

## **2.0 SUMMARY**

### **2.1 LAND USE IMPACTS**

Implementation of the proposed Plan would alter the existing Community Plan. The proposed Plan attempts to redesignate the landuse categories in areas that are identified on the basis of prevailing density and intensity of use. It would not result in a substantial amount of existing development being considered as non-conforming. However, it does have the potential to cause some existing buildings to become non-conforming. The proposed Plan would alter the existing Community Plan by increasing the density or intensity allowed in a few selected areas while decreasing it in others where changes are being proposed. It will leave other areas unchanged. Although it will not potentially create land use conflicts, it could have a minimal potential for initiating changes that may result in significant environmental impacts to the character of some neighborhoods due to changes in the intensity of residential land uses from lower density residential land uses to higher density residential land uses. The proposed Plan will also have a few areas being converted from non-residential to residential and vice versa.

The proposed Plan has three premises. The first is a general limitation of residential densities in various neighborhoods to the prevailing existing density of development in these neighborhoods. The second is the monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure with a report to the City Planning Commission every five years on the Westchester-Playa Del Rey Community following Plan adoption. The third is, if this monitoring finds that population in the CPA is occurring faster than projected, and that infrastructure capacities are threatened in relation to user need, particularly critical infrastructure such as those pertaining to water and sewerage, but also including public schools, police and fire services, and transportation infrastructure, and that there is not a clear commitment to at least begin the necessary improvements within twelve months, then building controls would be put into effect for the affected portions of the CPA until land use designations for the Community Plan and corresponding zoning are revised to more appropriately limit new development.

The residential land use policies reflect the need for a safe, secure and high-quality residential environment for all economic, age and ethnic segments of the Community.

The commercial land use policies reflect the need to encourage a strong and competitive commercial sector that promotes economic vitality and serves the needs of the Community, through safe, accessible, and well-designed commercial districts, while preserving the historic and cultural character of the Community.

The industrial land use policies reflect the need to provide sufficient land for limited and light industrial uses with employment opportunities that are safe for the environment and workers, and which have minimal adverse impact on adjacent uses.

The proposed Plan seeks to develop public facilities such as fire stations, libraries, parks, schools, and police stations in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities. There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Westchester-Playa Del Rey Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated in order to avoid expensive duplication and to assure a balance among needs, services, and cost.

The land use designations and/or zoning changes in the proposed Plan have been made for the following reasons:

1. To provide additional housing, especially near supporting infrastructure and services, including public transit, for an anticipated population increase.
2. To provide appropriate transitional lower density between adjacent single-family residential and higher density multiple-family residential and/or higher intensity commercial/industrial uses.
3. To eliminate conflicts and/or inconsistencies between planned land use, zoning, and height limitations.
4. To maintain existing residential densities to preserve neighborhood character.
5. To minimize or eliminate non-conforming uses or lots.
6. To update planned land use designations and corresponding zones to reflect the categories in the General Plan Framework Element.
7. To correct Public/Quasi-Public planned land use designations to Public Facility (PF) or other appropriate residential, commercial, or industrial designations if not in public ownership.
8. To correct the planned land use designation and/or zoning to Public Facilities and PF, respectively, from Public, Quasi-Public, Residential, Commercial, or Industrial categories to reflect public uses or ownership.

The proposed Plan land use designation changes will result in an increase in the Community Plan

Area to 5,538 acres due to the inclusion of approximately 22 acres the Marina Del Rey Channel Entrance. The proposed Plan land use designations will result in approximately 2,357 acres (42.6 percent of the CPA) being designated as **Residential**, 491 acres (8.9 percent of the CPA) being designated as **Commercial**, 515 acres (9.3 percent of the CPA) being designated as **Industrial**, 470 acres (8.5 percent of the CPA) being designated as **Open Space**, 412 acres (7.4 percent of the CPA) being designated as **Public Facilities**, and 1,293 acres (23.3 percent of the CPA) being designated as **Public Street or Various**. Some of the land use designation terms themselves have been changed. For example, the former land use designation category “Public/Quasi-Public” has been redesignated “Public Facilities.” Elsewhere, the land use designation change sites retain their existing land use designations but have had their zones changed.

**Table 4.1-1 in Section 4.1 Land Use** indicates the land use designation acreages and their percentages for the existing and proposed Plans.

### **Mitigation Policies**

1. Implement the Urban Design Policies, Guidelines, and Standards included in the proposed Plan.
2. Implement Specific Plans and/or Community Design Overlays (CDOs) to address proposed development standards.
3. Implement Mixed Use Boulevards along transit corridors to mitigate the impacts of increased residential intensity where appropriate.

### **Unavoidable Significant Adverse Impacts**

None.

## **2.2 POPULATION, EMPLOYMENT AND HOUSING IMPACTS**

In 2000, the Westchester-Playa Del Rey Community Plan Area (CPA) had a population of 51,255 persons, 22,502 housing units and 62,628 jobs. Under the Community Plan Update program, the proposed plan has a capacity to accommodate 93,841 persons, 46,950 housing units and an opportunity for an employment base of 72,551 jobs. The implementation of the proposed Plan will have no significant impact on the housing stock of the community plan.

### **MITIGATION POLICIES**

**Population.** None. The proposed Plan’s capacity for population is less than that which is forecasted for Market-based growth for 2025. Therefore, the proposed Plan may not be able to accommodate

future growth without any significant impact. However, if population growth exceeds that of the proposed Plan's capacity, the City shall initiate a plan revision to accommodate additional growth or place some limitations on future growth.

**Employment.** Impact would be less than significant. With minor adjustment, the proposed Plan would be able to accommodate the level of employment projected for the 2025 year. If, however, market conditions slow down and the demand for jobs grows in parity with the level of employment demand projected at the proposed Plan level, Plan policies would be implemented without any revision.

**Housing.** None.

### **Unavoidable Significant Adverse Impacts**

None.

## **2.3 PUBLIC SERVICE IMPACTS**

### **FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES**

Implementation of the proposed plan may require upgrading or improvements of existing fire protection equipment or infrastructure or may cause a deterioration in existing operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services. This is a significant adverse impact.

**Operating Traffic Conditions.** The implementation of the proposed plan may cause a significant adverse impact if it would result in an increased volume of traffic in various intersections within the community plan area. This increased volume of traffic may create a potential for congestion and delays, especially in areas where street capacity is inadequate to accommodate traffic, and would adversely affect response times for fire fighting and paramedic or emergency services. In parts of the community plan area where street capacity is adequate, increased traffic volume generated by the implementation of the proposed plan may not necessarily create a problem.

