

III. ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

PHYSICAL SETTING

Geographic Characteristics

The project site is located in the Chatsworth community of the City of Los Angeles, approximately 23 miles northwest of downtown Los Angeles. The Chatsworth community encompasses the northwestern area of the San Fernando Valley and adjoins the City of Los Angeles boundary on the north and west, south of the Ronald Reagan Freeway (SR-118). The community of Porter Ranch is located directly north of Chatsworth, north of the Ronald Reagan Freeway (SR-118) and is included with Chatsworth in a combined community planning area (the Chatsworth-Porter Ranch Community Plan, adopted July 14, 1993 [map updated June 2000]). The Community Plan area (and City boundary) is delineated by the Simi Hills on the west and by the Santa Susana Mountains on the north. These ranges also delineate the City of Los Angeles's western boundary with the County of Ventura (as well as the Los Angeles County/Ventura County Line at its closest point to the site), approximately 3.7 miles to the west, and with unincorporated land within the County of Los Angeles, approximately 1.2 miles to the north. **Figure III-1, Location Map**, depicts the location of Chatsworth within the greater Los Angeles area, as well as the location of the project site within the Chatsworth community.

Although Chatsworth is not generally characterized by hilly terrain, the elevation of the San Fernando Valley rises gradually from the southeast to the west and northwest, culminating in the foothills and higher elevations north of SR-118 and west of Topanga Canyon Boulevard. In the vicinity of the De Soto Avenue and SR-118, the terrain is characterized by a steeper rise, extending along the SR-118 right-of-way. The northerly portion of the project site is located south of the SR-118 right-of-way, on a south-facing knoll that rises towards the SR-118 freeway right-of-way. Because of the elevation increase in this vicinity, the project site is generally higher than the Chatsworth community (964' mean elevation), ranging from 1,080' at the southeasterly property line to 1,145' at the northwesterly property line. The physical characteristics of the property can be seen in **Figure III-1, Aerial Photograph of the Site**.

As with much of the San Fernando Valley, the Chatsworth community is an area of known geologic and seismic hazards. The project site is also relatively close to the epicenter of the 1994 Northridge earthquake, which was approximately 5 miles to the southeast, between Tampa Avenue and Reseda Boulevard, south of Roscoe Boulevard. The SR-118 freeway alignment provides a general division between geologic formations consisting primarily of bedrock formations on the north and surficial deposits on the south. Four oil fields (Aliso Canyon, Cascade, Horse Meadows, and Mission Hills) underlie an area of Porter Ranch east of Winnetka Avenue. The Horse Meadows oil field is abandoned and no documentation of subsidence in the area due to fluid withdrawal has been observed.¹

¹ Los Angeles General Plan Framework EIR (Envicom Corp, 1995), Chapter 2.17, Geologic/Seismic Conditions Northwest Valley Subregion (Source: Maulchin and Jones, 1990, Caltrans).

**Figure III-1
Aerial Photograph**

The Chatsworth area has a rich history of prehistoric and historic occupation and use. The community is the location of many former Native American villages and campsites, and there is evidence in the area of pictograph drawings and other related artifacts. Designated cultural and historical monuments in the area include the Overland Stage Coach Trail extending through the westerly portion of Chatsworth, the Chatsworth Community Church at Oakwood Memorial Park (City of Los Angeles Historic-Cultural Monument No. 14), the Spanish Kiln in the Chatsworth Reservoir and the 76 mature olive trees located near Lassen Street between Topanga Canyon Boulevard and Farralone Avenue (City of Los Angeles Historic-Cultural Monument No. 49).² The area of rock outcroppings (Stoney Point) east of Topanga Canyon Boulevard and south of the SR-118 freeway (City of Los Angeles Historic-Cultural Monument No. 32) is also designated as a cultural/scenic landmark due to its historical, visual, and historical characteristics.

