to related projects. Twenty five study intersections are anticipated to operate at LOS E or F with the addition of growth in ambient traffic and related projects traffic during peak hours.

Future With Project Development

According to the LADOT impact criteria, Project Site Only development would result in a significant impact to a maximum of nineteen study intersections. The Full Build Out Project would result in a significant impact to a maximum of twenty four study intersections. Incremental but not significant impacts are noted at the remaining study intersections due to development of the Project Site Only.

Congestion Management Plan Traffic Impact Assessment

The Congestion Management Program (CMP) is a state-mandated program enacted by the passing of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. As required by the 2002 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) was prepared to determine potential impacts on designated monitoring locations on the CMP highway system.⁸

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed Project will not add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections and therefore, no further review of potential impacts to intersection monitoring locations which are part of the CMP highway system is required.

Further, the CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours at CMP mainline freeway monitoring locations and therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

⁸The analysis has been prepared in accordance with procedures outlined in the *2002 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, June, 2002.

MITIGATION MEASURES

The proposed Project will result in significant transportation impacts at twenty four of the thirty nine study intersections. However, due to differing levels of development between potential development scenarios, differing traffic distribution between potential development scenarios, and the level of development at the time of implementation of a specific mitigation measure, the need for a specific improvement may differ. However, the general improvement identified at each intersection will not be different. The following mitigation measures apply to Residential (R), Office (O), and Retail (C).

65. *Mason Avenue Extension Project*

The mitigation consists of providing a fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project. Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, Mason Avenue extends south from Nordhoff Street to Victory Boulevard and north from Plummer Street to the Porter Ranch Project area north of the SR-118 Freeway. However, Mason Avenue does not provide access across the Union Pacific railroad tracks located between Prairie Street and Nordhoff Street. Due to the discontinuous nature of Mason Avenue, regional through traffic that would otherwise travel on Mason Avenue must instead use alternate parallel north-south highways such as De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue. Based on discussions with senior management at LADOT, it has been determined that this project's contribution to the Mason Avenue Extension Project shall not exceed \$500,000.000. Payment of the project's fair share contribution shall be either in cash or by the posting of a letter of credit and shall be due prior to the issuance of the first building permit for new development at the Project Site.

The Mason Avenue Extension project includes the design and construction of an at-grade crossing of Mason Avenue at the existing railroad tracks. When the Mason Avenue Extension project is complete, it is anticipated that traffic from other major north-south roadways such as De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue will shift to Mason Avenue such that the regional through traffic will become better balanced among these thoroughfares. Therefore, mitigation associated with the Mason Avenue Extension Project includes a redistribution of traffic from parallel north-south roadways to Mason Avenue.

The City of Los Angeles prepared a Mitigated Negative Declaration (MND) and Initial Study, including a transportation component, for the Mason Avenue Extension project. The MND prepared for the extension project concluded that there would be no significant transportation impacts due to the Mason Avenue Extension project or due to the regional shift of traffic associated with it.

Secondary Impacts on Mason Avenue

Pursuant to the direction of LADOT, a review of intersections along Mason Avenue with implementation of the Mason Avenue Extension project was required. This analysis was intended to identify secondary, project-related impacts, to intersections along Mason Avenue. Primary impacts are considered those resulting from the regional redistribution of traffic after the completion of the Mason Avenue Extension construction [determined to be less than significant by the MND prepared by the Bureau of Engineering and approved by the City Council on December 18, 2001 (CF 01-2602)]. Secondary impacts are considered those specific to the Project Site Only project, assuming prior completion of the Mason Avenue Extension project. In order to determine the secondary impacts on Mason Avenue associated with the Project Site Only project, the following intersection operations in the With Project conditions were compared to intersection operations in the Without Project condition, including the regional traffic volume shifts associated with completion of the Mason Avenue Extension project:

- Mason Avenue and Devonshire Street
- Mason Avenue and Lassen Street
- Mason Avenue and Plummer Street
- Mason Avenue and Nordhoff Street
- Mason Avenue and Parthenia Street

Application of the City's thresholds of significance to the With Project condition indicates that development of the Project Site Only project and the Full Build Out project do not result in significant secondary impacts to study intersections along Mason Avenue. Therefore, no additional improvement measures along Mason Avenue are required or recommended.