**Land Use Designation Changes.** An analysis of the proposed land use changes indicates that several of the subareas would not have any significant adverse impact since such proposed changes would minimize land use conflicts. Furthermore, these proposed changes reflect existing uses and/or zoning. However, any changes in land designations which would allow a much greater housing density may require an upgrading or improvements of existing fire protection equipment or infrastructure in this subarea to accommodate future developments. This would result in a significant adverse impact.

The Department of Water and Power, however, has previously indicated that it possesses the capability of upgrading existing water facilities in the City to accommodate new or future developments, although specific plans for this purpose are developed only when there is an increase in growth and water demand patterns in a particular area.

### **Mitigation Policies**

The proposed Westchester-Playa Del Rey Community Plan has incorporated programs and policies which help mitigate any significant adverse impact it may have on the provision of fire protection and emergency services to the residents of the CPA. In addition to these programs and policies, the following mitigation policies are proposed;

1. Identify areas of the CPA with deficient fire protection facilities and/or services and prioritize the order in which the areas should be upgraded. On established fire protection standards.
2. Require, in coordination with the Fire Department, adequate fire service capacity prior to the approval of proposed developments in areas currently located outside of the service areas or capability of existing city fire stations.
3. Promote continued mutual assistance agreements with neighboring cities, the County of Los Angeles, and other applicable agencies for the provision of fire protection services to the residents of the Westchester-Playa Del Rey CPA.
4. Implementation of the Westchester-Playa Del Rey Transportation Improvement and Mitigation Program (TIMP) contained in **Section 4.5** of the DEIR (Transportation)

### **Unavoidable Significant Adverse Impacts**

None.

### **POLICE PROTECTION**

Implementation of the proposed plan may require increased police protection services in this part of the City in terms of additional police officers, civilian employees and corresponding increase or expansion in police facilities and equipment or may cause a deterioration in the operating traffic conditions which would adversely affect response times for police emergencies.

**Increased Need for Police Protection.** The projected 2025 population for the Westchester-Playa Del Rey community plan area is approximately 93,841 persons, an increase of 42,586 persons over the existing population. Utilizing the National Association of City Managers and Police Department

standard of four police officers per 1,000 residents to determine the adequate level of deployment of police officers by 2025, the projected 2025 population of 93,841 persons would require approximately 375 police officers to be deployed in the community plan area to accommodate the increased need of the residents for police protection services. This would mean an additional 170 police officers over the present requirements for this community plan area only.

The increase in deployment of police officers will also require corresponding increased support staff, facilities and equipment. Implementation of the proposed plan, with attendant increases in population and development, is thus likely to cause an increase in the need for police protection services in this part of the City in terms of additional police officers, civilian employees and corresponding increase or expansion in police facilities and equipment. This is a significant adverse impact.

**Operating Traffic Conditions.** The implementation of the proposed plan may cause a significant adverse impact if it would result in an increased volume of traffic in various intersections within the community plan area. This increased volume of traffic may create a potential for congestion and delays, especially in areas where street capacity is inadequate to accommodate traffic, and would adversely affect response times for fire fighting and paramedic or emergency services. In parts of the community plan area where street capacity is adequate, increased traffic volume generated by the implementation of the proposed plan may not necessarily create a problem.

### **Mitigation Policies**

The proposed Westchester-Playa Del Rey community plan has incorporated programs and policies which help mitigate any significant adverse impact it may have on the provision of police protection to the residents community plan area. In addition to these programs and policies, the following mitigation policies are proposed:

1. Hire and deploy additional police officers and civilian personnel to accommodate growth or development generated by the implementation of the proposed plan pursuant to LAPD hiring and deployment procedures.
2. Expand and/or upgrade existing police protection equipment and/or facilities in areas of the community plan area which do not receive adequate police protection services.
3. Pursue State, Federal and other non-conventional funding sources to expand the number of sworn police officers.
4. Promote the establishment of police facilities which provide police protection at a neighborhood level.
5. Implement the Westchester-Playa Del Rey Transportation Improvement and Mitigation

Program (TIMP) contained in **Section 4.5** of the DEIR (Transportation).

### **Unavoidable Significant Adverse Impacts**

None.

### **PUBLIC LIBRARIES**

Available public library services in the Westchester-Playa Del Rey Community Plan Area, in terms of library space and permanent volume collection, are inadequate at present to meet existing demands from the community's residents. Implementation of the proposed plan, with its concomitant population increases, will worsen existing deficiencies in library services in the community. This is a significant adverse impact. Based on the proposed plan's increase of 42,586 persons to the population of the Westchester-Playa Del Rey community plan area by 2025, the additional future need for library space would be at least a 12,500-square-foot branch library, according to the City of Los Angeles standards. Under the State of California standard, this future population would require an addition of 22,173 square feet of library space and 88,690 volumes of permanent collection.

However, a 12,500 square foot branch library was recently constructed and will be opened for public use as of June 2003. The new 12,500 square foot branch library will satisfy the community's library space requirements, based on the City of Los Angeles standards.

Since the provision of library services is based on distance and the concentration or level of population in a given area, the implementation of the proposed plan may adversely impact some parts of the community plan area more than other parts vis-a-vis the provision of library services. Any changes in land designations which would allow a much greater housing density, and, consequently, a greater concentration of population therein, may require construction of new libraries and/or upgrading or improvements of existing library facilities in the subarea to accommodate future increases in population.

### **Mitigation Policies**

The proposed Westchester-Playa Del Rey community plan has incorporated programs and policies which help mitigate any significant adverse impact it may have on the provision of library services to the residents community plan area. In addition to these programs and policies, the following mitigation policies are proposed:

1. Develop a funding system to finance the construction of new branch libraries or the

expansion and maintenance of existing facilities, the acquisition of equipment, books and other material.

2. Establish a volunteer program in the operation and maintenance of branch libraries.
3. Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

### **Unavoidable Significant Adverse Impacts**

None.

### **PUBLIC PARKS**

During the implementation of the proposed plan, the population of the Westchester-Playa Del Rey community plan area is projected to increase to approximately 93,841 persons, an increase of 42,586 persons over the 2000 population of 51,255 persons. This level of population will increase correspondingly the parkland needs of the residents to approximately 9,384 acres by 2025, an increase of approximately 9,073 acres over existing acreage. Implementation of the proposed plan will worsen existing deficiency in parkland acreage and will create significant adverse impact on the provision of recreation facilities to the residents of the Westchester-Playa Del Rey CPA.

