DRAFT MASTER ENVIRONMENTAL IMPACT REPORT

CORBIN AND NORDHOFF
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Exhibit No. 6 - Stone Ridge EIR

TABLE OF CONTENTS

I. Summary 1
- A. Project Location 1
- B. Project Description 1
- C. Summary of Impacts and Mitigation Measures 6
- D. Project Alternatives 64

II Project Description 69

III Environmental Setting 81
- A. Environmental Setting 81
- B. Related Projects 85

IV Environmental Impact Analysis
- A. Aesthetics 90
- B. Air 110
- C. Biological Resources 149
- D. Geologic Hazards 156
- E. Hazardous Materials and Waste 177
- F. Hydrology 198
- G. Land Use 212
- H. Noise 237
- I. Population and Housing 253
- J. Employment 261
- K. Public Services 265
  - Fire 265
  - Police 272
  - Libraries 277
  - Schools 280
- L. Parks and Recreation 286
- M. Traffic 295
- N. Utilities 430
  - Electricity 430
  - Natural Gas 438
  - Water 444
  - Sewers 454
  - Solid Waste 462

V. Significant and Long Term Environmental Effects 476

VI. Growth-Inducing Impacts 478

VII. Alternatives 482
A. No Project Alternative 484
B. All Residential Alternative 494
C. Reduced Project Alternative 506
D. Alternative Project Site Alternative 515
E. Environmentally Superior Alternative 527

VIII. Effects Not Found to be Significant 528

IX. Initial Study 529

X. Agencies Consulted 557

XI. References 560

Appendices (Under Separate Cover)

A. Comment Letters (Attached to Draft MEIR)
B. Air Quality and Noise Technical Report (Volume I)
C. Report of Geotechnical Evaluation (Volume II)
D. Phase I Environmental Assessments (Volume II)
E. Drainage Study (Volume II)
F. Traffic Impact Study (Volume III)

LIST OF TABLES

TABLE NUMBER **PAGE NUMBER**

1. Traffic Mitigation Requirements 51
2. Trip Equivalency 78
3. State and National Ambient Air Quality Standards 114
4. 1999-2001 Criteria Pollutant Violations 115
5. SCAQMD Daily Emissions Thresholds 117
6. Existing Carbon Monoxide Concentrations 120
7. Estimated Daily Construction Emissions Before Mitigation, Project Site Only 123
8. Estimated Daily Construction Emissions After Mitigation, Project Site Only 126
9. Daily Operational Emissions, Project Site Only 128
10. 2005 Carbon Monoxide Concentrations, Project Site Only 129
11. Daily Operational Emissions with Mitigation, Project Site Only 131
12. Cumulative Project Operational Impact Analysis, Project Site Only 134
13. Estimated Daily Construction Emissions Before Mitigation, Full Build Out 136
14. Estimated Daily Construction Emissions After Mitigation, Full Build Out 139
15. Daily Operational Emissions, Full Build Out 141
16. 2005 Carbon Monoxide Concentrations, Full Build Out 142
17. Daily Operational Emissions with Mitigation, Full Build Out 145
18. Cumulative Project Operational Analysis, Full Build Out 147
19. Active Faults in Southern California 162
20. Historic Earthquakes 166
21. LUST Sites 183
22. Current Add Area Occupants and Uses 186
23. Summary of Hazardous Materials Inventory 188
24. Citywide Elements 213
25. Citywide Land Use 214
26. SCAG Policies 228
27. Existing Noise Levels 238
28. Existing Community Noise Equivalent Level 240
29. Land Use Compatibility for Community Noise Environment 241
30. Maximum Noise Levels of Common Construction Equipment 242
31. Outdoor Construction Noise Levels 243
32. Construction Noise Impact, Project Site Only 244
33. 2005 Estimated Community Noise Equivalent Level, Project Site Only 245
34. Construction Noise Impact, Full Build Out 248
35. 2005 Estimated Community Noise Equivalent Level, Full Build Out 249
36. Existing Housing and Population 253
37. Proposed Project Site Population 257
38. Proposed Add Area Population 258
39. Existing Add Area Employees 261
40. Proposed Project Site Employees 262
41. Proposed Add Area Employees 263

42. Related Project Employees 264
43. Fire Stations 265
44. Libraries 277
45. Schools 280
46. Projected Project Site Student Generation 282
47. Projected Project Site School Enrollment 282
48. Projected Add Area Student Generation 283
49. Projected Add Area Student Enrollment 284
50. Parkland 287
51. Existing Recreational Facilities 289
52. Existing Trip Generation 300
53. Existing Intersection Conditions 301
54. Existing Traffic Volumes 305
55. Significant Intersection Impact Thresholds 310
56. Scenario 1: Retail Trip Generation, Project Site Only 312
57. Scenario 2: Office Trip Generation, Project Site Only 313
58. Scenario 3: Retail/Residential Trip Generation, Project Site Only 314
59. Scenario 4: Office/Residential Trip Generation, Project Site Only 315
60. Related Project Trip Generation 326
61. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1: Retail, Project Site Only 330
62. Intersections with Significant Traffic Impacts Before Mitigation Scenario 1: Retail, Project Site Only 332
63. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2: Office, Project Site Only 335
64. Intersections with Significant Traffic Impacts Before Mitigation Scenario 2: Office, Project Site Only 337
65. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3: Retail/Residential, Project Site Only 341
66. Intersections with Significant Traffic Impacts Before Mitigation Scenario 3: Retail/Residential, Project Site Only 343
67. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 4: Office/Residential, Project Site Only 346
68. Intersections with Significant Traffic Impacts Before Mitigation Scenario 4: Office/Residential, Project Site Only 348
69. Scenario 1: Retail Trip Generation, Full Build Out 352
70. Scenario 2: Office Trip Generation, Full Build Out 353
71. Scenario 3: Retail/Residential Trip Generation, Full Build Out 354
72. Scenario 4: Office/Residential Trip Generation, Full Build Out 355
73. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1: Retail, Full Build Out 365
74. Intersections with Significant Traffic Impacts Before Mitigation Scenario 1: Retail, Full Build Out 367
75. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2: Office, Full Build Out 371

76. Intersections with Significant Traffic Impacts Before Mitigation Scenario 2: Office, Full Build Out 373
77. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Full Build Out 376
78. Intersections with Significant Traffic Impacts Before Mitigation Scenario 3: Retail/Residential, Full Build Out 378
79. Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours Scenario 4: Office/Residential, Full Build Out 382
80. Intersections with Significant Traffic Impacts Before Mitigation Scenario 4: Office/Residential, Full Build Out 384
81. Trip Equivalency 387
82. Congestion Management Plan Traffic Impact Analysis 389
83. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 1 Retail, Project Site Only 394
84. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 2 Office, Project Site Only 395
85. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 3 Retail/Residential, Project Site Only 396
86. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 4 Office/Residential, Project Site Only 397
87. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 1 Retail, Full Build Out 398
88. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 2 Office, Full Build Out 399
89. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 3 Retail/Residential Full Build Out 400
90. Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections Scenario 4 Office/Residential Full Build Out 401
91. Traffic Mitigation Requirements 403
92. Level of Service Summary After Mitigation Scenario 1 Retail, Project Site Only 406
93. Level of Service Summary After Mitigation Scenario 2 Office, Project Site Only 409
94. Level of Service Summary After Mitigation Scenario 3 Retail/Residential, Project Site Only 412
95. Level of Service Summary After Mitigation Scenario 4 Office/Residential, Project Site Only 415
96. Level of Service Summary After Mitigation Scenario 1 Retail, Full Build Out 417
97. Level of Service Summary After Mitigation Scenario 2 Office, Full Build Out 421
98. Level of Service Summary After Mitigation Scenario 3 Retail/Residential, Full Build Out 424
99. Level of Service Summary After Mitigation Scenario 4 Office/Residential, Full Build Out 427
100. Existing Project Site Electricity Demand 430
101. Existing Add Area Electricity Demand 431
102. Proposed Project Site Electricity Demand 432
103. Proposed Add Area Electricity Demand 433

104. Proposed Related Project Electricity Demand 437
105. Existing Project Site Natural Gas Demand 438
106. Existing Add Area Natural Gas Demand 439
107. Proposed Project Site Natural Gas Demand 440
108. Proposed Add Area Natural Gas Demand 441
109. Related Project Natural Gas Demand 443
110. Existing Water Distribution Mains 445
111. Existing Project Site Water Demand 446
112. Existing Add Area Water Demand 447
113. Proposed Project Site Water Demand 448
114. Proposed Add Area Water Demand 450
115. Related Project Water Demand 453
116. Existing Daily Project Site Sewage Generation 455
117. Existing Daily Add Area Sewage Generation 455
118. Proposed Daily Project Site Sewage Generation 457
119. Proposed Daily Add Area Sewage Generation 458
120. Daily Related Project Sewage Generation 461
121. Existing Waste Disposal Sites 463
122. Existing Daily Project Site Solid Waste Generation 463
123. Existing Daily Add Area Solid Waste Generation 464
124. Project Site Demolition Phase Waste Generation 465
125. Project Site Construction Phase Waste Generation 466
126. Proposed Daily Project Site Solid Waste Generation 467
127. Add Area Demolition Phase Waste Generation 469
128. Add Area Construction Phase Waste Generation 470
129. Proposed Daily Add Area Solid Waste Generation 471
130. Related Project Daily Solid Waste Generation 473
131. Impact Comparison 485
132. All Residential Alternative Schools 501
133. Alternatives Land Use Summary 526

LIST OF FIGURES

FIGURE NUMBER **PAGE NUMBER**

1. Regional Map 70
2. Vicinity Map 71
3. Radius Map 72
4. Aerial Photograph 73
5. Related Projects 86
6. Views from Shirley Avenue 93
7. Views from Nordhoff Street 94
8. Views from Prairie Street 95
9. Views from Corbin Avenue 97
10. Views of Add Area I 100
11. Views of Add Area II 102
12. SCAB Location and Boundaries 112
13. Air Monitoring Areas 116
14. Sensitive Receptor Locations 122
15. Geologic Map 157
16. Regional Faults 158
17. Regional Seismicity 159
18. Seismic Hazard Zone Map 168
19. Hydrologic Subareas 199
20. Long Range Land Use Diagram San Fernando Valley 216
21. General Plan 218
22. Noise Monitoring Positions 239
23. Public Facilities Map 266
24. Parkland 288
25. Existing Traffic Volumes AM and PM Peak Hours 308
26. Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Project Site Only 317
27. Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Project Site Only 319
28. Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Project Site Only 321
29. Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Project Site Only 323
30. Related Project Traffic Volumes AM and PM Peak Hours 327
31. Future Traffic Volumes AM and PM Peak Hour With Scenario 1: Retail, Project Site Only 333
32. Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Project Site Only 339
33. Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Project Site Only 344

34. Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Project Site Only 350
35. Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Full Build Out 357
36. Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Full Build Out 359
37. Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Full Build Out 361
38. Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Full Build Out 363
39. Future Traffic Volumes AM and PM Peak Hour With Scenario 1: Retail, Full Build-Out 368
40. Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Full Build-Out 374
41. Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Full Build Out 379
42. Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Full Build Out 385

I. SUMMARY

A. PROJECT LOCATION

The Project Site is located at 19601 Nordhoff Street in the Chatsworth area of the City of Los Angeles, California, within the Chatsworth - Porter Ranch Community Plan Area. The Project Site is square in shape, consisting of approximately 35.5-acres. The Site is bounded by Prairie Street to the north, Corbin Avenue to the west, Nordhoff Street to the south, and Shirley Avenue to the east.

The Project Site includes an approximately eight acre parcel of land previously approved for the development of a senior housing facility. This parcel is located at the southeast corner of Prairie Street and Corbin Avenue.

Pursuant to the request of the City of Los Angeles Department of City Planning (LADCP) staff, approximately fifteen parcels of land, consisting of approximately fifteen acres ("Add Area") have been included as part of the analysis of the potential Zone Change and Plan Amendment. The Add Area is rectangular in shape and generally bounded by commercial properties that front Plummer Street to the north, Corbin Avenue to the west, Prairie Street to the south, and Shirley Avenue to the east. The Add Area is not currently under the Applicant's control.