Regional and Local Access

Regional access to and from the project area is provided by the Ronald Reagan Freeway (SR-118), an interstate highway located approximately 700-800 feet north of the project site, and De Soto Avenue, a designated major highway located approximately 470 feet west of the project site. Eastbound and westbound on- and off-ramps to SR-118 are provided at De Soto Avenue. SR-118 provides regional access to the City of Simi Valley (Ventura County), located approximately 8 miles west of the project site, and to the San Diego Freeway (I-405), located approximately 7.5 miles east of the project site. I-405 provides regional access to the Golden State Freeway (I-5) on the north and to the Ventura Freeway (I-101) and Santa Monica Freeway (I-10) on the south. De Soto Avenue also provides regional access to the east/west Ventura Freeway (I-101), approximately 7.5 miles south of the project site. Regional access to Chatsworth from downtown Los Angeles is also provided by the Metro Commuter Rail Transit Line. A Metro Transit station is located in the vicinity of Canoga Avenue, south of Devonshire Street, approximately 1.5 miles southwest of the project site.

De Soto Avenue is designated by the Chatsworth-Porter Ranch Community Plan as a Major Highway II and, between Rinaldi Street and the SR-118 freeway, as a Scenic Major Highway II. The existing segment of Rinaldi Street east of De Soto Avenue that terminates adjacent to the site is also designated as a Scenic Major Highway II. The Scenic Highway designation influences the design and alignment of roadways for the enhancement of existing scenic resources; establishes design criteria for lighting and landscape, including the incorporation of landscape medians where appropriate; and includes restrictions on off-highway signage and tree removal. In the Chatsworth area, these designations reflect the significance of De Soto Avenue as a major north/south route through the western San Fernando Valley; the potential for future high volume traffic on Rinaldi Street between Porter Ranch and De Soto Avenue; the visually interesting relief change in the De Soto Avenue approach to the SR-118 freeway; scenic vistas of the Valley from the De Soto/SR-118 interchange and from the Rinaldi bridge over SR-118; and the visually interesting rural character of the area.

De Soto Avenue is also identified by the Chatsworth-Porter Ranch Community Plan as a public transportation study corridor providing a north/south link between the existing Metro station and the community of Woodland Hills, approximately 7 to 8 miles south of the project site. Additionally, De Soto Avenue is designated as a Commuter Bikeway by the City of Los Angeles Bicycle Plan, a part of the Transportation Element of the General Plan (adopted, August 6,

² As designated by the City of Los Angeles Cultural Heritage Commission, Historic-Cultural monuments list and/or identified on page 11 of the Chatsworth-Porter Ranch Community Plan, Cultural and Historical Monuments, adopted September 4, 1993.

1996). The commuter bikeway is an experimental program to provide commuter connection/utilitarian between rail and/or bus transit centers, Park & Ride lots, regional centers, and major economic centers.

Direct access to the site and the existing single-family residence on the property (11023 Lurline Avenue) is provided from Lurline Avenue, a partially improved local roadway north of Nashville Street. No access from Nashville Street and the north terminus of Oklahoma Avenue is provided to the site.

West of De Soto Avenue, the existing segments of Rinaldi Street provide local (but not through) access to the project site. Specifically, the westerly segment of Rinaldi Street terminates adjacent to the property on the south, approximately 470 feet east of De Soto Avenue. The easterly segment branches slightly south and continues for another 300 feet to the east, abutting the rear of residential properties along Nashville Street. An extension of Rinaldi Street to connect with the Porter Ranch community has been planned since the late 1970s when the City of Los Angeles Highways and Freeways Plan (1977) showed an extension of Rinaldi Street from Porter Ranch north of the SR-118 freeway, to De Soto Avenue, south of the freeway. The intent of the original plan is evidenced by the unutilized freeway crossing along the Rinaldi Street right-of-way, approximately 800 feet northeast of the project site. The bridge was constructed at the same time as the SR-118 freeway, but was never opened to the public and there is currently no street access. The acquisition of right-of-way for the extension of Rinaldi Street was finally approved by the Los Angeles City Council on June 29, 2001. The current unimproved Rinaldi Street right-of-way follows a northeasterly path along the entire southern site boundary for a distance of approximately 960 feet. Under the existing Transportation Element of the General Plan, Rinaldi Street would be built to secondary highway standards with a 100-foot dedicated right-of-way. Construction is underway and completion of the roadway adjacent to the site is expected by summer 2005.