Since the provision of recreational facilities is based on distance and population density, some parts of the community plan area may be more adversely impacted than others.

### **Mitigation Policies**

The proposed Westchester-Playa Del Rey community plan has incorporated programs and policies which help mitigate any significant adverse impact it may have on the provision of recreational facilities to the residents community plan area. In addition to these programs and policies, the following mitigation policies are proposed:

1. Develop City or private funding programs for the acquisition and construction of new recreation and park facilities.
2. Prioritize the implementation of recreation and park projects in parts of the community plan area with the greatest existing deficiencies.
3. Establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the community plan area.



4. Monitor and report appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and park needs of the community plan area.

### **Unavoidable Significant Adverse Impacts**

Several factors effectively prevent the enumerated mitigation policies from bringing the impacts of the proposed plan on parks to a level of insignificance. These factors include the historic lack of and huge deficiency in parkland acreage, existing budget constraint and a high level of development where lands may not be available for conversion into or the creation of parks. Furthermore, with the comparatively large population expected by 2025, there may not be enough space in the community plan area to accommodate the projected required parkland acreage.

### **PUBLIC SCHOOLS**

The projected student population in the community Plan are by 2025 would be approximately 23,995, representing an increase of 59.25 percent or 8,928 students. Of this projected student population, 11,965 students would be in elementary schools, 5,864 students would be in middle schools, and 6,166 students would be in high schools. The projected increase in student population in the CPA during the planning period may not be accommodated by the public school system. Taken into consideration the problem of expected student population increase in adjoining CPAs or neighboring communities, there will be significant adverse impact.

### **Mitigation Policies**

The proposed Westchester-Playa Del Rey Community Plan has incorporated programs and policies which help mitigate any significant adverse impact it may have on the provision of public educational facilities to the residents of the CPA. In addition to these programs and policies, the following mitigation policies are proposed:

1. Develop plans to address issues relating to siting and the joint use of facilities. To this end, identify strategies for the expansion of the school facilities, including:
  1. Siting of schools and other community facilities (libraries, parks, etc.) Within transit stations, centers or mixed-use areas so that they can complement each other and make the most use of the land provided for these services;
  2. Locating middle schools and high schools close to transit stations and key centers, where possible, so that students can use the transit system to get to and from school;
  3. Encouraging private redevelopment of existing schools sites in the immediate vicinity of transit station and centers so that the existing site (a low intensity site)

would be replaced by a high intensity mixed-use development that would incorporate school facilities.

2. Construct schools where necessary to accommodate increase student population.

### **Unavoidable Significant Adverse Impacts**

None.

## **2.4 UTILITY IMPACTS**

### **WATER RESOURCES**

The existing (2000) daily water consumption for all land uses in the Westchester-Playa Del Rey community plan area reached 1,133,350 gallons per developed square mile. This current daily water consumption does not exceed the projected 2025 citywide daily water consumption of approximately 1,484,955 gallons per developed square mile, and falls below the 2025 daily water consumption by 351,605 gallons per developed square mile. Under the proposed plan, daily water consumption in the community plan area by 2025 is projected to reach approximately 1,795,594 gallons per developed square mile, an increase of 662,244 gallons per developed square mile. This projected daily water consumption in the community plan area would exceed the projected 2025 citywide daily water consumption by approximately 310,639 gallons per developed square mile. The implementation of the proposed plan would thus cause the community plan area to require a greater share of the entire City's future water supply. This is a significant adverse impact.

### **Mitigation Policies**

1. Continue to implement existing water conservation measures, including ultra low-flush installation, school educational, public information, and residential programs, and develop new ones as needed.
2. Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.
3. Develop reliable and cost-effective sources or alternative water supplies, including water reclamation and exchanges and transfers.
4. Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more full utilized.
5. Expand, upgrade or improve the local water distribution system within the community plan

area whenever necessary to accommodate increased demand for water.

### **Unavoidable Significant Adverse Impacts**

None. Implementation of the proposed mitigation policies will reduce the significant impacts of the proposed plan to a level of insignificance.

### **ENERGY RESOURCES**

Existing (2000) annual electricity consumption in the community plan area reached 60,013,496 kilowatt-hours per developed square mile. This annual electricity consumption exceeds the projected 2025 citywide annual electricity of approximately 59,919,894 kilowatt-hours, by 93,602 kilowatt-hours per developed square mile, currently. With the implementation of the proposed plan, the annual electricity consumption in the community plan area by 2025 is estimated to reach approximately 88,603,877 kilowatt-hours per developed square mile, an increase of 28,590,381 kilowatt-hours per developed square mile. This projected annual electricity consumption would exceed the projected 2025 citywide electricity consumption by approximately 28,683,983 kilowatt-hours. The implementation of the proposed plan would thus require an even greater disproportionate share by the community plan area in the entire City's future electricity supply during the planning period. This is a significant adverse impact.

Existing (2000) monthly consumption of natural gas for all land uses amounted to 27,637,582 cubic feet (cu. ft.) per developed square mile. This monthly natural gas consumption by the residents of the community plan area does not exceed, by 3,289,601 cu. ft. per developed square mile, the 2025 projected citywide natural gas consumption of approximately 30,927,183 cu. ft. per developed square mile. Under the proposed plan, monthly consumption of natural gas in the community plan area by 2025 is estimated to reach approximately 46,070,909 cu. ft. per developed square mile, an increase of 18,433,327 cu. ft. per developed square mile. This projected monthly natural gas consumption by the community plan area would exceed the projected 2025 citywide consumption by approximately 15,143,726 cu. ft. per developed square mile. The implementation of the proposed plan would thus require an even greater disproportionate share by the community plan area in the entire City's future natural gas supply during the planning period. This is a significant adverse impact.

### **Mitigation Policies**

1. Promote energy conservation and efficiency to the maximum extent that are cost effective and practical.
2. Encourage and provide incentives for the development and use of alternative sources of energy.

3. Adopt and implement a program to provide technical assistance and incentives to property owners and developers on building design and/or the use of energy-efficient systems in new residential, commercial and industrial developments to exceed existing State of California Energy Code standards.
4. Promote the responsible use of natural resources in consonance with City environmental policies.
5. Expand, upgrade or improve local distribution lines within the community plan area whenever necessary to accommodate increased demand for energy.