66. Physical Improvement Measures

Several physical improvement measures are available to mitigate transportation impacts due to the construction and occupancy of a proposed Project. Implementation of physical improvements will depend on the amount of square footage constructed in each phase of development. It is envisioned that prior to the issuance of a building permit for a specific phase of development, the "triggered" improvements must be guaranteed. Moreover, prior to occupancy of each phase of development, "triggered" improvements must be completed. The thresholds at which physical improvements become necessary for both the Project Site alone and full build out development scenarios are shown in **Table 1: Traffic Mitigation Requirements**. Following, are brief descriptions of each of the physical improvement measures proposed and the intersections that would be affected.

TABLE 1
TRAFFIC MITIGATION REQUIREMENTS

| Mitigation Measure | Project Site Only Scenarios | | | | Full Build Out Scenarios | | | |
|---|--|--|--|--|--|--|--|--|
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Mason Ave Extension | x | x | x | x | x | x | x | x |
| Physical Improvements Corbin Ave from Nordhoff St/Pl to Plummer St | x 150,000 sf Retail (821 trips) | x 720,000 sf Office (887 trips) | x 105,000 sf Retail (648 trips) | x 610,000 sf Office (763 trips) | x 195,000 sf Retail (975 trips) | x 940,000 sf Office (1,133 trips) | x 130,000 sf Retail (746 trips) | x 805,000 sf Office (982 trips) |
| Transportation Demand Management | | x | | x | | x | | x |
| ATSAC/ATCS Shirley Ave/Plummer St | | x 775,000 sf Office (948 trips) | | x | x 510,000 sf Retail (1,840 trips) | x 1,140,000 sf Office (1,358 trips) | | x 1,025,000 sf Office (1,229 trips) |
| Reseda Blvd/Plummer St | x 295,000 sf Retail (1,282 trips) | | x 235,000 sf Retail (1,104 trips) | | x 400,000 sf Retail (1,567 trips) | x 1,260,000 sf Office (1,492 trips) | x 320,000 sf Retail (1,353 trips) | |
| Tampa Ave/Plummer Street | | | | | | x 1,165,000 sf Office (1,385 trips) | | x 1,050,000 sf Office (1,257 trips) |
| Tampa Ave/Nordhoff St | | x 715,000 sf Office (881 trips) | | x 660,000 sf Office (819 trips) | | x 930,000 sf Office (1,122 trips) | | x 855,000 sf Office (1,037 trips) |
| XXX,000 sf = Level of office or retail development that triggers physical improvement for traffic mitigation. The development "trigger" includes build out of the Homeplace Retirement Community, as well as the condominium components of Scenarios 3 & 4. | | | | | | | | |

Corbin Ave between Nordhoff St/Pl and Plummer Street

Recommended mitigation for Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street includes of the following:

- Dedicate up to two feet on Corbin Avenue along the Krausz Property frontage (i.e., from Prairie Street to Nordhoff Street) to provide a minimum 45-foot half right-of-way in compliance with the City’s standard for Secondary Highways.
- Widen the east curb of Corbin Avenue between Nordhoff Street/Nordhoff Place and Prairie Street by three feet along the Krausz Property frontage. The three foot widening will yield a 40-foot half roadway on the flare section of Corbin Avenue north of Nordhoff Street, and a 35-foot half roadway northerly thereof, in compliance with the City’s standard for Secondary Highways.
- Modify striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

- Modify striping on Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street to provide three northbound through lanes and two southbound through lanes, plus a center lane designated for left-turns. At the Plummer Street intersection, the northbound Corbin Avenue curb lane will be designated as a right-turn lane (thereby providing one left-turn lane, two through lanes, and one right-turn lane on the northbound Corbin Avenue approach to the Plummer Street intersection). It should be noted that the third northbound through lane on Corbin Avenue between Prairie Street and Plummer Street can be accommodated within the existing curb-to-curb roadway width.