B. PROJECT DESCRIPTION

As defined by the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) is an informational document which will inform public agency decisionmakers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Because the proposed Project will require approval of various discretionary actions by the City of Los Angeles, the proposed Project is subject to CEQA. The LADCP has been designated as the Lead Agency for the proposed Project under CEQA. Under CEQA Article 11, there are many variations of EIRs, as all environmental documents are intended to be tailored to different situations and project conditions.

The proposed Project at the Project Site includes a General Plan Amendment and Zone Change. While a specific development proposal has not yet been determined for the Project Site, a range of potential future development scenarios that will fit within the proposed Plan Amendment and Zone Change has been determined. Due to the nature of the proposed Project scenarios, it was determined by the Lead Agency that a Master Environmental Impact Report (MEIR) would be the most appropriate environmental document.

The MEIR (CEQA Section 15175) is intended to identify potential mitigation measures early to streamline later environmental analysis. As part of this Draft Master Environmental Impact Report (Draft MEIR), a Project Area Initial Study (attached in **Section IX**) is proposed to be utilized for subsequent projects if this MEIR is certified. At the time that a subsequent project is proposed at the Project Site or Add Area, an Environmental Assessment Form (EAF) must be filed with the LADCP. Following the filing of an EAF, LADCP will utilize the Project Area Initial Study to determine whether the subsequent project is in conformance with the analysis provided in the MEIR and whether the subsequent project is within the scope of the MEIR. After completion of the Project Area Initial Study, LADCP will determine all feasible mitigation measures identified in the MEIR that should be adopted as part of the approval of the subsequent project. Prior to a public hearing on the subsequent project, LACDP will provide notice of its intent to utilize the MEIR for the subsequent project. The content of this notice will include, but is not limited to, a brief description of the subsequent project; dates of the review period and locations where the MEIR can be reviewed; notice of any pending public meetings or hearings regarding the subsequent project; a list of significant environmental impacts anticipated as a result of the subsequent project; and the mitigation measures identified by LADCP to be adopted as part of the subsequent project approval. At the time of subsequent project approval, the Lead Agency will recertify the MEIR and make a formal finding of conformance of the subsequent project with the MEIR and make the identified mitigation measures a condition of the subsequent project approval.

This Draft MEIR was prepared for the proposed Project at the property located at 19601 Nordhoff Street, Los Angeles, California. The property is located within the Chatsworth - Porter Ranch Community Plan Area. As stated above and fully examined in **Section II** of this document, the proposed Project includes a General Plan Amendment from Light Industrial to Community Commercial and Zone Change from [T][Q]M1-1, MR2-1 and P-1 to C2-1 over 35.5 acres of land. The proposed Project at the Project Site also includes the previously approved Homeplace Retirement Community consisting of 389 senior housing units and 35 assisted living units.[1] The Project Site is currently under the control of the applicant and the current tenant plans to vacate the Site upon termination of the lease in 2005 or possibly sooner. While a specific development scenario has not been determined for the Project Site, for planning and analysis purposes, four potential worst-case development scenarios have been identified as follows:[2]

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[1]The Homeplace Retirement Community included 389 senior housing units and 35 assisted living units at the time the EIR was prepared. However, the revised application for the Homeplace facility included 390 senior housing units and 35 assisted living units, within 505,000 square feet.

[2]Development scenarios for the project site were determined based on the assumption that surface parking would be provided for retail services and structured parking would be provided for commercial services. Additionally, it was assumed that any retail development on site would not exceed three stories. Based on these assumptions, the amount of parking that could fit on the project site was determined. The corresponding square footage of floor area for retail and office use was calculated. Potential development scenarios that include residential units were also determined. These square footage calculations were then extrapolated to the Add Area properties (total acreage) to determine the allowable floor area for retail, office, and residential land uses.

Scenario 1: Retail
340,000 square feet Retail
389 Senior Housing units
35 Assisted Living units

Scenario 2: Office
930,000 square feet Office
389 Senior Housing units
35 Assisted Living units

Scenario 3: Retail/Residential
250,000 square feet Retail
300 Condominium units
389 Senior Housing units
35 Assisted Living units

Scenario 4: Office/Residential
690,000 square feet Office
300 Condominium units
389 Senior Housing units
35 Assisted Living units

The potential development scenarios were determined under the following assumptions:

- Due to the additional cost associated with mechanical and emergency systems, that the proposed development will not exceed six stories or seventy-five feet in height.
- Surface parking would be provided for all retail uses, and structured parking would be provided for all office and residential uses.
- Due to the cost associated with soil conditions, ground water, potential liquefaction and land value, development proposed for the southern half of the Project Site will not include subterranean levels, such as basement levels or subterranean parking. However, subterranean parking could occur on the northwestern portion of the Project Site that is not affected by liquefaction, in association with the Homeplace Retirement Community.
- Parking associated with the proposed commercial development will adhere to the City of Los Angeles Code requirements.
- Vehicular access to the project area will be provided from each of the following roadways: Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. It is anticipated that full access (both ingress and egress) turning movements will be accommodated at the project driveways.
- The proposed development build out year for the Project Site is 2005.
- The proposed Project at the Project Site will be constructed primarily in one phase. However, ancillary buildings may be added after the initial construction. The length of construction cannot be accurately estimated until the project design is finalized.

- The proposed Homeplace Retirement facility, previously approved for the northwestern corner of the Project Site (ZA 2002-6851-ZV), consisting of approximately 389 independent senior housing units and 35 assisted living units could be fully constructed prior to full development of the proposed Project.

Each of the potential development scenarios was analyzed for probable environmental impacts. In many of the environmental impact sections, the identified impacts of the potential development scenarios were similar. Where the impacts of the potential development scenarios were similar, there is a single discussion of the impacts. Where the impacts of the potential development scenarios were dissimilar, there is a discussion of the impacts of each of the potential development scenarios. Where there is a discussion of each of the potential development scenarios, the scenario with the most significant impact is identified and utilized in determining the level of significance of the environmental impact and the appropriate mitigation measures.

The LADCP staff identified fifteen properties located to the north of Prairie Street (Add Area), comprising approximately fifteen acres, for a potential additional area to coincide with the General Plan Amendment and Zone Change at the Project Site. As a result, potential environmental impacts resulting from the development scenarios analyzed for this Add Area have been included using the same development assumptions as the Project Site. The Add Area properties are not currently under the applicant's control and each property has a separate owner. Application and initiation of project proposals can either be completed by the LADCP or the Add Area property owners. While a specific development scenario has not been determined for the Add Area, for planning and analysis purposes, the following potential development scenarios have been determined and were analyzed throughout the document:

Scenario 1: Retail
200,000 square feet Retail

Scenario 2: Office
586,000 square feet Office

Scenario 3: Retail/Residential
150,000 square feet Retail
100 Condominium units

Scenario 4: Office/Residential
435,000 square feet Office
100 Condominium units

An Environmental Assessment Form (EAF) was submitted on March 11, 2002. A preliminary scope of significant impacts for the Draft MEIR was determined by the LADCP, Environmental Review Section (ERS). Due to the size of the Project, it was determined that an EIR would be required and an Initial Study was not prepared. The LADCP ERS circulated a Notice of Preparation (NOP) from May 23 to June 24, 2002 and held a Public Scoping Meeting on June 4, 2002 at California State University–Northridge to elicit comments regarding the proposed scope of the EIR. A final scope for the Draft MEIR includes the following areas of potential impact:

- Aesthetics
- Air quality
- Biological resources
- Geology and soils
- Hazardous materials
- Hydrology
- Land use and planning
- Noise
- Population/housing
- Recreation
- Transportation
- Utilities

Potential impacts to areas such as agricultural resources, cultural resources, and mineral resources were determined to be less than significant based on the lack of identification of a substantial concentration of these resources in the General Plan Framework EIR, the developed nature of the Project Site and Add Area, and the considerable length of time that the Project Site and Add Area have been developed.

The four development scenarios proposed for the Project Site were analyzed for potential environmental impacts, and are referred to throughout the document as “the proposed Project at the Project Site”. The four potential development scenarios determined for the Add Area were analyzed separately for potential environmental impacts, and are referred to throughout the document as the “development scenarios analyzed for the Add Area”. Therefore, within each impact section, a total of eight future potential development scenarios were analyzed. Analysis was conducted separately to differentiate between potential impacts resulting from the project applied for under CPC 2002-7295-PPR-BL filed December 17, 2002 (the proposed Project) and potential impacts resulting from the extrapolation of the General Plan Amendment and Zone Change to the Add Area properties, as requested by the City of Los Angeles (development scenarios analyzed for the Add Area). Potential impacts of the eight development scenarios were based on the worst-case scenario and, based on economic conditions at the time of development, may be less substantial than originally anticipated.

As required by CEQA, this Draft MEIR must assess both impacts generated by the anticipated development and the potential cumulative impacts on the environment of the proposed Project combined with applicable related projects. It should be noted that cumulative impacts for this Draft MEIR were assessed based on the proposed Project at the Project Site combined with related projects, the development scenarios analyzed for the Add Area combined with related projects, and then the potential cumulative impact of related projects combined with both the proposed Project at the Project Site and the development scenarios analyzed for the Add Area.

The City of Los Angeles has adopted thresholds of significance (LA CEQA Thresholds Guide) to assist City Departments in assessing the level of significance of environmental impacts resulting from development projects within the City. These thresholds were applied throughout this Draft MEIR. However, for individual environmental impact sections, where appropriate, additional thresholds were utilized to further determine potential impacts of the proposed Project at the Project and the development scenarios analyzed for the Add Area. For each impact section, mitigation measures proposed to reduce significant impacts to a less than significant level are identified as Office(O), Retail(C), and/or Residential(R) corresponding to the type of development that will trigger the mitigation measure.

C. SUMMARY OF IMPACTS AND MITIGATION MEASURES

1. AESTHETICS

ENVIRONMENTAL IMPACTS

Project Site

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

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

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

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

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

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

Add Area

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

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

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

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

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

MITIGATION MEASURES

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

1. A master landscape plan for the entire Site shall be prepared by a licensed landscape architect and submitted to the LADCP for review and approval prior to the issuance of any building permit for a structure. A detailed landscape and irrigation plan shall be prepared for each individual building. (O, C, R)

2. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new or reconstructed surface parking spaces. (O, C, R)

3. The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1, and 91.1707-E. (O, C, R)

4. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up heights of at least 9-feet, excluding windows and signs. (O, C, R)

5. Screening of rooftop equipment, to preclude visibility of mechanical equipment from nearby residential areas and the street, shall be incorporated into the building design of each structure. (O, C, R)

6. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less Than Significant.

CUMULATIVE IMPACTS

Related Projects

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

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

Proposed Project, Add Area, and Related Projects

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

2. AIR

CONSTRUCTION PHASE IMPACTS

Project Site Only

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

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

Full Build Out Project

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

CONSTRUCTION PHASE MITIGATION MEASURES

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

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

15. Traffic speeds on unpaved roads shall be limited to 15 miles per hour. (O, C, R)

16. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts. (O, C, R)

17. Haul truck routes shall be planned to avoid residential areas, schools, and parks. (O, C, R)

18. The proposed Project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent. (O, C, R)

19. A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source. (O, C, R)

20. Any person in the South Coast Air Basin shall:
(A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)
(B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)
    (i) prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and
    (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

LEVEL OF CONSTRUCTION IMPACTS AFTER MITIGATION

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

OPERATIONAL PHASE IMPACTS

Project Site Only

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

Full Build Out Project

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

OPERATIONAL PHASE MITIGATION MEASURES

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

21. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. (O, C, R)

20. Any person in the South Coast Air Basin shall:
(A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)
(B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)
    (i) prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and
    (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

22. The proposed Project shall include bicycle parking facilities, such as bicycle lockers and racks. (O, C)

LEVEL OF OPERATIONAL IMPACTS AFTER MITIGATION

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

CONSISTENCY WITH THE AIR QUALITY MANAGEMENT PLAN

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

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

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

Project Site Only

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

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

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

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

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

3. BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS

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

MITIGATION MEASURES

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Project Site, Add Area, and Related Projects

A significant cumulative biological resources impact is not anticipated.