### **Unavoidable Significant Adverse Impacts**

None. Implementation of the proposed mitigation policies will reduce the significant impacts of the proposed plan to a level of insignificance.

### **WASTEWATER SYSTEM**

Existing daily wastewater flow generated by the community plan area is now approximately 303,326,667 gallons per developed square mile. This daily wastewater flow generated by the community plan area now exceeds the projected 2025 average citywide daily wastewater generation of approximately 1,432,256 gallons per developed square mile, by 301,894,411 gallons per developed square mile. Under the proposed plan, the daily wastewater flow to be generated by the community plan area by 2025 is estimated to reach approximately 359,756,784 gallons per developed square mile, an increase of 56,430,117 gallons per developed square mile. This projected wastewater generation by the residents of the community plan area would exceed the projected 2025 citywide wastewater generation by approximately 358,324,528 gallons per developed square mile. The implementation of the proposed plan would thus cause the community plan area to contribute an ever greater disproportionate share in the entire City's future wastewater generation during the planning period. This is a significant adverse impact.

### **Mitigation Policies**

1. Continue to implement existing water conservation measures, including ultra low-flush installation, school educational, public information, and residential programs, and develop new ones as needed.
2. Adopt a comprehensive water reuse ordinance which will establish, among other things, goals on reuse of reclaimed water.
3. Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water.

4. Provide incentives for the development of new markets and uses for reclaimed water.
5. Rehabilitate existing sewers in poor structural condition and construct relief sewers to accommodate growth whenever necessary.
6. Expand or upgrade existing local sewers in the community plan area to accommodate increased wastewater flow whenever necessary.

### **Unavoidable Significant Adverse Impacts**

None. Implementation of the proposed mitigation policies will reduce the significant impacts of the proposed plan to a level of insignificance.

### **SOLID WASTE GENERATION AND DISPOSAL**

Existing (2000) daily solid waste generation for all land uses in the community plan area is approximately 11,615,678 pounds (lbs.) per developed square mile. This level of solid waste generation now exceeds, by 11,582,795 lbs. per developed square mile, the projected 2025 citywide daily solid waste generation of approximately 32,883 lbs. per developed square mile. Under the proposed plan, the projected daily solid waste generation in the community plan area by 2025 is estimated to reach approximately 13,742,596 lbs. per developed square mile, or an increase of 2,126,918 lbs. per developed square mile. This projected solid waste generation by the residents of the community plan area would exceed the projected 2025 daily citywide solid waste generation by approximately 13,709,713 lbs. per developed square mile. The implementation of the proposed plan would thus cause the community plan area to contribute an even greater disproportionate share in the entire City's future solid waste generation during the planning period. This is a significant adverse impact.

### **Mitigation Policies**

1. Implement an integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of solid waste requiring disposal.
2. Encourage and provide incentives for the processing and marketing of recyclable items.
3. Accelerate on-going efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.

### **Unavoidable Significant Adverse Impacts**

None. Implementation of the proposed mitigation policies will reduce the significant impacts of the proposed plan to a level of insignificance.

## 2.5 TRANSPORTATION IMPACTS

The transportation impacts analysis shows that 25 segments were operating under unsatisfactory conditions (LOS E or F) during the PM peak hour under 1997 base conditions. For the projected 2025 No Growth scenario, the number of segments estimated to operate at LOS E or F during the PM peak hour is 33. Comparison to the 1997 base year scenario indicates that an additional eight segments would be operating at unsatisfactory levels of service, the effects of which are attributable to regional growth.

Under the 2025 Market scenario (without implementation of the proposed TIMP improvements), the number of segments expected to operate under unsatisfactory conditions during the PM peak hour increases to 42. Comparison of the 2025 Market scenario to the 2025 No Growth scenario reveals that the number of segments operating at unsatisfactory levels of service is projected to increase by nine, the effects of which are attributable to growth associated with the CPU project.

It can be seen that a substantial portion of the projected deterioration in future operating conditions is attributable to regional growth. However, the increase in the number of segments operating at unsatisfactory conditions between the 2025 No Growth and 2025 Market scenarios indicates that the CPU project, without implementation of the proposed TIMP improvements, would have a significant impact on the roadway system.

With implementation of the proposed Westchester-Playa del Rey CPA TIMP, 33 segments are projected to operate under unsatisfactory conditions during the PM peak hour. This, however, represents an improvement over the projected 2025 Market conditions without the TIMP, under which 42 link segments are projected to operate at unsatisfactory levels of service. Comparing the 2025 No Growth and the project scenario with the TIMP, the same number of segments (33) are projected to operate at unsatisfactory levels of service under both 2025 No Growth and 2025 Market with TIMP conditions.

Also, comparing the 2025 Market scenarios with and without the TIMP, it can be observed that the weighted average V/C ratio for all of the analyzed link segments within the Westchester-Playa del Rey CPA is estimated to decrease by about 0.045 with the implementation of the TIMP, from 0.824 to 0.779. This is also 0.025 lower than the weighted average V/C ratio of 0.804 projected for the Year 2025 No Growth scenario.

### **Mitigation Policies**

Implementation of the TIMP. The proposed TIMP would be effective in improving overall operating conditions over both 2025 Market and No Growth conditions as measured by average V/C ratio, and would mitigate the significant impacts of the CPU project per this significance criterion. The TIMP is also projected to maintain the same number of segments at LOS E or F under 2025 Market conditions as under 2025 No Growth conditions, meaning that significant impacts of the

CPU project would also be mitigated per this significance criterion.

## **2.6 AIR QUALITY IMPACTS**

Construction allowed under the proposed Westchester-Playa del Rey Community Plan Update and General Plan Framework Element would emit criteria pollutants. Plan emissions would exceed project-level threshold criteria recommended by the SCAQMD. This would be a significant project-level impact.

The SCAB is currently in non-attainment with respect to ozone and particulate matter. Total daily average emissions in the Plan area would be considered significant due to the large amount of construction emissions allowed under the Westchester-Playa del Rey Community Plan Update.

Increased development allowed under the proposed Westchester-Playa del Rey Community Plan Update and General Plan Framework Element would increase criteria pollutant emissions in the area. This would be considered a significant project level impact to air quality.

Operational emissions sources would increase throughout the 20-year period as individual sites throughout the Plan area are developed. These sources of emissions would include stationary and mobile sources. Stationary emissions sources would include residential, commercial, and industrial sources. Increased mobile emissions sources would result from the increase in motor vehicle traffic supported by the Plan as well as vehicles traversing the plan area for neighboring developments such as the Los Angeles International Airport.