67. *Transportation Demand Management Measures*

The project shall comply with Ordinance No. 168,700 which requires the implementation of a Transportation Demand Management (TDM) plan at new development in excess of 25,000 square feet. The TDM plan will provide actions to encourage use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling, and changes in work schedule to move trips out of the peak travel periods (or eliminate them altogether). The TDM plan will apply to the office component of the project scenarios. The TDM plan will apply to employees only and would not apply to residents or patrons/visitors to the project. It is conservatively estimated that a TDM plan will reduce project-related office trips by 15% as compared to unmanaged development at the Project Site and Add Area.

Prior to the issuance of any building, grading, or foundation permit for an office project within the site, the applicant shall submit a preliminary TDM plan to LADOT for review. LADOT shall review and approve the preliminary TDM plan. Prior to the issuance of any temporary or permanent certificate of occupancy for an office-related project, a final TDM plan shall be submitted for review and approval by LADOT. An annual status report regarding the TDM program shall be submitted by the building owner to LADOT beginning one year after the issuance of the project's first certificate of occupancy. The building owner can discontinue the preparation and submittal of the annual status reports after submitting five consecutive reports demonstrating compliance with the TDM program. The TDM plan shall include documentation that the 15% trip reduction credit, proposed as a mitigation measure for the office component, is fully realized and maintained for five consecutive years. No building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any development that has not complied with the requirements of the TDM mitigation. Non-compliance with the TDM plan may include any of the following, pursuant to a written determination letter by the LADOT General Manager: failure to submit a TDM plan in conformance with the requirements; failure to implement an approved TDM plan; or failure to address modifications recommended to a preliminary TDM plan after consultation. When written notification of failure to meet the TDM's plan is received from LADOT, the building owner shall submit a revised TDM plan to LADOT for review and approval. The revised TDM plan shall incorporate measures necessary

for the property owner to comply with goals by the next TDM annual status report period or a date agreed upon by the property owner and LADOT.

68. ATCS/ATSAC Measures

ATSAC/ATCS improvement measures are available to mitigate significant transportation impacts expected at intersections from the construction and occupancy of the proposed Project. ATSAC/ATCS mitigation consists of funding the installation of LADOT's Automated Traffic Surveillance and Control System (ATSAC)/Adaptive Traffic Control System (ATCS) at the impacted intersection. Implementation of the traffic signal improvements will depend on the amount of square footage constructed in each phase of development. It is envisioned that prior to the issuance of a building permit for a specific phase of development, the "triggered" improvements must be guaranteed and, moreover, prior to occupancy of each phase of development, the improvements must be completed. LADOT estimates that the ATSAC system reduces the critical v/c ratios by seven percent (0.07) at intersections where such equipment is installed and the ATCS system upgrade further reduces the v/c ratio by three percent (0.03).

ATSAC/ATCS is proposed to mitigate significant traffic impacts at the following intersections:

- Shirley Avenue and Plummer Street
- Reseda Boulevard and Plummer Street
- Tampa Avenue and Plummer Street
- Tampa Avenue and Nordhoff Street

LEVEL OF IMPACT AFTER MITIGATION

Effectiveness of the recommended mitigation measures was assessed through completion of the intersection capacity analysis which assume implementation of the above mitigation measures. Implementation of the recommended traffic mitigation measures is expected to reduce Project traffic impacts to less than significant levels at all the affected study intersections.