4. GEOLOGIC HAZARDS

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

ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

MITIGATION MEASURES

Seismic

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

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

Liquefaction

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

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

Subsidence

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

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

Grading

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Project Site, Add Area, and Related Projects

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

5. HAZARDOUS MATERIALS AND HAZARDOUS WASTE

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

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

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

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

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

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

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

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

MITIGATION MEASURES

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

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

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

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

IMPACTS AFTER MITIGATION

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

CUMULATIVE IMPACTS

Related Projects

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

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

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

Proposed Project, Add Area, and Related Projects

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

6. HYDROLOGY

ENVIRONMENTAL IMPACTS

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

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

MITIGATION MEASURES

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

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

29. Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. (O, C, R)

30. The owner of the property will prepare and execute a covenant and agreement satisfactory to the Department of City Planning binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan. (O, C, R)

31. Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator, (2) filtration, (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on site and are determined by various factors such as soil types and groundwater table. (O, C, R)

32. Prior to the issuance of building permits for replacement buildings or new parking areas within the Add Area, a hydrologic analysis shall be conducted to determined if the project will create additional runoff. If the project proposed at that time will generate additional runoff, an analysis must be conducted to determine if the existing storm drain has adequate capacity to accommodate the additional runoff. If the existing system can not provide adequate capacity, the applicant at that time may be required to install a relief sewer along Shirley Avenue southward from Prairie Street to Teledyne Way. (O, C, R)

33. Cleaning of oily vents and equipment to be performed within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. (C)

34. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer. (C)

35. Reduce and recycle wastes, including oil and grease. (C)

36. To prevent downstream flooding, the existing ridge along the westerly property boundary shall be maintained unless additional storm drains capable of accommodating additional flow are developed. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

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

Proposed Project, Add Area, and Related Projects

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

7. LAND USE

Zoning

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

scenarios is approximately 1,668,000 square feet[5] of floor area on the Project Site, or an FAR of 1.08:1. The proposed FAR would not exceed the FAR allowed by the proposed zoning. Further, based on the unlimited height district, the proposed Project at the Project Site will not exceed the allowable development height. As a result, with the approval of a General Plan Amendment and Zone Change, the proposed Project will result in a less than significant impact as a result of inconsistencies with the existing and proposed zoning.

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

General Plan

Framework Element

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

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

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

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

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

Land Use Element

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

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

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

Community Plans

Community Plan Objectives

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

- To designate lands in quantities and at densities, at appropriate locations, for various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.

- To promote economic well-being and public convenience through:

  - Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.

  - Designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.

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

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

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

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

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

Community Plan Policies

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

Commerce

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

- *0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;*

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

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

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

Industry

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

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

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

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

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

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

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

Regional Plans

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

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

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

Add Area

Zoning

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

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

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

Land Use Compatibility

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

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

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

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

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

General Plan

Framework Element

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

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

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

Land Use Element

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

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

Community Plans

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

Commercial

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

Industrial

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

Regional Plans

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

MITIGATION MEASURES

Project Site

None required.

Add Area

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

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

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

8. NOISE

CONSTRUCTION PHASE IMPACTS

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

OPERATIONAL PHASE IMPACTS

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

MITIGATION MEASURES

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

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

9. POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS

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

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

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Project Site, Add Area, and Related Projects

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

10. EMPLOYMENT

ENVIRONMENTAL IMPACTS

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

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

Project Site, Add Area, and Related Projects

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

11. FIRE PROTECTION

ENVIRONMENTAL IMPACTS

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

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

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

MITIGATION MEASURES

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

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

41. Adequate off-site public and on-site private fire hydrants may be required, their number and location to be determined after the LAFD reviews plot plan. (O, C, R)

42. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the LAFD. (O, C, R)

43. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07. (O, C, R)

44. Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade. (O, C, R)

45. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549. (O, C, R)

46. Standard cut-corners will be used on all turns. (O, C, R)

47. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. (O, C, R)

48. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. (O, C, R)

49. No proposed development utilizing cluster, group, or condominium design of one- or two-family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane. (R)

50. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. (O, C, R)

51. Where aboveground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley or designated fire lane to the main entrance or exit of individual units. (R)

52. Where access for a given development requires accommodation of LAFD apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway. (O, C, R)

53. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. (O, C, R)

54. Where access for a given development requires accommodation of LAFD apparatus, overhead clearance shall not be less than 14 feet. (O, C, R)

55. Access for LAFD apparatus and personnel to and into all structures shall be required. (O, C, R)

56. The LAFD may require additional vehicular access where buildings exceed 28 feet in height. (O, C, R)

57. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

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

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

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

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

12. POLICE PROTECTION

ENVIRONMENTAL IMPACTS

The proposed Project has the potential to increase population in the area by approximately1,797 residents and approximately 5,089 employees. Based on LAPD staffing requirements, this increase could require the need for approximately seven additional officers. Due to existing understaffed conditions in the Devonshire Area, a potential increase in required officers may result in a significant impact on police services in the project area due to increased staffing needs and delayed response times.

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

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

MITIGATION MEASURES

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

58. A comprehensive security plan that includes uniformed security and video monitoring; (O, C, R)

59. A graffiti removal plan; (O, C, R)

60. The establishment of a Business Coalition/Neighborhood Watch program; (O, C, R)

61. A comprehensive traffic control plan; and (O, C)

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

LEVEL OF IMPACT AFTER MITIGATION

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

CUMULATIVE IMPACTS

Related Projects

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

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

Proposed Project, Add Area, and Related Projects

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

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

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

13. LIBRARIES

ENVIRONMENTAL IMPACTS

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

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Project Site, Add Area, and Related Projects

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

14. SCHOOLS

ENVIRONMENTAL IMPACTS

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

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

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

MITIGATION MEASURES

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Project Site, Add Area, and Related Projects

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

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

15. PARKS AND RECREATION

ENVIRONMENTAL IMPACTS

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

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

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

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

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

MITIGATION MEASURES

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

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

Proposed Project, Add Area, and Related Projects

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

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

16. TRAFFIC

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

ENVIRONMENTAL IMPACTS

Project Site Traffic Generation

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

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

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

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

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

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

Future With Related Projects

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

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

Future With Project Development

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

Congestion Management Plan Traffic Impact Assessment

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

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

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

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

MITIGATION MEASURES

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

65. Mason Avenue Extension Project

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

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

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

Secondary Impacts on Mason Avenue

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

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

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

66. Physical Improvement Measures

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

TABLE 1
TRAFFIC MITIGATION REQUIREMENTS

Mitigation Measure	Project Site Only Scenarios				Full Build Out Scenarios			
	1	2	3	4	1	2	3	4
Mason Ave Extension	x	x	x	x	x	x	x	x
Physical Improvements Corbin Ave from Nordhoff St/Pl to Plummer St	x 150,000 sf Retail (821 trips)	x 720,000 sf Office (887 trips)	x 105,000 sf Retail (648 trips)	x 610,000 sf Office (763 trips)	x 195,000 sf Retail (975 trips)	x 940,000 sf Office (1,133 trips)	x 130,000 sf Retail (746 trips)	x 805,000 sf Office (982 trips)
Transportation Demand Management		x		x		x		x
ATSAC/ATCS Shirley Ave/Plummer St		x 775,000 sf Office (948 trips)			x 510,000 sf Retail (1,840 trips)	x 1,140,000 sf Office (1,358 trips)		x 1,025,000 sf Office (1,229 trips)
Reseda Blvd/Plummer St	x 295,000 sf Retail (1,282 trips)		x 235,000 sf Retail (1,104 trips)		x 400,000 sf Retail (1,567 trips)	x 1,260,000 sf Office (1,492 trips)	x 320,000 sf Retail (1,353 trips)	
Tampa Ave/Plummer Street						x 1,165,000 sf Office (1,385 trips)		x 1,050,000 sf Office (1,257 trips)
Tampa Ave/Nordhoff St		x 715,000 sf Office (881 trips)		x 660,000 sf Office (819 trips)		x 930,000 sf Office (1,122 trips)		x 855,000 sf Office (1,037 trips)

XXX,000 sf = Level of office or retail development that triggers physical improvement for traffic mitigation. The development "trigger" includes build out of the Homeplace Retirement Community, as well as the condominium components of Scenarios 3 & 4.

Corbin Ave between Nordhoff St/Pl and Plummer Street

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

- Dedicate up to two feet on Corbin Avenue along the Krausz Property frontage (i.e., from Prairie Street to Nordhoff Street) to provide a minimum 45-foot half right-of-way in compliance with the City's standard for Secondary Highways.

- Widen the east curb of Corbin Avenue between Nordhoff Street/Nordhoff Place and Prairie Street by three feet along the Krausz Property frontage. The three foot widening will yield a 40-foot half roadway on the flare section of Corbin Avenue north of Nordhoff Street, and a 35-foot half roadway northerly thereof, in compliance with the City's standard for Secondary Highways.

- Modify striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

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

67. Transportation Demand Management Measures

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

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

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

68. ATSAC/ATCS Measures

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

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

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

LEVEL OF IMPACT AFTER MITIGATION

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

17. ELECTRICITY

ENVIRONMENTAL IMPACTS

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

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

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

MITIGATION MEASURES

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

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

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

18. NATURAL GAS

ENVIRONMENTAL IMPACTS

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

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

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

CUMULATIVE IMPACTS

Related Projects

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

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

Project Site, Add Area, and Related Projects

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

19. WATER

ENVIRONMENTAL IMPACTS

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

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

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

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

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

MITIGATION MEASURES

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

85. Install efficient irrigation systems which minimize runoff and evaporation, avoid unnecessary watering, and maximize water reaching the plant roots. (O, C, R)

86. Landscape plans shall emphasize low water consumption grasses wherever possible. (O, C, R)

87. Water in fountains, ponds, and other landscape features shall use recirculating water systems to prevent waste. (O, C, R)

88. Incorporate water saving techniques, including water conserving plumbing, low flow toilets, showers, and faucets. (O, C, R)

89. Landscaped areas shall comply with the Xeriscape Ordinance and emphasize drought tolerant landscaping to reduce irrigation water consumption. (O, C, R)

90. Compliance with State and Health and Safety Code Section 17921.3 requiring low-flush toilets, as defined by the American National Standards Institute A112.19.2, and urinals that use less than 1.5 gallons per flush. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

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

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

CUMULATIVE IMPACTS

Related Projects

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

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

Project Site, Add Area, and Related Projects

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

20. SANITARY SEWERS

ENVIRONMENTAL IMPACTS

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

[15] Final Year 2000 2001 Urban Water Management Plan Update

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

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

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

MITIGATION MEASURES

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

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

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

CUMULATIVE IMPACTS

Related Projects

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

Project Site, Add Area, and Related Projects

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

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

21. SOLID WASTE AND DISPOSAL

ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

MITIGATION MEASURES

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

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

Project Site, Add Area, and Related Projects

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

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

D. PROJECT ALTERNATIVES

INTRODUCTION

Per CEQA Section 15126.6, an EIR shall describe and analyze a range of potential alternatives to the proposed Project. Per Section 15126.6(a), "...an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasiblely attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives...it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternative. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

CEQA Section 15126.6(c) sets forth guidelines for the selection of a range of reasonable alternatives. "The range of potential alternatives to the proposed Project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination."

As part of the alternative analysis, per CEQA Section 15126.6(e), the EIR must evaluate the No Project Alternative. The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project. The No Project Alternative should analyze the impacts that would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

As a result of the selection and analysis of project alternatives, an environmentally superior alternative must be designated. If the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

ALTERNATIVES CONSIDERED BUT REJECTED

Public Facilities - Police Substation. CEQA Guidelines require that, "An EIR shall describe a range of reasonable alternatives to the project...which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project...".