The daily average operational emissions would exceed SCAQMD significance thresholds and as such would be considered a significant impact to air quality.

Population and housing in the plan area are anticipated to approximately double in the next twenty years which would lead to the doubling of emissions sources in that time period. However, actual emissions increases would be limited by technological developments in vehicle emissions control, implementation of alternative fuel technologies, and other measures outlined in the AQMP.

Non-construction emissions will increase significantly in the future due to growth allowed by the proposed project. Individual projects would be required to undergo separate CEQA review. Mitigation measures below would help to limit the increase in emissions. Nonetheless, the increase in operational emissions allowed by the proposed Plan would constitute a significant and unavoidable impact to air quality.

The proposed Westchester-Playa del Rey Community Plan Update and General Plan Framework Element would contribute air emissions to the region that would add to the cumulative baseline.

This would be considered a significant unavoidable impact to air quality.

The CEQA Guidelines require that a project be evaluated with respect to its contribution to the cumulative condition. Currently, the existing ambient air quality baseline is affected by emissions from the greater Los Angeles Basin. Emissions in the Plan area are influenced by traffic on local roadways and specific land uses within the Plan area. The proposed plan would allow for an increase in sources of stationary and mobile emissions. Emissions associated with local traffic are anticipated to emit the highest levels of criteria pollutants in the Plan area. The proposed plan would add emissions to the Plan area that would lead to an increase in the future baseline emissions level. This increase would be limited by the adoption of more stringent control regulations by the SCAQMD, the advancement of emissions control technology, and the gradual replacement of older and more polluting vehicles. Even so, the contribution of additional emissions to the baseline would be considered a significant unavoidable impact to air quality.

Motor vehicle trips generated by the project would affect carbon monoxide concentrations at intersections in the project vicinity. Future calculated carbon monoxide concentrations would not exceed state or federal ambient air quality standards. This would not be considered a significant impact to air quality.

### **Mitigation Measures**

1. The City as a condition of approval of all discretionary projects shall require all contractors building within the Westchester-Playa del Rey Community Plan Update area to utilize best available control technologies to reduce the creation of inhaleable dust particles during construction.
2. Dust abatement shall use measures consistent with SCAQMD Rule 403, including site wetting, covering of haul trucks, and storage piles, and periodic street sweeping in accordance with SCAQMD regulations.
3. The City as a condition of approval of all discretionary projects shall require all contractors building projects within the Westchester-Playa del Rey Community Plan Update area to utilize properly tuned and maintained equipment.
4. The City shall coordinate with the SCAQMD to facilitate implementation of the AQMP.
5. The City shall identify and resolve issues that could affect timely implementation of the AQMP.
6. The City shall develop a structure for identifying, analyzing, and resolving potential conflicts



between air quality and other regional goals.

7. The City shall develop, where possible, advanced transportation technologies.
8. The City shall support implementation of transportation improvements to include High Occupancy Vehicle (HOV) lanes, transit improvements, traffic flow improvements, park and ride and intermodal facilities, urban freeway, bicycle and pedestrian facilities. In addition to the previous capital based actions, where possible non-capital based actions shall be implemented to include rideshare matching programs, congestion management program based programs, telecommunication facilities/satellites work centers, and transit pass centers.

### **Unavoidable Significant Adverse Impacts**

Although implementation of the mitigation measures will assist in minimizing degradation of air quality posed by the additional growth allowed in the plan, the increased emissions would be considered significant and unavoidable

#### **2.7 NOISE IMPACTS**

Impact 1: Some land uses generate noise that could affect sensitive receptors.

Planned operational growth allowed for under the Westchester-Playa del Rey Community Plan Update would lead to increased ambient noise levels in portions of the Plan area. New noise sources could include industrial and commercial sources. These new noise sources would be spread throughout the Plan area as new development occurs. Due to the general nature of this analysis it is impossible to predict the exact noise increase due to operational noise.

Operational noise sources are regulated under the City of Los Angeles Noise Ordinance. Operational noise sources would be required to abide by the City of Los Angeles noise ordinance and as such are not expected to result in a significant impact to the ambient noise environment.

Impact 2: Traffic increase in the Plan area would increase noise levels at sensitive receptors.

The Federal Highway Administration's Highway Traffic Noise Prediction Model was utilized to predict one hour noise levels during the peak noises hour. Traffic noise levels were analyzed at 105 roadway segments throughout the Plan area. Full results can be found in **Appendix 7.4**. The Federal Highway Administration (FHWA) model is used to estimate existing and future noise levels in order to provide a consistent basis of analysis directly related to peak hour changes that would result from the proposed project. Traffic noise was estimated for the following scenarios:

- Existing conditions (1997)
- Future conditions with the proposed project (2025).

Of the 105 roadway segments analyzed, seven roadway segments would increase noise levels by greater than 5 dBA. Four more would increase noise levels by 3 dBA and would place the sensitive receptor in the unacceptable level. Two of these roadway segments are immediately north of LAX and are not located in residential neighborhoods, and one segment is the I-405 San Diego Freeway on ramp at La Cienega Boulevard. The remaining street segments are located within residential neighborhoods.

CEQA significance criteria are established as CNEL, which is a 24-hour average, with time weighted penalties established for nighttime noise. Peak noise levels are calculated as a one-hour Leq. For this analysis, it is assumed that CNEL is within 2 dBA of the one-hour peak noise level.<sup>1</sup> The increased noise associated with development allowed for in the Plan area would exceed existing conditions in excess of CEQA significance criteria and as such, would represent a significant impact at 11 of the 105 street segments analyzed. Development allowed for under the Westchester-Playa del Rey Community Plan would result in a significant impact to ambient noise levels in the Westchester-Playa del Rey Community Plan Area.

Impact 3: The proposed project would result in increased noise levels during construction activity. Construction noise impacts could represent a significant impact to the ambient noise environment.

Development allowed for in the Community Plan Update would generate periodic high noise levels intermittently at various sites throughout the Plan area during construction projects. Construction activities are anticipated to occur intermittently throughout the Plan area as new construction occurs. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and receptor, and presence or absence of barriers between noise source and receptor.