17. ELECTRICITY

ENVIRONMENTAL IMPACTS

Electricity demand as a result of the proposed Project at the Project Site and development scenarios analyzed for the Add Area will increase by approximately 15,624,409 Kwh annually. According to the LADWP, the proposed demand will not adversely impact the existing electricity distribution system.⁹ The proposed Project at the Project Site and development scenarios

⁹Letter from Charles Holloway, Supervisor of the Environmental Assessment Division of the LADWP to Carrie Riordan of Planning Associates, Inc. June 11, 2002.

analyzed for the Add Area will not result in the need for new or major modifications to generation or distribution systems and does not propose to use electricity wastefully or in excessive amounts. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to the electrical utility in the project area.

MITIGATION MEASURES

Although a significant impact to electricity was not identified at the Project Site or Add Area, the following mitigation measures will help further reduce any potential impacts on electricity provision in the area and may encourage electricity conservation.

69. Prior to the issuance of a building permit, the applicant shall consult with the DWP regarding such energy saving programs as *Green Power for a Green L.A. Program, Trees for a Green LA, Efficiency Solutions, Solar Energy, Electric Transportation, Commercial Energy Efficiency Measures*. (O, C, R)
70. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.
 - Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations. (O, C, R)
 - Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following: (O, C)
 - A variable air-volume systems which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
 - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
 - Sequentially staged operation of air conditioning equipment in accordance with building demands; and
 - The isolation of air conditioning to any selected floor or floors.
 - Consider the applicability of the used of thermal energy storage to handle cooling loads. (O, C)
71. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted. (O, C)

72. Recycle lighting system heat for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather. (O, C)
73. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems. (O, C)
74. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting conditioned air. (O, C, R)
75. A performance check of the installed space conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy efficiency measures incorporated into the project operate as designed. (O, C, R)
76. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency. (O, C)
77. Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations. (O, C, R)
78. Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. (O, C, R)
79. Install heat-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures. (O, C, R)
80. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per Watt of electricity consumed, wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces. (O, C)
81. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load. (O, C)
82. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption. (O, C)
83. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security. (O, C, R)
84. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. (O, C)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area will increase electricity consumption by approximately 71,863,953 kWh annually. However, the Los Angeles DWP, has indicated that the DWP will be able to accommodate the increased demand. Therefore, related projects in the project area will result in a less than significant impact on electricity provision in the project area.

Proposed Project, Add Area, and Related Projects

As a result of proposed development at the Project Site and Add Area, and related projects, consumption of electricity is expected to increase by a maximum of approximately 87,488,362 kWh annually. The Los Angeles DWP has indicated that there is adequate supply of electricity to meet this increased demand. Therefore, a significant cumulative impact to electricity provision services is not anticipated.

18. NATURAL GAS

ENVIRONMENTAL IMPACTS

The proposed Project at the Project Site and development scenarios analyzed for the Add Area would increase natural gas demand by approximately 4,162,758 cubic feet monthly. The Southern California Gas Company has indicated that they have adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated.¹⁰ Given the land use intensities proposed for the Project Site and Add Area, The Gas Company would not require a major modification to the local distribution system. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to natural gas provision.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

¹⁰Letter from Jim Hammel, Technical Services, The Gas Company to Carrie Riordan of Planning Associates, Inc. May 9, 2002.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area would consume approximately 31,815,066 cubic feet of natural gas monthly. Demand projections by The Gas Company have accounted for the cumulative impacts of related projects and ambient growth in the project area. The Southern California Gas Company has adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated.¹¹

The existing facilities are adequate to serve nearby related projects. Given the land use intensities proposed for related projects, The Gas Company would not require a major modification to the local distribution system. Therefore, related projects in the project area will result in a less than significant impact to the natural gas utility and natural gas provision in the project area.

Project Site, Add Area, and Related Projects

Implementation of the proposed Project at the Project Site and development scenarios analyzed for the Add Area and related projects in the area, will increase natural gas demand by a maximum of approximately 35,977,824 cubic feet monthly. While this will increase the consumption of a non-renewable resource, the Southern California Gas Company has indicated that there is adequate supply for the increased demand. Therefore, a significant cumulative impact on natural gas services in the area is not anticipated.