Project Site Characteristics

Location

The project site is located at 11023 Lurline Avenue and comprises 4.89 net acres north of Nashville Street, east of De Soto Avenue, south of the SR-118 right-of-way, and west of Lurline Avenue. West of De Soto Avenue, the southern property boundary is defined by the existing termini of Rinaldi Street and by the right-of-way for the future extension, which curves in a northeasterly direction through vacant property. Partially improved Lurline Avenue is located directly east across the Rinaldi Street extension right-of-way and provides access to the existing residence (Lurline Avenue is fully improved south of Nashville Street and partially improved north of Nashville Street). To the north, the project site bounds existing open space owned and maintained by the Los Angeles Department of Water and Power (DWP) located between the site and the SR-118 right-of-way. The northwestern boundaries of the site abut additional DWP ownership while the westernmost portion of the site is located adjacent to two vacant single-family lots situated between the project site and De Soto Avenue.

Physical Improvements and Existing Conditions

Based on historic photographs, the site may have historically (from 1900 to 1936) housed a complex associated with a large citrus grove that had an extensive operation in the area.³ In

³ Report on Preliminary Site Assessment, National Environmental, Inc., August 26, 2004, page 5.

subsequent years, the property remained a residence until it was purchased by the Sierra Canyon High School Foundation in 2000.

Generally, the site can be characterized as partially developed. As previously described in the Geographic Setting discussion in this section, the site slopes northward and westward towards the SR-118 right-of-way. The lower portion of the property abutting the Rinaldi Street terminus and right-of-way is moderately level with a slight east to west slope. This area also encompasses a large portion of the right-of-way for the extension of Rinaldi Street, which is not a part of the project site. The lower areas of the site are vacant and undeveloped and are currently fenced off to prohibit public access. **Figure III-2** provides photographs showing the lower part of the property from the termini of Rinaldi Street. Towards the middle of the site, the property slopes to the north and west and then levels off somewhat as it encounters the existing residential estate area. Views of the middle of the site are provided in **Figure III-3**. The upper, northern portion of the site is occupied by a two-story estate-size residence and associated ancillary structures and facilities. This property is owned by Sierra Canyon High School Foundation. Site improvements include a swimming pool, a barbeque and bar area (gazebo) associated with the swimming pool, an additional gazebo west of the pool house, a covered patio area, as well as other hardscape and landscape improvements. As seen in **Figures III-2** and **3** the project area has been substantially transformed from the initial grading of the Rinaldi Street extension. Photographs of the residence and associated improvements are provided in **Figure III-4**. The residence was substantially altered and renovated to repair damage from the 1994 Northridge earthquake. Some of adjoining property in the Rinaldi Street extension right-of-way included an area previously used for horsekeeping that had not been maintained or utilized for many years. This was consistent with designation by the Chatsworth-Porter Ranch Community Plan for a horsekeeping area adjacent to the northerly portion of the site, in conjunction with a designated horse trail north of the site. An equestrian sign is also posted on Lurline Avenue on the east side of the project. No livestock are presently kept on the property.

The property contains 15 identified easements, including water, utility, driveway and access easements. Most prominent is a 25-foot DWP easement that trends in a northeasterly-southwesterly direction and contains the Chatsworth Hi-Line Conduit. This easement has been decommissioned by DWP with no future planned uses. A 20-foot wide Metropolitan Water District Easement is located immediately adjacent and east of the DWP Easement and contains a 54-inch water main. This easement begins at Rinaldi Street, trends in a northeasterly-southwesterly direction parallel with the DWP Easement for approximately 280 feet, and then veers in an easterly direction towards Lurline Avenue. A 30-foot wide DWP easement is located along the eastern property line, parallel to Lurline Avenue. A 10-foot DWP easement also "tees" with the Chatsworth Hi-Line Conduit in a southeasterly direction and contains a 12-inch water line that was meant to serve residential development on the lower part of the project site which is now proposed to be developed with the school. Other less significant access easements are located within the property boundaries. The City's future extension of Rinaldi Street follows a 100-foot dedicated right-of-way with adjacent slope easements that vary in dimension. The easement for the Rinaldi Street right-of-way is not a part of the project site. Associated slope easements for the roadway presumed existing (unaltered) site conditions and have become obsolete with the project, which will be graded to meet the needs of the extension. These easements will be reconfigured to reflect project grading.