Noise levels would decrease by approximately 6 dBA with each doubling of distance from the construction site (e.g., noise levels from excavation would be approximately 83 dBA at 100 feet from the site, and about 77 dBA at 200 feet from the site). Interior noise levels would be approximately 10 dBA (with open windows) to 20 dBA (with closed windows) less than exterior noise levels.<sup>2</sup>

Construction allowed for under the Westchester-Playa del Rey Community Plan would affect noise-sensitive receptors near construction sites. Receptors would be affected temporarily during construction activities on project sites. Sensitive receptors located 50 feet from construction sites

---

<sup>1</sup> Caltrans Technical Noise Supplement, October 1998.

<sup>2</sup> C. Lawrence Cornett and Charles E. Hina, *Methods for Predicting Noise and Vibration Impacts*, U.S. Department of Transportation, Transportation Systems Center, 1979.

could be exposed to up to 89 dBA from construction equipment.

Noise levels as high as 89 dBA would be considered as unacceptable levels to all land uses surrounding the project site. Additionally, noise levels as high as 89 dBA would increase the ambient background noise level by more than 5 dBA (Leq) at adjacent residential property lines.

The City of Los Angeles Municipal Code regulates construction noise through the incorporation of Noise Regulations. Chapter XI, Article 2, Section 112.05 of the Los Angeles Municipal Code states that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA. Said noise limits shall not apply where noise compliance is technically infeasible. Chapter IV, Article 1, Section 41.40 of the Los Angeles Municipal Code limits construction to the hours of 7:00 a.m. to 9:00 p.m. Due to the speculative nature of construction noise in the Plan area, it is impossible to accurately predict all construction noise impacts. The following mitigation measures would help reduce noise impacts at sensitive receptors. Nevertheless, due to the large number of construction scenarios allowed for in the Westchester-Playa del Rey Community Plan, and the speculative nature of this document, construction noise could represent a significant impact to local sensitive receptors. This would be considered a potentially significant impact.

Impact 4: The proposed project could expose future residences to excessive noise levels due to being located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or private airstrip.

The Westchester-Playa del Rey Community Plan area borders LAX on three sides. LAX is the fifth busiest airport in the world in terms of passenger service and tons of cargo handled. In general, local government has very little control of noise associated with airport operations. The federal government sets airport noise standards and aircraft noise standards. Local authority covers land use decisions of areas surrounding the airport. The City of Los Angeles Noise Element includes strategies and programs related to aircraft nuisance noise. Currently, the Noise Element is awaiting the LAX Master Plan to outline steps the City can take to minimize noise impacts associated with future operations at LAX.

The LAX Master Plan Draft EIS/EIR concludes that operations at LAX would represent a significant unavoidable impact to the ambient noise environment. As the ambient noise environment in the Westchester-Playa del Rey Plan area is the ambient noise environment surrounding LAX, the proposed project could expose future residences to excessive noise levels due to being located within an airport land use plan, or within two miles of a public airport or private airstrip.

Due to lack of jurisdiction, no feasible mitigation is available to minimize exterior aircraft noise throughout the Plan area. Sensitive receptors located within the 65-dBA CNEL noise contour are eligible for federal funds to insulate their homes or businesses against aircraft noise. In the event that insulation would not reduce the interior noise level to an acceptable level, federal funds are available to purchase the property. The City of Los Angeles Noise Element estimates that by the year 2010, \$245 million dollars will have been spent to soundproof dwelling units, and that \$220 million dollars will have been spent to purchase incompatible land uses. Even with these steps, noise from LAX will represent a significant unavoidable impact to sensitive receptors in the Plan area.

### **Mitigation Measures**

The following mitigation measure is recommended to reduce operational noise impacts to residential, commercial and office uses in the immediate vicinity of the project sites:

1. All operational noise sources located within the Plan area shall abide by Chapter XI, Article One through Six of the City of Los Angeles Municipal Code.

Operational noise impacts would be less than significant with mitigation incorporated.

No mitigation measures are feasible for increased noise levels at sensitive receptors due to traffic increases.

The following mitigation measure is recommended to reduce construction noise impacts to residential, commercial and office uses in the immediate vicinity of the project sites:

2. The City as a condition of approval of all discretionary projects shall require project contractors to limit construction activities to between the hours of 7:00 a.m. and 9:00 p.m. Monday through Friday and 8:00 a.m. and 6:00 p.m. on Saturdays and national holidays and shall prohibit work on Sundays.

### **Unavoidable Significant Adverse Impacts**

Impacts caused by increased noise levels at sensitive receptors due to traffic increases would be significant and unavoidable.

Construction noise impacts would be significant and unavoidable.

No mitigation feasible to mitigate the exposure of future residences to excessive noise levels due to being located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or private airstrip. Since the Westchester Playa del Rey CPA borders

LAX, such impacts would be significant and unavoidable.

## **2.8 GEOLOGY IMPACTS**

Development resulting from the implementation of the proposed plan will not be subject to a greater seismic risk than other locations within the region. Nevertheless, as with all areas of Los Angeles, during an earthquake, significant ground shaking could result at various project sites and in the surrounding area. Implementation of the proposed plan will increase the density of development and human occupancy at various locations/sites, thereby increasing the potential for damage or injury during a major earthquake.

Development resulting from the implementation of the proposed plan may cause or be subject to the following environmental impacts:

1. Earthquake related hazards, including ground shaking and high ground accelerations.
2. Liquefaction, subsidence and/or settlement of sediments on project site.
3. Ground rupture from active or potentially active fault traces located on site.
4. Improperly cut slopes result in slope instability.

### **Mitigation Policies**

The City should do the following;

1. Continue to require that all new developments comply with existing, newly revised, building codes.
2. Require that all new developments implement the mitigation measures proposed in the geotechnical reports which assess potential consequences of liquefaction and soil strength loss as required by the national Uniform Building Code, as amended in 1994, and the Los Angeles City Grading Code.
3. Where there is a potential for liquefaction, require that developers properly compact unconsolidated surficial sediments and fill.
4. Continue to require that all new developments comply with the Safety Element of the Los Angeles City General Plan.

## **Unavoidable Significant Adverse Impacts**

Earthquake related hazards such as ground rupture, high ground accelerations, and ground shaking cannot be avoided in the Los Angeles Region. The complex Los Angeles fault system interacts with the alluvial soils and other geologic conditions in the hills and basins, and poses a potential seismic threat to every part of the City.