One of two significant environmental impacts identified in the proposed Project analysis was to police protection services. To reduce potential impacts to police protection services, an alternative that considered the construction of a new a police Substation or Area Station in the project area was considered. In addition to trying to reduce potential Project impacts, the LAPD had indicated that they are seeking to locate an additional station in the southwest portion of the San Fernando Valley.[18] This alternative was proposed to the LAPD but was determined to be an impractical location for a new Area Station due to its close proximity to the existing Devonshire Area Station (about 3 miles).[19] Construction of a new police substation was also dismissed as impractical by the LAPD due to lack of staffing and equipment budgets.[20]

ALTERNATIVES CONSIDERED

Alternatives analyzed in addition to the proposed Project include:

1. No Project Alternative
2. All Residential Alternative
3. Reduced Project Alternative
4. Alternative Project Site Alternative (similar project scope)

An expanded discussion of Alternatives Considered is provided in **Section VII: Alternatives** of this document.

1. No Project Alternative

Currently, the proposed Project Site is developed with approximately 310,000 square feet of office space, approximately 12,000 square feet of manufacturing space, and approximately 4,000 square feet of storage space. Under the No Project Alternative, it was assumed that no changes to the Project Site would occur and that existing development would remain on Site, condition unchanged. However, consistent with current plans for the Project Site, the previously approved Homeplace Retirement Community would be constructed as planned. It was also assumed that properties within the Add Area would not be redeveloped under the No Project Alternative.

The main building at the facility is currently occupied by Litton Guidance and Control Systems. Their lease on the building and property extends until 2005 at which time it is the intent of Litton Industries to vacate the property and move operations elsewhere. The applicant has made the following attempts to identify a future user of the property with the same intended land use:

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[18] Email between Maya Zaitzevsky, LADCP Environmental Review Section, and Yvette Sanchez-Owens, LAPD, February 12, 2003.

[19] Email between Maya Zaitzevsky, LADCP Environmental Review Section, and Joanne Ma, LAPD, February 14, 2003.

[20] Email between Maya Zaitzevsky, LADCP Environmental Review Section, and Yvette Sanchez-Owens, LAPD, February 12, 2003.

- Northrop Grumman, the parent company of Litton Industries, has attempted through their industry network to identify another user for the Project Site.

- CRESA Partners, a well respected brokerage firm in the project area, has been actively marketing the site through several methods trying to find a replacement tenant including large marketing signs on site, cold calling potential users for the site, networking throughout the brokerage community, flyers, and listing the site on websites of the most widely used for listing commercial real estate.

- Through word of mouth and corporate connections, the applicant has put word out that the space is available for lease and has attempted to contact specific development opportunities for this site.

However, due to current market forces within the San Fernando Valley, the applicant has been unable to identify a future industrial tenant for the Project Site. Therefore, the No Project Alternative would result in vacation of the Project Site by the current tenant and existing buildings would be left unoccupied. Empty buildings can result in blight for the project area.

The Add Area is currently comprised of approximately fifteen individual parcels, all of which are currently developed. However, the Add Area properties are not currently under the applicant's control and each property has a separate owner. Therefore, it was assumed that none of the Add Area properties would be redeveloped under the No Project Alternative.

This alternative satisfies the CEQA requirement for a No Project Alternative comparison.

2. All Residential Alternative

The All Residential Alternative would include replacement of existing development on the Project Site and Add Area with multifamily residential units. As previously approved, the Homeplace Retirement Community would be constructed on an approximately eight acre parcel of the Project Site, located at the southeastern corner of the Corbin Avenue and Prairie Street.

In accordance with the requested Zone Change from MR2-1, [T][Q]M1-1, and P-1 to C2-1, the C2-1 Zone permits one dwelling unit per 400 square feet. Based on this allowance, the All Residential Alternative at the Project Site would include a maximum of 2,994 dwelling units in addition to the Homeplace Retirement facility (389 independent senior living units, 35 assisted living units). The All Residential Alternative would include a maximum 1,666 dwelling units on the Add Area properties. Overall, the All Residential Alternative would result in the construction of approximately 4,660 dwelling units, 389 senior housing units, and 35 assisted living units.

It should be noted that the All Residential Alternative could also be accomplished under a General Plan Amendment to High Medium Residential and a consistent Zone Change to R4.

All service and utility providers for the All Residential Alternative will be similar to those of the proposed Project.

Due to the existing industrial use of the Project Site and Add Area and the commercial use proposed under the Project, an All Residential Alternative was determined to be a reasonable alternative use of the Project Site and Add Area.

3. Reduced Project Alternative

Under the Reduced Project Alternative, existing development at the Project Site and Add Area would be replaced by a project approximately one third the size of the proposed Project. The Reduced Project Alternative would include approximately 371,250 square feet of office space, approximately 132 condominium units, and a senior housing facility consisting of approximately 128 independent living units and 11 senior housing units.

The Reduced Project Alternative is based on the need to reduce air quality impacts anticipated from the proposed Project. This Alternative assumes that, as with the proposed Project, both the Project Site and Add Area would be redeveloped. Selection of a development scenario was based on reducing the proposed Project to a size that would not exceed the SCAQMD thresholds for air quality. Based on an air quality analysis prepared for the proposed Project, it was determined that to reduce the air quality impacts of the least significant development scenario below the established thresholds, the project must be reduced by approximately 67 percent. In effect, the Reduced Project Alternative is one third the size of the proposed Project. It is assumed under the Reduced Project Alternative that the Homeplace Retirement facility would be developed but would be reduced in size as well.

All service and utility providers for the Reduced Project Alternative will be similar to those of the proposed Project.

4. Alternative Project Site Alternative

Under the Alternative Project Site alternative, includes analysis of a project similar in scope to the proposed Project but located at an Alternative Project Site. As discussed in Section VII of this document, due to similarities between the Alternative Project Site and the Project Site/Add Area and the feasibility of constructing a project similar in scope to the proposed Project on this site, the Alternative Project Site alternative was determined appropriate for further analysis.

The Alternative Project Site alternative would not include construction of the Homeplace Retirement facility. All potential impacts are assumed to be the worst-case scenario.

5. Environmentally Superior Alternative

CEQA Section 15126.6 requires the selection of an environmentally superior alternative to the proposed Project. Although the No Project Alternative must be analyzed, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Generally, the environmentally superior alternative is that which is considered to result in the generation of the least significant environmental impacts. In this instance, the Reduced Project Alternative would be considered the environmentally superior alternative. The proposed Project is anticipated to result in two significant impacts: operational air quality and police protection services. The Reduced Project Alternative would reduce to a less than significant level the operational air quality impact anticipated from the proposed Project and would result in a significant impact to only police protection services. Therefore, the Reduced Project Alternative would result in only one significant environmental impact which is police protection services.

II. PROJECT DESCRIPTION

PROJECT OBJECTIVES

The proposed Project (Project) is designed to accomplish the following objectives:

- Promote the consistency of the Project Site and Add Area with surrounding properties with respect to Zoning and General Plan designation.
- To create a new commercial center with the necessary entitlements to allow for marketing of the Site for redevelopment.
- To encourage the preservation of industrially used land within the Northridge Industrial Core by redesignating lands on the edge of the Core currently surrounded by commercial zones and encroached upon by non-industrial uses.
- To update land designations in the Chatsworth - Porter Ranch Community Plan Area to reflect the economic changes of the industrial base of the north San Fernando Valley such that land uses are designated in quantities and at densities, at appropriate locations, for various uses.

PROJECT LOCATION

The Project Site is located at 19601 Nordhoff Street in the Chatsworth area of the City of Los Angeles, California, within the Chatsworth - Porter Ranch Community Plan Area, as shown in **Figure 1: Regional Map**. The Project Site is square in shape, consisting of approximately 35.5 acres. The Site is bounded by Prairie Street to the north, Corbin Avenue to the west, Nordhoff Street to the south, and Shirley Avenue to the east, as shown in **Figure 2: Vicinity Map** and **Figure 3: Radius Map**. An overview of the project area is provided in **Figure 4: Aerial Photograph**.

The Project Site includes an approximately eight acre parcel of land previously approved for the development of a senior housing facility. This parcel is located at the southeast corner of Prairie Street and Corbin Avenue.

Pursuant to the request of the LADCP staff, approximately fifteen parcels of land, consisting of approximately fifteen acres ("Add Area") have been included as part of the analysis of the potential Zone Change and Plan Amendment, as shown in **Figure 3: Radius Map**. The Add Area is rectangular in shape and generally bounded by commercial properties that front Plummer Street to the north, Corbin Avenue to the west, Prairie Street to the south, and Shirley Avenue to the east. The Add Area is not currently under the Applicants control.

Figure 1: Regional Map

Figure 2: Vicinity Map

Figure 3: Radius Map

Figure 4: Aerial Photo

PROJECT IMPACTS

A scope for the Draft MEIR was determined by the LADCP, Environmental Review Section (ERS). An EAF was submitted on March 11, 2002. A preliminary scope of significant impacts for the Draft MEIR was determined by the LADCP, ERS. Due to the size of the Project, it was determined that an EIR would be required and an Initial Study was not prepared. Due to the nature of the proposed Project scenarios, it was determined by the Lead Agency that a Master Environmental Impact Report (MEIR) would be the most appropriate environmental document. The LADCP ERS circulated a Notice of Preparation (NOP) from May 23 to June 24, 2002 and held a Public Scoping Meeting on June 4, 2002 at California State University–Northridge to elicit comments regarding the proposed scope of the EIR. The scope for this Draft MEIR includes the following areas of potential impact:

- Aesthetics
- Air quality
- Biological resources
- Geology and soils
- Hazardous materials
- Hydrology
- Land use and planning
- Noise
- Population/housing
- Recreation
- Transportation
- Utilities

Potential impacts to areas such as agricultural resources, cultural resources, and mineral resources were determined to be less than significant based on the lack of identification of a substantial concentration of these resources in the General Plan Framework EIR, the developed nature of the Project Site and Add Area, and the considerable length of time that the Project Site and Add Area have been developed.

As set forth in the following analysis, the Project at the Project Site will not result in significant impacts to the project area as a result of construction activities. However, the Project at the Project Site may result in significant impacts to the project area as a result of operational activities. After the incorporation of mitigation measures, the Project at the Project Site will result in significant impacts to air quality and police protection services in the project area.

Analysis also includes project impacts for four development scenarios extrapolated from the Project Site for the Add Area. Within each impact section, a total of eight future potential development scenarios were analyzed. Analysis was conducted separately for the Project Site and Add Area to differentiate between potential impacts resulting from the project applied for under CPC 2002-7295-PPR-BL filed December 17, 2002 (the proposed Project) and potential impacts resulting from the extrapolation of the General Plan Amendment and Zone Change to the Add Area properties, as requested by the City of Los Angeles (development scenarios analyzed for the Add Area). Potential environmental impacts presented in the following analysis are based on the worst-case development of the eight future potential development scenarios analyzed. Based on economic conditions at the time of development, impacts may be less than those predicted in the following analysis.

Environmental impacts were also analyzed for full build out of the determined development scenarios at the Project Site and Add Area (Full Project Build Out). Full Project Build Out will result in less than significant environmental impacts as a result of construction activities. However, Full Project Build Out may result in significant impacts as a result of operational activities. After the incorporation of mitigation measures, Full Project Build Out will result in significant impacts to operational air quality and police protection services.

The analysis utilized in this Draft MEIR included the following development assumptions:

- Due to the additional cost associated with mechanical and emergency systems, the proposed development will not exceed six stories or seventy-five feet in height.
- Surface parking would be provided for all retail uses, and structured parking would be provided for all office and residential uses.
- Due to the cost associated with soil conditions, ground water, and potential liquefaction, development proposed for the southern half of the Project Site will not include subterranean levels, such as basement levels or subterranean parking. Subterranean parking could occur on the northwestern portion of the Project Site that is not affected by liquefaction, in association with the Homeplace Retirement Community.
- Parking associated with the proposed commercial development will adhere to the City of Los Angeles Code requirements.
- Vehicular access to the project area will be provided from each of the following roadways: Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. It is anticipated that full access (both ingress and egress) turning movements will be accommodated at the project driveways.
- The proposed development build out year for the Project Site is 2005.
- The proposed Project will be constructed primarily in one phase. However, ancillary buildings may be added after the initial construction phase. The length of construction cannot be accurately estimated until the project design is finalized.
- The proposed Homeplace Retirement facility, previously approved for the northwestern corner of the Project Site (ZA 2002-6851-ZV), consisting of approximately 389 independent senior housing units and 35 assisted living units could be fully constructed prior to full development of the proposed Project.