**Figure III-2
Lower Views of the Project Site
(From Rinaldi Street Terminus)**

**Figure III-3
Views of the Middle of the Site
(From Site Interior)**

**Figure III-4
Existing Site Improvements
(Estate Residence and Landscape)**

Regional and Local Land Uses

Adjacent Uses

Generally, the site is bounded by open space, public and residential uses. However, the open space character of the area between Nashville Street and the project site has been substantially altered due to initial grading for the Rinaldi Street extension right-of-way (as shown in **Figures III-2 and III-3**) and will continue to take on a construction site character until the roadway is completed. On Lurline Avenue adjacent to the project site on the east, homes are oriented away from the site with the rear of these lots facing Lurline Avenue. These homes are accessed from the terminus of Celtic Street further to the east. Similarly, on the south, residential lots adjacent to the termini of Rinaldi Street are also oriented away from the site. These homes are accessed from the terminus of Oklahoma and Gazette Avenues further south of the site. A small staircase is also available for pedestrians to access streets south of the site from the easterly Rinaldi Street terminus. However, homes along Nashville Street to the south face the site. Two single-family homes are located on the west on the westerly Rinaldi Street terminus, between the project site and De Soto Avenue. A vacant property under separate ownership is located across from the site, west of Lurline Avenue, north of Nashville Street and south/east of the Rinaldi Street extension right-of-way. This property is proposed for residential development (see Related Project No. 3).

To the north and northwest, the project site adjoins open space and a DWP water reservoir (covered), respectively. Open space north of the site includes an equestrian trail that parallels the SR-118 freeway in the project area and is part of the northern San Fernando Valley's "backbone" system. The DWP's ownership extends from the project site northward to the SR-118 freeway right-of-way. Adjacent off-site land uses can also be seen in **Figures III-5 and III-6**.

Regional and Community Uses

The northern De Soto Avenue corridor and north Chatsworth are characterized by a "rustic ambience" typified by the area's horsekeeping activities. The north Chatsworth area, west of De Soto Avenue and east of Mason Avenue, is primarily designated for Very Low I Residential uses, corresponding to the RE20 (Residential Estate) and RA (Residential Agriculture) zones designated in the Chatsworth-Porter Ranch Community Plan. According to the Community Plan, this is one of the more rural areas of the city. The RA zone allows single-family homes, truck farming, nurseries, and animal raising (for non-commercial purposes). The RE zone also allows equine-keeping on lots of at least 20,000 square feet (horse for every 4,000 square feet of lot area) and non-commercial truck farming. The RE-20 zone requires a minimum lot size of 20,000 square feet and permits accessory living quarters, stables (if horses do not exceed one per 5,000 square feet of lot area), and conditional uses approved according to City Municipal Code Section 12.24. Under the RE20 zone, minimum density is approximately two-and-a-half residential units per acre. The rural quality of the region is enhanced by the proximity of equestrian trails and unpaved local streets. However, RE11 uses to the south of the site are not a horsekeeping area.

Under the Community Plan, the preservation of existing horsekeeping areas north of Devonshire Street and west of De Soto Avenue (including the east side of De Soto Avenue in the vicinity of the project site) is encouraged. Brown's Canyon Wash, west of De Soto Avenue, is designated for equestrian access and a network of equestrian trails exist or are proposed throughout the region. In keeping with horsekeeping activities west of De Soto Avenue, several of the local streets remain unpaved. A large horsekeeping neighborhood is also located north of

**Figure III-5
Adjacent Land Uses
(DWP Facilities and Equestrian Trail)**

**Figure III-6
Adjacent Land Uses
(Single-Family Homes)**

Devonshire Street and south of the SR-118 Freeway, approximately 0.5 mile east of the project site. These horsekeeping neighborhoods east and west of De Soto Avenue are generally connected by a system of trails and by the “backbone” equestrian system, which passes north of the project site and parallels the SR-118 freeway. In the vicinity of the project site, this trail leads to the east side of De Soto Avenue, travels south approximately 100 yards, then crosses De Soto at Rinaldi Street. A signalized equestrian crossing has been placed at the intersection of De Soto Avenue and Rinaldi Street to accommodate passage across De Soto Avenue and connectivity between major horsekeeping neighborhoods.