As discovered during damage assessment following the 1994 Northridge earthquake, existing building codes were inadequate to protect engineered structures from hazards associated with an earthquake. Although building codes have been revised and updated, new data and information on seismic risk associated with a major earthquake requires constant re-evaluation of existing statutes. Consequently, designing new facilities based on existing building codes may not prevent significant damage to these structures resulting from a major or great earthquake on a nearby fault. Structural intensity of the shaking, distance from the epicenter, composition of the soil and type of construction, all determine the extent of damage which may occur. Therefore, seismic hazards related to future major or great earthquakes are unavoidable.

## **2.9 CULTURAL RESOURCE (Historical/Archaeological) IMPACTS**

**Historical/Architectural.** The proposed plan does not recommend any changes to sites that contain designated historic monuments. However, there could be an impact to resources which qualify for historic designation individually, as historic groupings, or as historic districts. The proposed plan does not recommend any changes within established Historic Preservation Overlay Zone (HPOZ) areas.

**Archaeological/Paleontological.** Development resulting from the implementation of the proposed plan may cause the disturbance or relocation of archaeological or paleontological resources, resulting in any of the following impacts:

1. The disruption of a prehistoric or historic archaeological site.
2. The uncovering of artifacts during site development.

### **Mitigation Policies**

**Historical/Architectural.** In addition to the programs within the proposed plan, the following shall apply:

1. Any building that is designated as a Historic Cultural Monument by the Los Angeles City Council, is a State landmark, or is on the National Register of Historic Places, should require

a determination from the Building and Safety Department to allow demolition, alteration, or removal of that building.

**Archaeological/Paleontological.** In addition to the programs within the proposed plan, the following shall apply:

1. In the event any cultural resources or remains are encountered during the course of land modification and construction activities, the city should require the developer to halt construction and immediately consult a qualified archeologist and/or paleontologist with expertise in the area in order to assess the nature, extent and significance of any cultural materials that are encountered and to recommend appropriate mitigation measures. Said archeologist will have the authority to terminate grading operations and mark, collect and evaluate any archeological materials discovered during construction. Said archaeologist shall be provided a reasonable amount of time to prepare and implement additional mitigation measures in cooperation with the City of Los Angeles Building and Safety Department.

#### **Unavoidable Significant Adverse Impacts**

**Historical/Architectural.** None.

**Archaeological/Paleontological.** None.

#### **2.10 SAFETY/RISK OF UPSET IMPACTS**

The Westchester-Playa Del Rey area contains approximately 765 acres, or 13.9 percent of the CPA, designated for industrial use.

The proposed plan does not represent an increase in the total acreage in industrial land use designation. In fact, it decreases the amount of land designated for industrial use from 765 acres to 515 acres. Nor does the proposed plan propose a significant number of land use designation changes that would encourage a large increase in population immediately adjacent to oil or gas contamination, or adjacent to an industrial facility containing acutely hazardous materials. Furthermore, the proposed plan proposes design guidelines for new industrial developments when they are located adjacent to residentially-zoned neighborhoods. Therefore, Safety/Risk of Upset impacts would be less than significant.

#### **Mitigation Policies**

1. Until all of the pertinent safety/mitigation standards in the City's Building Code, Fire Code

and Planning and Zoning Code are met, the City shall prohibit the construction of any building designed for human occupancy where there is potential for methane gas hazards; and for instances where there is significant methane gas detected, the developer must immediately notify the City's Building & Safety Department and the Southern California Air Quality Management District.

2. The City should require mitigation measures prior to approval of residential or public facility projects within 1,000 feet of a designated hazardous site/condition. These measures should address considerations of setbacks and buffers, barriers, and safety evacuation plans.

### **Unavoidable Significant Adverse Impacts**

None.

## **2.11 CUMULATIVE IMPACTS**

The potential for impacts associated with the proposed plan and the combined effect with other future developments are discussed below.

### **LAND USE**

None. Most of the individual sites and subareas with land use designation changes did not have any impacts due to the proposed land use designation changes. The only subarea with the potential for any impacts was **Subarea E**. The land use designations in the individual sites in **Subarea E** will remain the same, but the area is under study for acquisition by the Los Angeles World Airport for noise abatement purposes. Approximately 95 acres will be designated for Airport acquisition, of which, approximately 85 acres are designated as Medium Density Residential. The proposed acquisition may result in changes to the existing land uses at the individual sites and a subsequent loss of residential neighborhoods. This loss of residential neighborhoods may result in some impacts in **Subarea E**. However, these impacts may be minimized by the implementation of mitigation measures. The proposed Plan's contribution to environmental impacts from any plan or projects in adjacent communities would be less than significant.

### **POPULATION, EMPLOYMENT AND HOUSING**

The General Plan Framework projects a significant increase in population, employment and housing. The proposed Plan would seek to accommodate this level of growth. Therefore, the implementation of the proposed plan would result in contributing to the growth of housing stock and the creation of



greater opportunities for employment. The combined result of more housing and jobs would have a cumulative impact on the CPA and surrounding areas.

## **PUBLIC SERVICES**

**Fire Protection.** Implementation of the proposed Plan may require upgrading or improvements of existing fire protection equipment or infrastructure or may cause a deterioration in existing operating traffic conditions which would adversely affect the response times for fire fighting and paramedic services. It may also result in increased land use densities which would generate an increased demand for fire protection services in the Metro Los Angeles Subregion.

**Police Protection.** The proposed Plan Update would contribute to the citywide need for greater and expanded police services. Utilizing the National Association of City Managers and Police Department standard of four police officers per 1,000 residents to determine the adequate level of deployment of police officers by 2025, the projected 2025 population of 95,600 persons would require approximately 382 police officers to be deployed in the community plan area to accommodate the increased need of the residents for police protection services. This would mean an additional 177 police officers over the present requirements for this community plan area only

**Public Libraries.** Public branch libraries located in the Metro Los Angeles Subregion and in other community plan areas in close proximity to the Westchester-Playa Del Rey community plan area are presently inadequate to serve their residents in terms of the required library space and materials collection. However, the new 12,500 square foot library currently under construction in the Westchester-Playa Del Rey community plan area will, upon completion, meet the public library space requirements of the community plan area, based on the standards established by the Public Libraries Plan. Nevertheless, increases in population in these areas would create greater and additional demand for public library services in this part of the City.

**Parks.** There exists in both the Metro Los Angeles Subregion and nearby community plan areas an acute shortage in the parkland acreage. Implementation of the proposed Plan would further exacerbate this shortage.

**Public Schools.** The anticipated student population generated by the proposed Plan would contribute incrementally to an increased demand for public school services in the Los Angeles Unified School District.