Each of the potential development scenarios was analyzed for potential environmental impacts. In many of the environmental impact sections, the identified impacts of the potential development scenarios were similar. Where the impacts of the potential development scenarios were similar, there is a single discussion of the impacts. Where the impacts of the potential development scenarios were dissimilar, there is a discussion of the impacts of each of the potential development scenarios. Where there is a discussion of each of the potential development scenarios, the scenario with the most significant impact is identified and utilized in

determining the level of significance of the environmental impact and the appropriate mitigation measures. For each impact section, mitigation measures proposed to reduce significant impacts to a less than significant level are identified as Office(O), Retail(C), and/or Residential(R) corresponding to the type of development that will trigger the mitigation measure.

PROJECT DESCRIPTION

The four development scenarios proposed for the Project Site were analyzed for potential environmental impacts, and are referred to throughout the document as "the proposed Project at the Project Site". The four potential development scenarios determined for the Add Area were analyzed separately for potential environmental impacts, and are referred to throughout the document as the "development scenarios analyzed for the Add Area". Therefore, within each impact section, a total of eight future potential development scenarios were analyzed. Analysis was conducted separately to differentiate between potential impacts resulting from the project applied for under CPC 2002-7295-PPR-BL filed December 17, 2002 (the proposed Project) and potential impacts resulting from the extrapolation of the General Plan Amendment and Zone Change to the Add Area properties, as requested by the City of Los Angeles (development scenarios analyzed for the Add Area). Potential environmental impacts presented in the following analysis are based on the worst-case development of the eight future potential development scenarios presented for analysis. Based on economic conditions at the time of development, impacts may be less than those predicted in the following analysis.

Project Site

The Project at the Project Site consists of a Zone Change and General Plan Amendment to allow for redevelopment of an antiquated industrial building located on the Project Site (CPC 2002-7295-PPR-BL filed December 17, 2002). The Project at the Project Site includes a Zone Change from MR2-1, [T][Q]M1-1, and P-1 to C2-1 and a General Plan Amendment from Light Manufacturing to Community Commercial. The Project Site is currently under the control of the applicant and the current tenant plans to vacate the Project Site upon termination of the lease, in the year 2005.

The Project Site is square in shape, approximately 35.5 acres in size located at 19601 Nordhoff Street. The Site is roughly bounded by Prairie Street to the north, Corbin Avenue to the west, Nordhoff Street to the south, and Shirley Avenue to the east.

A specific development scenario for the Project Site is not known at this time. However, for environmental analysis and planning purposes, four potential development scenarios have been identified to demonstrate the range of development options for the Project Site. Based on development patterns in the northern San Fernando Valley, the potential development scenarios for the Project Site are as follows:

Scenario 1: Retail
340,000 square feet Retail
389 Senior Housing units
35 Assisted Living units

Scenario 2: Office
930,000 square feet Office
389 Senior Housing units
35 Assisted Living units

Scenario 3: Retail/Residential
250,000 square feet Retail
300 Condominium units
389 Senior Housing units
35 Assisted Living units

Scenario 4: Office/Residential
690,000 square feet Office
300 Condominium units
389 Senior Housing units
35 Assisted Living units

The entitled Homeplace Retirement facility is assumed to be developed under each of the potential development scenarios for the Project Site. The Retirement facility consists of approximately 389 independent senior housing units and 35 assisted living units within a 588,000 square development.[21]

Add Area

Pursuant to the request of the LADCP staff, fifteen properties located to the north of Prairie Street ("Add Area") have been included in the analysis of potential environmental impacts. The Add Area is developed with light industrial and commercial uses. At the Add Area, the development scenarios include analysis of the Zone Change from MR2-1 and P-1 to C2-1 and a General Plan Amendment from Light Manufacturing to Community Commercial to coincide with the Zone Change and General Plan Amendment requested at the Project Site. The Add Area properties are not currently under the applicant's control and each property has a separate owner. Due to the lack of coordinated control over the Add Area properties, the applicant has no control over the processing of applications for properties within the area. Application and initiation of project proposals can either be completed by the City of Los Angeles or the Add Area property owners.

A specific development scenario for the Add Area is not known at this time. For environmental analysis and planning purposes, four potential development scenarios have been identified to demonstrate the range of development options for the Add Area properties. Based on development patterns in the northern San Fernando Valley, the potential development scenarios for the Add Area are as follows:

Scenario 1: Retail
200,000 square feet Retail

Scenario 2: Office
586,000 square feet Office

[21]The Homeplace Retirement Community included 389 senior housing units and 35 assisted living units at the time the EIR was prepared. However, the revised application for the Homeplace facility included 390 senior housing units and 35 assisted living units, within a 505,000 square feet development.

Scenario 3: Retail/Residential
150,000 square feet Retail
100 Condominium units

Scenario 4: Office/Residential
435,000 square feet Office
100 Condominium units

TRIP EQUIVALENCY

An equivalency program has been utilized in this Master EIR to help define a specific framework within which certain land uses can be exchanged for identified land uses without increasing the potential for environmental impacts. As part of the Project, a total of eight development scenarios with different mixes of office, retail, and condominium land uses were analyzed. Within the limited scope, there may be increases in the square footages of certain land uses in exchange for corresponding decreases in the square footages of other land uses. The equivalency program is designed to ensure that, although the final land uses and mixes may be different from the original assumptions provided in this document, maximum thresholds of environmental impacts addressed and mitigated will not be exceeded.

In order to implement the equivalency program, a set of equivalency factors have been developed. The equivalency factor for each land use is derived based on the total PM peak hour trip generation. It should be noted that this approach accounts for the total number of trips during the PM peak hour and does not account for the specific characteristics of those trips (i.e. whether the trips are inbound or outbound). Equivalency factors have been established for office, retail, and residential floor areas which have been considered, or suggested based on market forces, for the Project Site and Add Area. Review of other recent redevelopment of large commercially zoned parcels indicated that potential tenants might utilize medical office space, a hotel or a car dealership concurrent with either office or retail development. A major residential development has also been identified for the Project Site. This project alternative is examined in **Section VII, Alternatives**. The trip equivalency factors for alternate commercial uses are shown in **Table 2: Trip Equivalency**.

TABLE 2
TRIP EQUIVALENCY

Converted Use	Converted Floor Area	Equivalent Office Floor Area	Equivalent Retail Floor Area
Medical Office	100,000 sf	302,000 sf	111,000 sf
Hotel	100 Rooms	50,400 sf	18,000 sf
New Car Dealership	100,000 sf	231,000 sf	85,000 sf
Condominiums	100 DU	45,000 sf	16,000 sf
SOURCE: Letter from David Shender, Linscott, Law & Greenspan Engineers to Dwight Steinert, Planning Associates, Inc.			

SURROUNDING LAND USES

The project area is surrounded by commercial properties to the north, south, and east, with industrial properties located to the west. To the north, the Add Area is adjacent to commercial land uses that front Plummer Street such as Gelson's supermarket, a DSW shoe warehouse, Kmart, and various small retail outlets. To the south, the Project Site is bordered by various small retail outlets that include fast food restaurants, a car dealership, and small stores. To the east, the Project Site and Add Area are bordered by the Northridge Fashion Center, a large shopping mall. To the west, the Project Site and Add Area are bordered by industrially designated lands that house office and industrial buildings.

INTENDED USE OF THE MEIR

As defined by Section 15362 of the California Environmental Quality Act (CEQA), an Environmental Impact Report is an informational document which will inform public agency decisionmakers and the public of the significant environmental effect of a project, identify ways to minimize the significant effects, and describe reasonable alternatives to the project. Because the proposed Project will require approval of various discretionary actions by the City of Los Angeles, the proposed Project is subject to CEQA. The LADCP has been designated as the Lead Agency for the proposed Project under CEQA. Under CEQA Article 11, there are many variations of EIRs, as all environmental documents are intended to be tailored to different situations and project conditions.

The proposed Project at the Project Site includes a General Plan Amendment and Zone Change. While a specific development proposal has not yet been determined for the Project Site, a range of potential future development scenarios that will fit within the proposed Plan Amendment and Zone Change has been determined. Due to the nature of the proposed Project scenarios, it was determined by the Lead Agency that a Master Environmental Impact Report (MEIR) would be the most appropriate environmental document.

The MEIR (CEQA Section 15175) is intended to identify potential mitigation measures early to streamline later environmental analysis. As part of this Draft Master Environmental Impact Report (Draft MEIR), a Project Area Initial Study (attached in **Section IX**) is proposed to be utilized for subsequent projects if this MEIR is certified. At the time that a subsequent project is proposed at the Project Site or Add Area, an Environmental Assessment Form (EAF) must be filed with the LADCP. Following the filing of an EAF, LADCP will utilize the Project Area Initial Study to determine whether the subsequent project is in conformance with the analysis provided in the MEIR and whether the subsequent project is within the scope of the MEIR. If the subsequent project is determined to be outside of the scope of the MEIR, either a Negative Declaration or a Focused Environmental Impact Report will be required.

After completion of the Project Area Initial Study, LADCP will determine all feasible mitigation measures identified in the MEIR that should be adopted as part of the approval of the subsequent project. Prior to a public hearing on the subsequent project, LADCP will provide notice of its intent to utilize the MEIR for the subsequent project. The content of this notice will include, but is not limited to, a brief description of the subsequent project; dates of the review period and locations where the MEIR can be reviewed; notice of any pending public meetings or hearings regarding the subsequent project; a list of significant environmental impacts anticipated as a result of the subsequent project; and the mitigation measures identified by LADCP to be adopted as part of the subsequent project approval. At the time of subsequent project approval, the Lead Agency will recertify the MEIR and make a formal finding of conformance of the subsequent project with the MEIR and make the identified mitigation measures a condition of the subsequent project approval.

This Draft MEIR will serve as the environmental document for all project approvals that may be subject to CEQA on the Project Site and Add Area. These requested actions and approvals are expected to include, but are not limited to, the following:

- Zone Change at the Project Site from MR2-1, M1-1, and P-1 to C2-1.
- Zone Change at the Add Area properties from MR2-1 and P-1 to C2-1.
- General Plan Amendment over the Project Site and Add Area properties from Light Manufacturing to Community Commercial.
- Major Project Conditional Use Permit (CUP) by the LADCP.
- Haul Route approval from the Building and Safety Commission.
- Grading and building permits and other minor permits including, but not limited to, Department of Public Works permits.
- Street Improvement Permits from the Bureau of Engineering.
- Off-site public improvements.
- Utility extensions and excavation permits from the Bureau of Engineering.
- Site Plan Review for individual buildings on the Project Site and Add Area.
- Building and demolition permits from the Department of Building and Safety.
- Building Permits and Code modifications, if necessary, from the Department of Building and Safety.
- Building line removal incident to a Zone Change.
- Other approvals or permits necessary for the project, including, but not limited to, a vesting tentative tract map, parcel map, or other subdivision, tree removal permits, conditional use permits, lot line adjustments, public works permits and variances, and conditional use permits for alcohol service.

III. ENVIRONMENTAL SETTING

A. ENVIRONMENTAL SETTING

Information and descriptions included within the Environmental Setting is assumed to be accurate at the time the Notice of Preparation was prepared.

Project Site

The Project Site is located at 19601 Nordhoff Street in the Chatsworth area of the City of Los Angeles within the Chatsworth - Porter Ranch Community Plan Area. The Project is located in a developed portion of the western San Fernando Valley. The Project Site is square in shape and is approximately 35.5 acres. The Site is bounded by Prairie Street to the north, Corbin Avenue to the west, Nordhoff Street to the south, and Shirley Avenue to the east. The Project Site is currently zoned MR2-1, Light Industrial; [T][Q]M1-1, Light Industrial; and P-1, Parking. The [T] and [Q] Conditions were approved by Ordinance No. 171920 and apply only to the portion of the Project Site that has been approved for the construction of the Homeplace Retirement facility. The General Plan designation for the Project Site is Light Industrial.