Within the north De Soto Avenue corridor, newer residential subdivisions are generally located east of De Soto Avenue, between De Soto and Mason Avenues, while the horsekeeping properties are generally located west of De Soto Avenue. Since the 1970s, higher density single-family subdivisions have been built in lower density agricultural neighborhoods (formerly operating truck farms and small ranches) and new local streets were developed to serve these subdivisions. The residential lots on Tulsa, Nashville, and Oklahoma Avenues, south of the project site, and lots fronting Limerick Avenue, east of the project site, are characteristic of the more recent single-family development in the area.

Commercial districts serving the area include a Community Commercial district along Devonshire Street approximately 1 mile south of the project site. Under the Chatsworth-Porter Ranch Community Plan, a designated Commercial Center is located in Porter Ranch, between Corbin and Mason Avenues. This commercial area is located 0.5 mile northeast of the project site and would be directly accessed from the Chatsworth community via De Soto Avenue and the future extension of Rinaldi Street passing through the project site. Under the Porter Ranch Land Use Transportation Specific Plan (adopted May 17, 2001), uses are limited to banks, auto tire sales, veterinarian clinics, a hotel, a senior assisted living center and C-2 (commercial) uses on C-2- zoned lots.

Porter Ranch, a planned community north of SR-118, is largely built-out east of Corbin Avenue. More recently, development of more residential uses and the aforementioned commercial center has occurred west of Corbin Avenue, extending west of Mason Avenue. Ultimate development would extend to the westerly City of Los Angeles boundary. The development plan for the area west of Mason Avenue is represented in the amended Porter Ranch Land Use/Transportation Specific Plan (effective December 29, 2003). The land use designation west of Mason Avenue consists primarily of multi-family (condominium) residential uses in the Low Medium I designation, with a minimum density of 4,000 square feet per dwelling unit. A small area between Mason Avenue and Rinaldi Street is designated for Neighborhood and Office Commercial uses, with a height limitation of 45 feet. Since the Porter Ranch Specific Plan area was at one time vacant and largely agricultural, development of the remainder of the community represents an intensification over historical use of the area.

REGULATORY SETTING

Land use and future development of the project site are guided by a range of regional and local land use and building regulations, building and safety code regulations, planning and zoning code regulations, and regulatory land use plans and guidelines. These plans and regulations are described in detail in Section V.G, Land Use, of this Draft EIR.

B. LIST OF RELATED PROJECTS

In accordance with Section 15130 of the CEQA Guidelines (as amended through January 1, 2004), and as needed to assess future baseline conditions, this Draft EIR analyzes the cumulative impacts that could occur with the proposed project. Cumulative impacts (e.g., two or more individual effects that, when considered together, compound or increase the environmental impact(s) of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time. The Guidelines and the Statute require a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable” (e.g., when “the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”)⁴ The Guidelines also state that the discussion “need not provide as great detail as is provided for the effects attributable to the project alone” and “should be guided by the standards of practicality and reasonableness.”⁵

An adequate discussion of significant cumulative impacts can be accomplished by analyzing either (1) “a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency” or (2) “a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.”⁶ For purposes of this project-specific EIR, the list-based approach was determined to be most the most accurate and realistic method to assess cumulative impacts.

The list of related projects reflects conditions as of September 2004 and includes 30 projects at various stages of the planning or construction process. These projects include specific proposals for which applications have been submitted and encompass an area most relevant to the environmental impacts of the proposed project (traffic impact study area, utility and service districts, common viewsheds, etc.) that could potentially compound those individual project impacts addressed in this Draft EIR. Related project locations extend as far west as Topanga Canyon Boulevard, as far north as Porter Ranch, as far east as Tampa Avenue and as far south as Nordhoff Street. The list of projects is considered to be representative of worst-case conditions as not all of the listed projects will ultimately be constructed, and those projects that are built will be subject to mitigation measures and conditions of approval not known at this time. Additionally, not all of the identified projects will compound the specific impacts of the proposed project.

The identified related projects are individually listed in **Table III-1** and their locations are depicted in **Figure III-7**.

⁴ CEQA Guidelines Section 15065(c).

⁵ CEQA Guidelines Section 15130(b).