19. WATER

ENVIRONMENTAL IMPACTS

Domestic water service for the proposed Project is anticipated to be provided by the LADWP, the agency that currently provides water service to the area. The proposed Project will increase water demand in the project area by approximately 303,119 gallons per day (339 acre-feet annually).

According to the Los Angeles Citywide General Plan Framework EIR, the projected average water supply in year 2010 for the City of Los Angeles is expected to be 756,500 acre-feet per year while the projected maximum total available water supply is expected to be 1,370,646 acre-feet per year.¹² Based on the a Citywide water use of approximately 667,467 acre-feet in 2000-

¹¹Letter from Jim Hammel, Technical Services, Northern Region of The Gas Company, to Carrie Riordan of Planning Associates, Inc. May 9, 2002.

¹²Los Angeles Citywide General Plan Framework EIR, Section 2.6.3.6 Projected Water Supply.

2001,¹³ an increase of approximately 339 acre-feet as a result of the proposed Project would be accommodated by the LADWP projected water supply for 2010. Additionally, a water supply assessment conducted by the LADWP, indicates that the projected growth in water demand from the proposed Project at the Project Site and development scenarios analyzed for the Add Area falls within the range of expected water demand growth within the City.¹⁴ Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant water supply impact.

MITIGATION MEASURES

Although a significant impact to the water supply was not identified due to the proposed development of the Project Site and Add Area, the following measures will further reduce any potential impacts to a less than significant level:

85. Install efficient irrigation systems which minimize runoff and evaporation, avoid unnecessary watering, and maximize water reaching the plant roots. (O, C, R)
86. Landscape plans shall emphasize low water consumption grasses wherever possible. (O, C, R)
87. Water in fountains, ponds, and other landscape features shall use recirculating water systems to prevent waste. (O, C, R)
88. Incorporate water saving techniques, including water conserving plumbing, low flow toilets, showers, and faucets. (O, C, R)
89. Landscaped areas shall comply with the Xeriscape Ordinance and emphasize drought tolerant landscaping to reduce irrigation water consumption. (O, C, R)
90. Compliance with State and Health and Safety Code Section 17921.3 requiring low-flush toilets, as defined by the American National Standards Institute A112.19.2, and urinals that use less than 1.5 gallons per flush. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

¹³City of Los Angeles DWP, Water Resources Business Unit. *Final Year 2000 2001 Urban Water Management Plan Update*.
www.ladwp.com/water/supply/index.htm

¹⁴LADWP WSA. Baseline water consumption for the proposed Project was based on estimates of Sewer Generation Rates developed by the City of Los Angeles DPW, Bureau of Engineering. Sewer Generation Rates provide an approximation of the amount of water used in various facilities within the City of Los Angeles.

CUMULATIVE IMPACTS

Related Projects

Related projects are anticipated to consume a total of approximately 1,726,187 gallons per day (1,934 acre-feet per year). This cumulative increase could produce an area-wide adverse impact, given potential drought conditions and current and future State and local conservation objectives. However, based on Citywide water demand of approximately 667,467 acre-feet in 2000-2001, an increase of approximately 1,934 acre-feet as a result of related projects would be accommodated by the projected water supply.

Further, as with the proposed Project, each related project requiring discretionary approval would be subject to environmental review and to appropriate water conservation requirements and mitigation measures. Local water line capacity for each related project can only be determined on a project-specific basis. Therefore, related projects in the project area may result in a significant impact to water resources. However, with a site-specific water assessment and incorporation of site-specific mitigation measures, any significant impacts as a result of related projects in the area will be reduced to a less than significant level.