Records indicate that the main building on the Project Site was constructed in approximately 1968. The Project Site is currently occupied by Litton Guidance and Control Systems which designs and produces components for aerospace applications. The Site is currently developed with a concrete tilt-up main building consisting of approximately 310,000 square feet located on the southern half of the Project Site. Several small buildings are located to the north and east of the main building including an approximately 4,000-square-foot storage building, an approximately 4,450-square-foot machine shop, and an approximately 8,000-square-foot maintenance shop. The Project Site currently employs approximately 1,000 people.[22]
To the southwest of the main building, located at the northeast corner of Nordhoff Street and Corbin Avenue, the Project Site is covered with a stand of trees approximately three acres in size. The main visitor parking lot is located to the southeast of the main building, at the northwest corner of Nordhoff Street and Shirley Avenue. The main visitor entrance is located between the visitor parking lot and a small stand of trees along the Nordhoff Street frontage. This area is grass-covered and landscaped for site maintenance and beautification with occasional tree plantings.

[22] Letter from Vahan H. Pezeshkian, City of Los Angeles DOT to Darryl Fisher, LADCP. July 9, 1997.

To the northwest of the main building, located at the southeast corner of Corbin Avenue and Prairie Street, the Project Site includes an approximately eight acre, square-shaped parcel of land previously approved for the development of a senior housing facility. This parcel is currently vacant.

Approximately 20 percent of the Project Site is covered by landscaping, trees, or otherwise non-paved surfaces. Approximately 40 percent of the Project Site is covered with surface parking lots and other paved areas, and approximately 40 percent by buildings. Vegetation on Site is limited to landscaped areas, primarily along the periphery of the Site and within parking areas in addition to a small stand of trees located at the southwest corner of the Site.

Regional access to the project area is provided by the Ronald Reagan Freeway (CA-118), located approximately 2.4 miles to the north; Topanga Canyon Boulevard (CA-27), located approximately 2.6 miles to the west; the Ventura Freeway (US-101), located approximately 4.5 miles to the south; and the San Diego Freeway (I-405), located approximately 5.0 miles to the east.

Local access to the Project Site is provided by designated Collector Streets, Secondary Highways, and Major Highways. To the west, the Site is bordered by Corbin Avenue and Winnetka Avenue is located approximately .36 miles away; to the south, the Site is bordered by Nordhoff Street; Plummer Street is located approximately .25 miles to the north of the Site; Tampa Avenue is located approximately .36 miles to the east.

Properties to the north of the Project Site ("Add Area") include commercial and industrial land uses. These uses include one- and two-story office, one- and two-story light industrial and manufacturing buildings, a two-story public storage facility, a seven-court tennis facility, and a skate park. To the west of the Site, across Corbin Avenue, are a mixture of commercial, office, and industrial buildings including two- and three-story buildings containing Washington Mutual Bank, Black Angus Restaurant, the Great Western Bank office complex, and a vacant office building. To the south of the Project Site, across Nordhoff Street, are commercial land uses including various retail stores, a Toyota car dealership, and various restaurants. Located to the east of the Site, across Shirley Avenue, is the Northridge Fashion Center. The Fashion Center is comprised of two- and three-story buildings with four anchor stores, various retail stores, and associated parking.

Per the California Environmental Quality Act (CEQA), Section 15125(d), it is necessary to discuss all applicable general and regional plans in the project area and potential inconsistencies that could develop as a result of the proposed Project. Applicable general plans in the project area include the Chatsworth - Porter Ranch Community Plan. The proposed Project at the Project Site includes a request for a General Plan Amendment from Light Manufacturing to Community Commercial and a Zone Change from MR2-1, [T][Q]M1-1, and P-1 to C2-1. Any potential inconsistencies with the Community Plan as a result of the proposed Project at the Project Site

are further discussed in **Section IV, G: Land Use** of this document. Applicable regional plans in the project area include Southern California Association of Governments (SCAG) regional plans. Any inconsistencies with the SCAG plans as a result of the proposed Project at the Project Site are further discussed in **Section IV, G: Land Use** of this document.

Add Area

Pursuant to the request of the LADCP, the area located to the north of the Project Site across Prairie Street has been included for environmental analysis purposes. The Add Area is comprised of approximately 15 individual parcels totaling approximately fifteen acres. Each parcel is under separate ownership. The Add Area is rectangular in shape and is bounded by commercial properties that front Plummer Street to the north, Corbin Avenue to the west, Prairie Street to the south, and Shirley Avenue to the east. Currently, properties within the Add Area are zoned MR2-1, Light Manufacturing; and P-1, Parking. The General Plan designation for the Add Area properties is Light Industrial.

Aerial photos indicate that the properties within the Add Area have been developed in the existing pattern since at least 1989. Currently, this area is developed with approximately 42,200 square feet of industrial uses, approximately 83,000 square feet of manufacturing uses, approximately 27,400 square feet of office space, approximately 97,600 square feet of public storage, and approximately 30,200 square feet of warehouse space.[23] Based on the square footage of Add Area buildings, the Add Area currently employs approximately 429 people.[24]

Due to the urban nature and complete build out of the project area, the Add Area is void of vegetation and is composed almost entirely of impervious surface area.

Properties to the north of the Add Area include commercial land uses such as a Kmart Shopping center, a Gelson's supermarket, and various other retail outlets and restaurants. To the west, the Add Area is bordered by commercial and light industrial properties including an insurance agent and the Washington Mutual Bank complex. To the south, the Add Area is bordered by the Project Site, which is industrially-zoned. To the east, the Add Area is bordered by retail properties associated with the Northridge Fashion Center.

Local access to the Add Area is provided by designated Collector Streets, Secondary Highways, and Major Highways. To the north, the Add Area is served by Plummer Street, approximately .15 miles away; to the west, the Add Area is bordered by Corbin Avenue; to the south, the Add Area is served by Nordhoff Street, located approximately .25 miles south; and to the east, the Add Area is served by Tampa Avenue, located approximately .25 miles east.

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[23] Square footages based on the City of Los Angeles Department of Building and Safety Certificate of Occupancy Records.

[24] See **Section IV, J: Employment, Table 37: Proposed Add Area Employees**.

Per the California Environmental Quality Act (CEQA), Section 15125(d), it is necessary to discuss all applicable general and regional plans in the project area and potential inconsistencies that could develop as a result of the proposed Project. Applicable general plans in the project area include the Chatsworth - Porter Ranch Community Plan. Pursuant to the request of the LADCP, the development scenarios for the Add Area include analysis of a General Plan Amendment from Light Manufacturing and a Zone Change from MR2-1 and P-1 to C2-1, in conjunction with the proposed Project at the Project Site. Any potential inconsistencies with the Community Plan as a result of the development scenarios analyzed for the Add Area are further discussed in **Section IV, G: Land Use** of this document. Applicable regional plans in the project area include Southern California Association of Governments (SCAG) regional plans. Any inconsistencies with the SCAG plans as a result of the development scenarios analyzed for the Add Area are further discussed in **Section IV, G: Land Use** of this document.

B. RELATED PROJECTS

The California Environmental Quality Act (CEQA) requires that all EIRs consider the environmental impacts of a project along with the impacts from other projects in the vicinity. These impacts, referred to as cumulative impacts, are defined as the "effects of two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts".[25]

In order to provide an assessment of potential cumulative impacts, a list of related projects which may reasonably be assumed to have the potential for augmenting potential impacts of the proposed Project was compiled. This list is comprised of past projects, the effects of other current projects, and the effects of probable future projects which have either been approved, are pending approval, or are proposed and on file with the City of Los Angeles through July 2002. Eleven related projects were identified. The locations of these projects are shown in **Figure 5: Related Projects**.

The related project study area is generally bounded by the Porter Ranch development to the north, Topanga Canyon Boulevard to the west, Roscoe Boulevard to the south, and Louise Avenue to the east.

The cumulative impact analyses contained in this document have been performed on the basis of the proposed Project's estimated sphere of influence in each impact category; as such, not all related projects may be included in the assessment of potential impacts in each impact category.

Total net development in the study area from construction of related projects are as follows:

Retail:	2,544,984 sf
Commercial:	45,000 sf
Office:	3,111,000 sf
Medical Office:	80,000 sf
Residential Single Family:	3,002 dwelling units
Residential Condominiums:	5,800 dwelling units[26]
Schools-Pre School:	45 students
Schools-Public High School:	888 students
Schools-Private High School:	550 students
Courthouse:	18 court rooms
Senior Housing:	58 dwelling units

[25] CEQA, Section 15355

[26] Assumes all dwelling units from Related Project Number 11 are multifamily.

Figure 5: Related Projects

Church:	293,000 sf
Community Facilities:	250,000 sf
Hotel:	600 rooms
Open Space:	285 acres

Specific related projects in the study area are as follows:

1. Location: 8817 Amigo Avenue (between Nordhoff Street and Reseda Boulevard)
   Project: 28,404 sf Shopping Center
   Status: Proposed
   Project Name: Unknown (Case Number 99-0289)

2. Location: Northeast corner of Reseda Boulevard and Chase Street
   Project: 16,580 sf Drug Store
   Status: Proposed
   Project Name: Unknown (Case Number 00-1313)

3. Location: 17401-31 Roscoe Boulevard
   Project: 600-seat/100,000 sf Church, 58 Senior Dwelling Units, 45-student Pre-School
   Status: Proposed
   Project Name: Unknown (Case Number 01-0469)

4. Location: North of SR-118 between Los Angeles City/County Line and Tampa Avenue
   Project: 3,595 dwelling units (2195 sfr, 1400 condominiums)
   560,000 sf Office
   80,000 sf Medical Office
   300 Hotel Rooms
   2,275,000 sf Retail
   45,000 sf Restaurants
   193,000 sf Church[27]
   Status: Under Construction
   Project Name: Porter Ranch

[27] Approximately 2,518 of the 3,595 dwelling units remaining to be built. It is assumed that the church is already constructed.

5.	Location:	North of SR-118 between Topanga Canyon Boulevard and Canoga Avenue
	Project:	484 Single Family Residential Dwelling Units
	Status:	Proposed
	Project Name:	Deer Lake Ranch
6.	Location:	Zelzah Avenue and Plummer Street
	Project:	888-student High School
	Status:	Proposed
	Project Name:	LAUSD Public School
7.	Location:	Prairie Street, east of Reseda Boulevard
	Project:	Various (approximately 171,000 sf office/classroom)
	Status:	Proposed[28]
	Project Name:	California State University-Northridge Master Plan
8.	Location:	Penfield Avenue, north of Prairie Street
	Project:	18-room Courthouse
	Status:	Under Construction[29]
	Project Name:	LA County Courthouse
9.	Location:	Penfield Avenue, north of Prairie Street
	Project:	80,000 sf Office
	Status:	Proposed
	Project Name:	Northridge Office Building
10.	Location:	11023 Lurline Avenue
	Project:	550-student Private High School
	Status:	Proposed
	Project Name:	Sierra Canyon High School

[28]This phase of the CSUN Masterplan project is currently in the planning stages and is not anticipated to be built and occupied until after 2005 (after completion of the proposed Krausz project).

[29]Assumed a valid related project by the DOT at the time traffic counts were taken. However, the courthouse opened to the public June 2002 and is, therefore, not included in related project calculations.

11.	Location:	23110 and 23500 The Old Road, County of Los Angeles between Interstate 5 Highway 14 exit and the Calgrove Boulevard exit
	Project:	5,800 Residential Dwelling Units 2,300,000 sf Office/Research & Development 250,000 sf Community Facilities 225,000 sf Neighborhood Retail 300 Hotel Rooms 285 Acres of Open Space
	Status:	Proposed[30]
	Project Name:	Las Lomas Annexation Project

[30]The Las Lomas project is located in the County of Los Angeles and is not anticipated to commence construction until after 2005 (after completion of the proposed Krausz project).