⁶ CEQA Guidelines Section 15130(b)(1).

TABLE III-1 RELATED PROJECTS ¹			
NO.	PROPOSED USE	SIZE	LOCATION OR ADDRESS
1.	Single-family homes	484 homes	North of SR-118 (btw. Topanga Cyn. Blvd. and Canoga Ave.)
2.	PORTER RANCH SPECIFIC PLAN		North of SR-118 west of De Soto Ave.
	Single-family homes	3,355 homes	
	Office	560,000 sq. ft.	
	Medical office	80,000 sq. ft.	
	Hotel	300 rooms	
	Retail	2,275,000 sq. ft.	
	Restaurant	45,000 sq. ft.	
3.	Single-family homes	7 homes	South of Rinaldi St., west of Lurline Ave.
4.	Church with day care	16,780 sq. ft.	19514 Rinaldi St.
5.	Bank in existing shopping center	N/A	20440 Devonshire St.
6.	Single-family homes	95 homes	11010 Corbin Ave.
7.	High-turnover restaurant	7,000 sq. ft.	21743 Devonshire St.
8.	High-turnover restaurant	6,300 sq. ft.	21103 Devonshire St.
9.	Walgreens with drive-through	15,035 sq. ft.	20921-20927 Devonshire St.
	Mini-mall	11,084 sq. ft.	
10.	Mini-shopping center	9,000 sq. ft.	20516 Devonshire St.
11.	Single-family homes	40 homes	West of Mason Ave., south of SR-118
12.	Industrial building	302,296 sq. ft.	21601 Lassen St.
	Light industrial park	24,600 sq. ft.	
13.	Shopping center	59,194 sq. ft.	19401 Business Center Dr.
14.	Auto center	24,400 sq. ft.	21730 Marilla St.
15.	Light industrial center	71,362 sq. ft.	9361 Canoga Ave.
16.	Light industrial center	144,000 sq. ft.	8907 Canoga Ave.
17.	Industrial site subdivision ²	225,000 sq. ft.	9120 Mason Ave.
18.	Satellite communications station	340,000 sq. ft.	9300 Winnetka Ave.
19.	Restaurants ³	340 seats/28,000 sq. ft.	9301 Nordhoff St.
20.	KRAUSZ PROPERTY PROJECT ⁴		Nordhoff St. and Corbin Ave.
	Office	1,516,000 sq. ft.	

TABLE III-1 RELATED PROJECTS ¹			
NO.	PROPOSED USE	SIZE	LOCATION OR ADDRESS
	Elder Housing	336 units	
	Nursing Home	100 units	
	Assisted Living	50 units	
21.	Shopping center	39,458 sq. ft.	19420 Nordhoff St.
22.	Discount store	16,300 sq. ft.	Nordhoff St. and Tampa Ave.
23.	SOUTH RANCH MIXED-USE		9733-9859 Mason Ave./ 20504-20524 Lassen St.
	Townhomes	525 units	
	Shopping center	24,480 sq. ft.	
24.	General office	80,000 sq. ft.	934093-60 Perfield Ave.
25.	General office expansion	45,000 sq. ft.	9301 Winnetka Ave.
26.	Senior apartments	336 units	19600 Prairie St.
27.	Theater	N/A	9301 Tampa Ave.
28.	Electronics store	31,688 sq. ft.	19301 Nordhoff St.
29.	Apartments	140 units	19208 Nordhoff St.
30.	TOPANGA CANYON RESIDENTIAL		9733 Topanga Canyon Blvd.
	Apartments	119 units	
	Single-family homes	29 homes	
¹	Source: Crain & Associates, <i>Traffic Study for a Proposed Sierra Canyon High School in the Chatsworth Community</i> , September, 2004, City of Los Angeles Planning Department, and Los Angeles Department of Transportation.		
²	Estimated total based on three 75,000 sq. ft. buildings.		
³	This project is 80 percent completed and consists of 8 restaurants.		
⁴	Presumed worst-case development scenario. A Master EIR was prepared for the project and included four possible development scenarios (EIR No. 2002-7295-MPR-GPA-ZC-BL). The project is now moving forward with 165,765 square feet of retail, 390 senior housing units and 35 assisted living units.		

Figure III-7 Related Projects