Project Site, Add Area, and Related Projects

The proposed cumulative water demand as a result of the proposed development scenarios at the Project Site and Add Area in combination with related projects is approximately 2,273 acre-feet annually. Based on the Citywide water demand of approximately 667,467 acre-feet in 2000-2001,¹⁵ an increase of approximately 2,273 acre-feet as a result of proposed and related projects would be accommodated by the expected supply. Additionally, a water supply assessment would need to be conducted on a project-specific basis for all related projects. Therefore, it is expected that LADWP will have sufficient water supplies to serve the project's needs during normal and drought conditions and will not require additional infrastructure improvements. As a result, a cumulative impact to the water supply is not anticipated.

20. SANITARY SEWERS

ENVIRONMENTAL IMPACTS

The project area is currently served by the Tillman Water Reclamation Plant. The proposed Project will increase sewage generation by approximately 276,978 gallons per day (gpd). Based on an operating capacity of 80,000,000 gpd and a daily collection of 40,382,924 gpd in 1990, an increase of approximately 276,978 gpd would not exceed capacity of the Tillman WRP. The

¹⁵Final Year 2000 2001 Urban Water Management Plan Update

proposed Project at the Project Site and development scenarios analyzed for the Add Area will not require expansion or development of new facilities. Therefore, the proposed development scenarios will result in a less than significant impact to regional sewage treatment plants.

According to the City of Los Angeles - Bureau of Engineering, it is likely that the Corbin Avenue and Nordhoff Street sewers have adequate capacity to facilitate construction of the proposed Project at the Project Site and development scenarios analyzed for the Add Area.¹⁶ In 1969/1970, the City's entire sewer system was analyzed with consideration of population projections to ascertain those portions of the system where capacity deficiencies were anticipated in the future. Based on a gross area of approximately 58 acres and a flow coefficient of .008 cubic feet per second (cfs) average per gross acre, the subject area was tabulated for a contributory average flow of .46 cfs. The sewer systems in Nordhoff Street and Corbin Avenue, both contiguous to the subject property, provide sufficient capacity to adequately convey all tributary flow, including the .46 cfs average resulting from the development scenarios at the Project Site and Add Area.¹⁷ Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to local sewers in the area.

However, if development upstream of or within the Add Area does occur, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency.

MITIGATION MEASURES

91. Although a significant impact is not expected on local sewer lines as a result of the development scenarios analyzed, as development is proposed for the Add Area, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency prior to project approval. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

¹⁶Letter from Frank V. Bonoff, District Engineer, Valley District Office, to Carrie Riordan, Planning Associates, Inc., October 7, 2002.

¹⁷Letter from Frank V. Bonoff, District Engineer, Valley District Office, to Carrie Riordan, Planning Associates, Inc., October 7, 2002.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area will generate approximately 1.6 mgd of sewage. An addition of 1.6 mgd would increase daily collection in the City to approximately 41.9 mgd, which will not exceed the current capacity 80.0 mgd capacity at Tillman WRP. Further, based on a projected daily collection of 55.9 mgd in 2010, the projected increase would not exceed the current capacity of 80.0 mgd at the Tillman WRP. Therefore, related projects in the area would not require expansion or construction of new facilities and would result in a less than significant impact to regional sewers or sewage treatment in the area. However, related projects not yet under construction would be subject to ordinances restricting the issuance of building permits based on the availability of allotted monthly sewer capacity. This restriction prevents exceedence of sewage treatment capacity and prevents any significant impact.

Project Site, Add Area, and Related Projects

The development scenarios analyzed for the Project Site and Add Area, as well as related projects in the area, will generate approximately 1.8 mgd of new sewage. Based on existing 40.4 mgd collected at the Tillman WRP, this addition would increase the total amount collected to 42.2 mgd which would not exceed the current capacity of 80.0 mgd. Further, the projected collection at the Tillman WRP in 2010 is 55.9 mgd. The addition of 1.8 mgd would increase the total daily collection to 57.7 mgd, which would not exceed the current capacity of 80.0 mgd. Therefore, a significant cumulative impact to sewage treatment is not expected.

However, related projects not yet under construction would be subject to ordinances restricting the issuance of building permits based on the availability of allotted monthly sewer capacity. This restriction prevents exceedence of sewage treatment capacity and prevents any significant cumulative impact.