IV. ENVIRONMENTAL IMPACT ANALYSIS

A. AESTHETICS

This section addresses the potential impacts to views and aesthetics as a result of the proposed Project at the Project Site and the development scenarios analyzed for the Add Area. There are no residential properties located adjacent to or within a close enough distance that could be affected by the shade/shadow or increased amounts of exterior lighting resulting from of development at the Project Site or Add Area.

ENVIRONMENTAL SETTING

The impacts examined herein take into account two attributes of aesthetic values:

- *Visual Character of Views*: Includes natural and human-made patterns, mass, architectural design, and color.
- *Viewshed*: The content and range of view.

The viewshed is defined in terms of the following:

- *Foreground Views*: Zero to approximately 2,000 feet from the viewpoint.
- *Middleground Views*: Approximately 2,000 feet to two miles from the viewpoint.
- *Background Views*: Beyond two miles from the viewpoint.

This analysis is based on the relative visibility of the Site from viewing locations and how the Site affects the rest of the viewshed from this distance. Due to the developed, urban nature of the project area, small obstructions will not restrict views of or from the Project Site. However, structures taller than the existing one- to three-story buildings may have the potential to affect views in the area over time.

All views along east-west trending roadways will be described from the west to the east. All views along north-south trending roadways will be described from north to south.

Project Site

General Project Site Viewshed

The project area is located within a developed, urban area. Generally, land uses in the project area are commercial and industrial. To the north of the Project Site, views include one- and two-

story office and industrial buildings within the Add Area. In the distance to the north, sporadic views of the Santa Susana and San Gabriel Mountains are visible between existing buildings. To the west across Corbin Avenue, views currently include primarily one- to three-story office and retail buildings. These include the Great Western Bank complex, an insurance office building, and a Black Angus restaurant. In the distance, views include one eight-story office building and the Santa Susana Mountains. To the south, across Nordhoff Street, views are of one-story retail buildings such as a Burger King, Arby's Restaurant, Abe's Deli, a car dealership, and strip malls consisting of small, individual retail uses. In the distance, the tops of the Santa Monica Mountains are visible sporadically between the existing buildings south of the Project Site. To the east, across Shirley Avenue, views include the two- and three-story Northridge Fashion Center and associated parking. Views other than the immediately adjacent properties are not available to the east.

General Project Site Visual Character

There are few distinct visual qualities about the Project Site and adjacent properties due to the developed, urban visual character of the Project Site and adjacent properties. There are no natural geographic features readily visible immediately surrounding the Project Site.

The Project Site is currently developed with a one- and two-story office building used for research and development consisting of approximately 310,000 square feet. The remaining portions of the Project Site include a surface parking lot utilized by facility employees, a surface parking lot utilized by visitors to the facility, a vacant parcel located at the southeast corner of Corbin Avenue and Prairie Street, and a small stand of trees located at the northeast corner of Corbin Avenue and Nordhoff Street.

The area immediately surrounding the Project Site is developed with a mix of commercial, industrial, and retail uses. There are no undeveloped properties or open spaces adjacent to the Project Site and therefore, few, if any, distinct natural qualities are available to view in the immediate area of the Project. Although there is little undeveloped land in the immediate area, three mountain ranges provide the distant visual backdrop for development in the area. These ranges are the Santa Susana Mountains to the north and west, the San Gabriel Mountains to the east, and the Santa Monica Mountains to the south.

The visual character of the project area is urban, including a mix of commercial, and industrial. Major streets in the area are typically five to six lanes wide, making single passenger vehicles the primary mode of transportation in the area. Vegetation is limited to street trees and landscaping buffers associated with existing development.

Views

For analysis purposes, the Project Site viewshed has been separated into four primary views, (1) looking west from Shirley Avenue, (2) looking north from the Project Site and Nordhoff Street, (3) looking south from the Project Site and Prairie Street, and (4) looking west from Corbin Avenue.

1. Looking Westward from Shirley Avenue

As shown in **Figure 6: Views from Shirley Avenue**, foreground views from this location are of the Project Site. Specifically, views include a surface parking lot, a vacant parcel approximately eight acres in size, a one- and two-story office building, one-story accessory and storage buildings, and another yet, smaller surface parking. A six-foot-tall, see-through chain link fence extends southward from Prairie Street to Teledyne Way. Trees line this fence from Prairie Street to Teledyne Way inside the property line. Southward from Teledyne Way, an approximately six-foot-tall, shrouded chain link fence extends toward Nordhoff Street. The fence ends approximately three hundred feet north of Nordhoff Street at which point the visitor parking lot becomes visible. Beyond the Project Site to the west, foreground views include one- to three-story office buildings and various restaurants.

Middleground views from this vantage point include one approximately eight-story office building. Due to the typically low-rise development pattern of the project area, middleground views from this location are not visible. Background views from this location include the tops of the Santa Susana Mountains.

2. Looking Northward from Nordhoff Street

As shown in **Figure 7: Views from Nordhoff Street**, foreground views from this location include the Project Site. Looking northward from Nordhoff Street views include a small stand of trees located at the northeast corner of Nordhoff Street and Corbin Avenue, the main, one- and two-story office building at the Project Site, landscaping associated with the main building, and a surface parking lot for visitors.

There are no middle ground views from this location. Background views are very sporadic but include the tops of the Santa Susana Mountains to the north visible between existing buildings.

3. *Looking Southward from Prairie Street*

As shown in **Figure 8: Views from Prairie Street**, foreground views from this location are primarily of the Project Site. Looking southward from Prairie Street views include a vacant parcel of land, the main, one- and two-story office building, accessory and storage buildings, and a surface parking lot for employees. A six-foot-tall chain link fence extends along the south side

Figure 6: Views from Shirley Avenue

Figure 7: Views from Nordhoff Street

Figure 8: Views from Prairie Street

of Prairie Street from Corbin Avenue to Shirley Avenue. Trees are planted along this fence line extending westward from Shirley Avenue westward approximately three hundred feet. To the southwest, foreground views include one- to three-story office buildings located along the west side of Corbin Avenue. To the southeast, foreground views include the two- and three-story Northridge Fashion Center.

Due to the primarily low-rise development of the project area, there are no middleground views from this vantage point. Background views are sporadic but include the tops of the Santa Monica Mountains in the distance between existing buildings.

4. Looking Eastward from Corbin Avenue

As shown in **Figure 9: Views from Corbin Avenue**, foreground views from this location primarily include the Project Site. Specifically, views include a vacant parcel of land, one-story buildings within the Add Area, a surface parking lot, the Northridge Fashion Center, and the main, one- and two-story building at the Project Site. A six-foot-tall chain link fence extends southward from Prairie Street to Nordhoff Street along the property line.

Due to the two- and three-story height and the massing of the Northridge Fashion Center, there are no middleground or background views from this vantage point.

Visual Character

For analysis purposes, the Project Site viewshed has been separated into four primary segments, (1) looking west from Shirley Avenue, (2) looking north from the Project Site and Nordhoff Street, (3) looking south from the Project Site and Prairie Street, and (4) looking west from Corbin Avenue.

1. Looking Westward from Shirley Avenue

The existing industrial/office land use at the Project Site; Corbin Avenue, a six-lane, secondary highway; and office complexes west of Corbin Avenue result in a visual character of a developed, major commercial corridor.

2. Looking Northward from Nordhoff Street

The existing office complexes west of Corbin Avenue, industrial/office building on the Project Site, and the Northridge Fashion Center from this vantage point creates a visual character of a developed, commercial area. Vegetation from this vantage point is limited to landscaping buffers located on currently developed properties.

Figure 9: Views from Corbin Avenue

3. Looking Southward from Prairie Street

The existing industrial/office building, surface parking lot, and vacant lot located on the Project Site create a visual character of a previously developed commercial area. There is little vegetation visible from this vantage point.

4. Looking Eastward from Corbin Avenue

The existing industrial/office buildings, vacant parcel, and surface parking lot on the Project Site; Corbin Avenue, a six-lane, secondary highway; the existing industrial/office buildings within the Add Area facing Corbin Avenue; and the existing commercial corridor along Nordhoff Street result in a visual character of a major urban, developed commercial corridor.

Add Area

General Viewshed

The Add Area is located in the northwestern portion of the San Fernando Valley. The Add Area is rectangular in shape, approximately fifteen acres in size, and bounded by retail properties that front Plummer Street to the north, Corbin Avenue to the west, Prairie Street to the south, and Shirley Avenue to the east. The Add Area is located within a developed, urban area. Land uses in the project area are typically commercial and industrial.

To the north, views are of one- to three-story retail buildings that front Plummer Street. In the distance, views to the north include sporadic glimpses of the Santa Susana and San Gabriel Mountains between existing buildings. To the west across Corbin Avenue, views currently include primarily one- to three-story office and retail buildings. These are the Great Western Bank complex and an insurance office building**.** In the far distance, views include one eight-story office building and the Santa Susana Mountains. To the south across Prairie Street, views are of a one- and two-story industrial building, accessory buildings for the industrial facility, a surface parking lot, and an eight-acre vacant parcel of land at the southeastern corner of the intersection of Corbin Avenue and Prairie Street. In the distance to the south, sporadic views of the tops of the Santa Monica Mountains are visible between existing buildings south of the Project Site. To the east, across Shirley Avenue, views include the two- and three-story Northridge Fashion Center and associated parking. Views other than the immediately adjacent properties are not available to the east.

General Visual Character

There are few distinct visual qualities about the Add Area and adjacent properties due to the developed, urban visual character of the area. There are no natural geographic features immediately surrounding the Add Area due to the developed, urban nature of the area.

The Add Area is currently developed with approximately 98,000 square feet of public storage, approximately 42,000 square feet of industrial space, approximately 30,000 square feet of warehouse space, approximately 83,000 square feet of manufacturing space, and approximately 27,000 square feet of office space.

The area immediately surrounding the Add Area is developed with a mix of commercial, industrial, and retail uses. There are no undeveloped properties or open spaces adjacent to the Add Area and therefore, few, if any, distinct natural qualities exist in the immediate area. Although there is little undeveloped land in the immediate area, three mountain ranges provide the visual backdrop for development. These ranges are the Santa Susana Mountains to the north and west, the San Gabriel Mountains to the east, and the Santa Monica Mountains to the south.

The visual character of the project area is urban, including a mix of commercial, industrial, and retail development. Major streets in the area are typically five to six lanes wide, making single passenger vehicles the primary mode of transportation in the area. Vegetation is limited to street trees and landscaping buffers associated with existing development.

Views

For analysis purposes, the Add Area viewshed has been separated into five primary views, (1) looking west from Shirley Avenue; (2) looking north from Nordhoff Street, (3) looking north from Prairie Street, (4) looking south from the commercial properties north of the Add Area that front Plummer Street, and (5) looking east from Corbin Avenue.

1. Looking Westward from Shirley Avenue

As shown in **Figure 10: Views of Add Area I**, foreground views from this location are of the Add Area and commercial properties located to the north of the Add Area. Specifically, views include one- to three-story retail buildings located just to the north of the Add Area including Gelson's supermarket, DSW shoe warehouse, Linens 'n' Things, Starbucks, and other retail stores. Further south, views include a two-story public storage facility and the Northridge Tennis Club, a tennis and indoor soccer facility. However, the Northridge Tennis Club is screened by concentrated tree plantings along Shirley Avenue.

Due to the height of existing buildings along Shirley Avenue, there are no middleground views from this vantage point. Background views are sporadic but include glimpses of the Santa Susana Mountains between existing buildings.

2. Looking Northward from Nordhoff Street

Due to the size of the main office building located on the Project Site, views of the Add Area are not visible from Nordhoff Street.

Figure 10: Views of Add Area I

3. Looking Northward from Prairie Street

As shown in **Figure 11: Views of Add Area II**, foreground views from this location include the Add Area properties. Specifically, foreground views include one- and two-story office and industrial buildings. Approximately half the distance between Corbin Avenue and Shirley Avenue, foreground views include Melvin Avenue, a north-south trending cul-de-sac that provides access to some of the Add Area properties.

Due to the proximity of the Add Area buildings to this vantage point and the generally low-rise development of the project area, there are no middleground views from this location. Background views are sporadic but include the tops of the Santa Susana Mountains in the distance between existing buildings within the Add Area.