## **UTILITIES**

**Water.** The implementation of the proposed Plan would contribute to an increased water

consumption in the City, which is projected to increase from 639,000 acre-feet per year (AFY) in 2000 to 800,000 AFY in 2025. While water conservation programs would result in a decline of per capita water use in normal years, notwithstanding the effects of commercial growth and other factors that tend to increase per capita use, the rate of the City's population growth would be higher than the rate of decline in per capita use, thus resulting in an increased total water consumption in the future.

**Energy.** The implementation of the proposed Plan would contribute to an increase in the citywide consumption of non-renewable energy resources. By 2025, annual citywide consumption of electricity is projected to reach 59,919,894 kilowatt-hours, while the monthly citywide consumption of natural gas would reach 30,927,183 cubic feet, both on a per developed square mile basis.

**Wastewater.** The citywide increase in wastewater flow during the planning period would be larger than the expanded capacity of existing plants. The implementation of the proposed Plan would contribute to this increase in the citywide demand for wastewater disposal requirement

**Solid Waste.** Because of the daily permit limitations on the amount of waste that are accepted at landfills in the region and the dwindling available landfill space therein, the City of Los Angeles does not have sufficient daily capacity to dispose of all waste collected both publicly and privately within its borders. The proposed Plan would thus contribute to this continued depletion of scarce landfill space, notwithstanding the City's compliance with AB 939.

## TRANSPORTATION

In compliance with the Los Angeles County Congestion Management Program (CMP) requirements, a regional analysis was conducted to quantify the potential impacts of the project on the regional transportation system. Under the Community Planning Revision Program, the Year 2025 Market Forecast with TIMP traffic scenario represents the "project" for the analysis. Based upon this, the 2025 Market Forecast with the Transportation Improvement and Mitigation Program (TIMP) scenario was compared to 2025 No Growth conditions to assess any potential regional impacts of the project. Appendix B presents the results of the impact analysis, indicating that the project would not have significant cumulative impacts.

## AIR QUALITY

Continued development in Metro Los Angeles Subregion, in conjunction with developments in other communities in the City of Los Angeles and in the South Coast Air Basin, will increase pollutant emissions and degrade regional air quality. Growth permitted by the proposed plan would incrementally contribute to regional exceedances of air quality standards for ozone and suspended

particulates. Traffic associated with increased development permitted by the proposed plan would also incrementally contribute to localized carbon monoxide violations.

## **NOISE**

The project's contribution to cumulative noise impacts relate primarily to increases in vehicular traffic on freeways and surface streets. Although the noise levels associated with vehicular traffic are not significantly different for the other growth scenarios, growth permitted under the proposed plan would incrementally contribute to increased noise levels in the region.

## **GEOLOGY**

As with other areas of Los Angeles, development resulting from the implementation of the proposed plan will be subject to potential ground shaking. In the event of a major earthquake, significant ground shaking could result at various project sites and in the surrounding area. Implementation of recommended mitigation measures may reduce but not eliminate seismic risks.

## **CULTURAL RESOURCES**

Potential impacts to cultural resources from individual related projects could compound the effects of the proposed plan; therefore, cumulative impacts could occur. However, the provision of mitigation policies, where necessary, will serve to minimize impacts to cultural resources.

## **SAFETY/RISK OF UPSET**

The proposed plan does not substantially increase the potential for industrial activity in the City. In fact, it decreases the amount of land designated for industrial use from 765 acres to 515 acres. Nor does it encourage large population increases immediately adjacent to oil and gas contamination. Furthermore, the provision of safety policies in the proposed plan, where they are necessary, will serve to minimize impacts to safety. Thus, analysis concludes that cumulative impacts to safety would be less than significant.

## **2.11 ALTERNATIVES**

The California Environmental Quality Act (CEQA) Guidelines require an Environmental Impact Report (EIR) to evaluate alternatives. A comparison of the alternatives will reveal which alternative is environmentally superior and which alternative best meets the planning goals and objectives of the lead agency.

Four alternatives have been developed as follows:

**Alternative #1** is the "Existing 2000 Land Use Conditions (No Growth)" alternative. With this alternative, there would be no increase in development or population through the year 2025. The City would have to place a moratorium on building permits in order to enforce this alternative.

**Alternative #2** will serve as the project. This is the "Proposed Plan" analyzed by this EIR.

**Alternative #3** is the "Existing 1974 Plan Capacity (No Project)" alternative. With this alternative, there would be no project, no revision of the existing community plan. Development capacities could not exceed the levels allowed under the existing community plan which was adopted in 1974.

**Alternative #4** is the "Southern California Association of Governments 2025 Market Forecast (Worst Case)" alternative. Under this alternative, employment, housing and population levels are analyzed at the levels projected by SCAG for the year 2025.

**Alternative #1** would allow no new development, there would be no impacts other than what currently exists. Therefore, the environmental effects of the implementation of **Alternative #1** will be considered to be less than significant. However, **Alternative #1** will not accommodate the growth in population, housing and employment forecasted by SCAG for the year 2025.

**Alternative #2, Alternative #3, and Alternative #4**, all allow new development to occur. Therefore, the implementation of any of these four alternatives could potentially have significant impacts which will need to be mitigated.

**Alternative #1** is environmentally superior to the others. This alternative allows the lowest amount of development - none - and therefore, the least amount of, and lowest number of, new impacts. **Alternative #1** would allow the lowest number of people to be exposed to environmental impacts while at work or at home.

Although **Alternative #1** is superior from a strictly environmental stand point, it does not meet the goals and objectives of the City, County and Southern California Association of Governments in terms of preparing communities for social and economic changes that are expected through the year 2025.

**Alternative #2**, which is the Project, accommodates the growth in population forecasted for the year 2025, and, although it does not fully accommodate all the other growth in population, employment, and development, it does meet the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2025. It is also the second best alternative environmentally, based on the criteria used in this section.

**Alternative #3**, which is the No Project alternative, fails to meet the goals and objectives of preparing the community for the social and economic changes that are expected through 2025, and is also the third best environmentally, based on the criteria used in this section.

**Alternative #4**, (SCAG 2025 Market Forecast), is the fourth best environmentally but it constitutes the level of anticipated growth which should be accommodated.

Therefore, **Alternative #2** (the Project), which allows for a certain level of social and economic change and accommodates the level of growth forecasted by the SCAG 2025 Market Forecast, and which is the second best environmentally, is the alternative that best meets the social, economic, and environmental goals and objectives of the City.