21. SOLID WASTE AND DISPOSAL

ENVIRONMENTAL IMPACTS

The proposed Project at the Project Site and development scenarios analyzed for the Add Area would generate a maximum of approximately 41,425 tons of debris during the demolition and construction phase. Based on the materials utilized during construction, it is assumed that a portion of the debris could be recycled. The remainder of the construction debris will be disposed of within a landfill.

Any waste generation resulting from the construction phase would be temporary in nature and would not result in long-term disposal of waste into any one landfill. Based on the temporary

nature of the construction phase and the limited amount of debris generated, the proposed Project would result in a less than significant impact to solid waste generation during the construction phase.

The proposed Project at the Project Site would generate a maximum of 7,486 pounds per day of solid waste, an increase of approximately 4,828 pounds per day, or approximately 753 tons per year. The development scenarios analyzed for the Add Area will generate a maximum of 3,516 pounds per day of solid waste, a decrease of approximately 5,114 pounds per day, or approximately 798 tons per year. The development scenarios analyzed for the Project Site and Add Area will result in a net reduction in solid waste generation of 286 pounds of solid waste per day, or 45 tons per year.

To completely assess the impact of solid waste generation resulting from the proposed Project at the Project Site and development scenarios analyzed for the Add Area on landfill capacity would require detailed information from the contracted private waste collector. However, at this time, precise information for waste collection is not available and precise impacts to solid waste disposal cannot be determined. For assessment purposes, a worst-case analysis was performed that assumes all project-generated waste would be disposed of exclusively at one of the landfills currently accepting privately collected solid waste. Utilizing a worst case assessment scenario for both the increase in solid generation at the Project Site and the decrease at the Add Area, the impacts at each of the possible disposal sites was determined.

The net reduction in solid waste generation would not cause any of the individual landfills to reach or exceed capacity and will not require expansion of existing facilities or the construction of new facilities. Therefore, a less than significant impact on solid waste is expected as a result of the proposed development scenarios at the Project Site and Add Area.

MITIGATION MEASURES

Although a significant impact to solid waste was not identified due to implementation to the proposed Project at the Project Site and development scenarios analyzed for the Add Area, any potential impacts will be further reduced to a less than significant level by the following mitigation measures:

92. The project applicant shall salvage and recycle construction and demolition materials to the maximum extent feasible. Documentation of a recycling program will be provided to the City of Los Angeles DPW. (O, C, R)

93. Prior to the issuance of the certificate of occupancy for building permits issued for new building construction at the Project Site or Add Area, the applicant shall institute an on-site recycling/conservation program to reduce the volume of solid waste going to landfills in compliance with the City of Los Angeles goal of a 50 percent reduction in the amount of waste going to landfills. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area of the proposed Project will increase solid waste generation in the project area by approximately 61,623 pounds per day, or approximately 9,614 tons per year.

To completely assess the impact of an increase in solid waste generation due to related projects on landfill capacity would require detailed information from the contracted private waste collector. However, at this time, precise information for waste collection is not available and precise impacts to solid waste disposal cannot be determined. For assessment purposes, a worst-case analysis was performed that assumes all related project-generated waste would be disposed of exclusively at one of the landfills currently accepting privately collected solid waste. Utilizing a worst case assessment scenario, related projects would not cause any of the individual landfills to reach or exceed capacity and will not require expansion of existing facilities or the construction of new facilities. Therefore, related projects will result in a less than significant impact on solid waste.

Project Site, Add Area, and Related Projects

Development scenarios analyzed for the Project Site and Add Area in combination with related projects will increase solid waste generation in the project area by approximately 61,337 pounds per day, or approximately 9,569 tons per year.

A worst-case analysis indicated that this solid waste generation would not cause any of the individual landfills to reach or exceed capacity and will not require expansion of existing facilities or the construction of new facilities. Therefore, a significant cumulative impact to solid waste is not anticipated.