4. Looking Southward from Plummer Street

Foreground views from this location include a KMart shopping center (southeast corner of Plummer Street and Corbin Avenue), a large surface parking lot associated with the KMart shopping center, one-story buildings located within the Add Area to the south of this parking lot, and a two- and three-story Gelson's shopping center (southwest corner of Plummer Street and Shirley Avenue).

Due to the height and massing of the existing shopping center, middleground and background views are not available from this location. Further east, near the intersection of Corbin Avenue and Plummer Street, building heights are primarily one story. Due to the existing low-rise development of the project area, middleground views are not available from this location either. Background views are sporadic but include glimpses of the Santa Monica Mountains to the south.

5. Looking Eastward from Corbin Avenue

Foreground views from this vantage point include primarily one-story office and industrial buildings associated with the Add Area properties. Additionally, views include a one-story KMart shopping center, one- and two-story buildings located on the Project Site, and glimpses of the two- and three-story Northridge Fashion Center.

Due to the primarily low-rise development of the project area, middleground and background views are not available from this location.

Figure 11: Views of Add Area II

Visual Character

For analysis purposes, the Add Area viewshed has been separated into five primary segments, (1) looking west from Shirley Avenue; (2) looking north from Nordhoff Street, (3) looking north from Prairie Street, (4) looking south from the commercial properties north of the Add Area that front Plummer Street, and (5) looking east from Corbin Avenue.

1. Looking Westward from Shirley Avenue

The existing industrial/office land use at the Project Site; Corbin Avenue, a six-lane, secondary highway; and office complexes west of Corbin Avenue create a visual character from this view of a developed, major commercial corridor.

2. Looking Northward from Nordhoff Street

The existing office complexes west of Corbin Avenue, industrial/office building on the Project Site, and the Northridge Fashion Center creates a visual character of a developed, commercial area. Vegetation from this vantage point is limited to landscaping buffers located on currently developed properties.

3. Looking Northward from Prairie Street

From this vantage point, the Add Area properties are developed with one and two story buildings which results in a visual character of an office/industrial park. Further, there is little vegetation on the Add Area properties which emphasizes the developed, industrial character.

4. Looking Southward from Plummer Street

The existing one- to three-story retail shopping centers, a large surface parking lot, and the Northridge Fashion Center create a visual character of a major commercial, shopping district.

5. Looking Eastward from Corbin Avenue

The existing industrial/office buildings, vacant parcel, and surface parking lot on the Project Site; Corbin Avenue, a six-lane, secondary highway; the existing industrial/office buildings within the Add Area facing Corbin Avenue; and the existing commercial corridor along Nordhoff Street result in a visual character of a major urban, developed commercial corridor.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the Site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- The degree to which the project would contribute to the area's aesthetic value;
- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g. total blockage, partial interruption, or minor diminishment);
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point; and
- Applicable guidelines and regulations.

Due to the developed nature of the Project Site and Add Area and the western San Fernando Valley, there is little natural open space available. On the Project Site and Add Area, there is currently no natural open space. Therefore, no significant impacts will result from any of the possible development scenarios as a result of the second and third thresholds above that refer to natural open space.

The Chatsworth - Porter Ranch Community Plan does not recognize any views within the Plan Area. Further, there are no recognized or valued views at or adjacent to the Project Site and Add Area. There are no designated scenic highways, corridors, or parkways near the Project Site or Add Area. Therefore, no significant impacts will result from any of the possible development scenarios as a result of thresholds eight, nine, and eleven that refer to recognized or valued views.

ENVIRONMENTAL IMPACTS

Due to the fact that a specific development scenario has not yet been determined for the Project Site and Add Area, the Environmental Impact for the Aesthetics section will be based on a worst-case scenario analysis that will apply to each of the four potential development scenarios.

Due to the developed nature of the project area, including the Project Site and Add Area, and lack of significant views in the area, impacts are similar for each of the identified views. Therefore, the following impact analysis applies to each of the development scenarios proposed for the Project Site and Add Area.

Project Site

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

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

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

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

The project area is built-out and no significant views are identified by the Community Plan. Further, the Project Site has been developed for over 30 years with office and industrial buildings. The Project Site is surrounded by developed commercial, retail, and industrial building to the north, west, south, and east. The proposed construction will be similar style, density, height, bulk, and setback to existing buildings in the area. Therefore, the proposed Project at the Project Site will result in a less than significant impact to the existing aesthetic image or value of the area.

Add Area

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

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

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

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

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

MITIGATION MEASURES

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

1. A master landscape plan for the entire Site shall be prepared by a licensed landscape architect and submitted to the LADCP for review and approval prior to the issuance of any building permit for a structure. A detailed landscape and irrigation plan shall be prepared for each individual building. (O, C, R)

2. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new or reconstructed surface parking spaces. (O, C, R)

3. The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1, and 91.1707-E. (O, C, R)

4. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up heights of at least 9-feet, excluding windows and signs. (O, C, R)

5. Screening of rooftop equipment, to preclude visibility of mechanical equipment from nearby residential areas and the street, shall be incorporated into the building design of each structure. (O, C, R)

6. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from nearby residential properties. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

Proposed Project, Add Area, and Related Projects

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

B. AIR QUALITY

An evaluation of the existing and proposed air quality at the Project Site and Add Area was prepared for the Master Environmental Impact Report by Terry A. Hayes Associates in September 2002. This report is attached in full in **Appendix B** of the Technical Appendices. Findings from this evaluation were utilized in the preparation of this section.

ENVIRONMENTAL SETTING

Air quality in the United States is governed by the Federal Clean Air Act (CAA), administered by the United States Environmental Protection Agency (USEPA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA), administered by the California Air Resources Board (CARB) at the state level and by the Air Quality Management Districts at the regional and local levels.

In California, the CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for meeting the state requirements of the Federal CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Since the CAAQS are more stringent than the NAAQS, the CAAQS are used as the comparative standard in the air quality analysis contained in this report. The CARB regulates mobile air pollution sources, such as motor vehicles. The CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level.

Each area designated as non-attainment under the CCAA is required to prepare plans demonstrating how the area will meet the state air quality standards by its attainment dates. The AQMP is the region's plan for improving air quality in the region. It addresses the Federal CAA and CCAA requirements and demonstrates attainment with ambient air quality standards.

The South Coast Air Quality Management District (SCAQMD) monitors air quality within the project area. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB), specifically for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. The proposed Project is located within the Los Angeles County portion of the SCAB. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the SCAB. The SCAQMD is also responsible for establishing permitting requirements for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net emission increases and, therefore, are consistent with the region's air quality goals.

The SCAQMD has jurisdiction over an approximately 10,743-square-mile area of the SCAB. This area includes all of Orange County, Los Angeles County (except for Antelope Valley), the western urbanized portions of San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernadino and San Jacinto mountains the the north and east; and the San Diego County line to the south. See **Figure 12: SCAB Location and Boundaries** for the location and boundaries of the SCAB.

Air quality studies generally focus on five pollutants that are most commonly measured and regulated: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and respirable particulate matter (PM_{10} and PM_{25}).

Carbon Monoxide Carbon monoxide is a colorless and odorless gas. CO is emitted almost exclusively from the incomplete combustion of fossil fuels. In urban areas, CO is emitted by motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. CO is a non-reactive air pollutant that generally follows the spatial and temporal distributions of vehicular traffic. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions[31] are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. The highest CO concentrations measured in the South Coast Air Basin (SCAB) are typically recorded during the winter.

Ozone O_3, a colorless toxic gas, is the chief component of urban smog. Although O_3 is not directly emitted, it forms in the atmosphere through a chemical reaction between reactive organic gas (ROG) and nitrogen oxides (NO_x) under sunlight.[32] O_3 is present in relatively high concentrations within the Basin, and the damaging effects of photochemical smog are generally related to the concentration of O_3. Meteorology and terrain play major roles in ozone formation. Ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies.

Nitrogen Dioxide Nitrogen dioxide is a brownish gas. Like O_3, NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as nitrogen oxides (NO_x) and are major contributors to ozone formation. NO_2 also contributes to the formation of PM_{10} (see discussion of PM_{10} below). In high concentrations, the result is a brownish-red cast to the atmosphere and reduced visibility.

[31] Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.

[32] ROG and NO_x are emitted from automobiles and industrial sources.

Figure 12: SCAB Location and Boundaries

Sulfur Dioxide Sulfur dioxide (SO_2) is a product of high-sulfur fuel combustion. Main sources of SO_2 are coal and oil used in power stations, in industries, and for domestic heating. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 concentrations have been reduced to levels well below the state and national standards, but further reductions in emissions are needed to attain compliance with standards for sulfates and PM_{10}, of which SO_2 is a contributor.

Suspended Particulate Matter Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when gases emitted from industries or motor vehicles undergo chemical reactions in the atmosphere. Respirable particulate matter (PM_{10}) refers to particulate matter less than 10 microns in diameter. Major sources of PM_{10} include motor vehicles; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning, industrial sources, windblown dust from open lands; and atmospheric chemical and photochemical reactions.

PM_{10} and $PM_{2.5}$ pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. Small particulate matter can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury.

The CCAA requires the CARB to designate areas within California as either attainment or non-attainment for each criteria pollutants based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a State standard for a pollutant was violated at least once during the previous three calendar years. Under the CCAA, the Los Angeles County portion of the SCAB is designated as a non-attainment area for ozone, carbon monoxide, and respirable particulate matter. The air basin is designated as an attainment area for nitrogen dioxide, sulfur dioxide, sulfates, and lead.[33] The proposed Project does not contain lead emissions sources. Therefore, emissions and concentrations related to this pollutant are not analyzed in this report.[34]

[33] California Air Resources Board, Proposed Area Designations and Maps, September 2000.

[34] Prior to 1978, mobile emissions were the primary source of lead resulting in air concentrations. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. Currently, industrial sources are the primary source of lead resulting in air concentrations. Since the proposed Project does not contain an industrial component, lead emissions are not analyzed in this report.

TABLE 3
STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	California Standard	Federal Standards	
			Primary	Secondary
Ozone (O_3)	1 hour	0.09 ppm (180 Fg/m^3)	0.12 ppm (235 Fg/m^3)	Same as Primary Standard
	8 hour	--	0.08 ppm (157 Fg/m^3)	
Respirable Particulate Matter (PM_{10})	Annual Geometric Mean	30 Fg/m^3	--	Same as Primary Standard
	24 hour	50 Fg/m^3	150 Fg/m^3	
	Annual Arithmetic Mean	--	50 Fg/m^3	--
Carbon Monoxide(CO)	8 hour	9.0 (10 mg/m3)	9.0 (10 mg/m3)	None
	1 hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	
Nitrogen Dioxide(NO_2)	Annual Arithmetic Mean	--	0.053 ppm (100 Fg/m^3)	Same as Primary Standard
	1 hour	0.25 ppm (470 Fg/m^3)	--	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	0.03 ppm (80 Fg/m^3)	--
	24 hour	0.04 ppm (105 Fg/m^3)	0.14 ppm (365 Fg/m^3)	--
	3 hour	--	--	0.5 ppm (1300 Fg/m^3)
	1 hour	0.25 ppm (655 Fg/m^3)	--	--

SOURCE: California Air Resources Board, Federal and State Air Quality Standards 1999 (1/25/99).

Both State and Federal standards are summarized in **Table 3: State and National Ambient Air Quality Standards**. "Primary" standards have been established to protect the public health. "Secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare.

The SCAB is an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The SCAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. However, the SCAB also experiences frequent temperature inversions. Temperature typically decreases with altitude. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air forms over the cool marine layer, preventing air pollutants from dispersing upward.

During the fall and winter, air quality problems are created due to carbon monoxide and nitrogen dioxide emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) due to the large number of cars during the commute and colder temperatures. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SCAB are associated with heavy traffic.

The SCAQMD monitors air quality conditions at 37 locations throughout the SCAB. The proposed Project is located in the SCAQMD's West San Fernando Valley Air Monitoring Area (No. 6), which is served by the Reseda Monitoring Station, located at 18330 Gault Street in the City of Los Angeles, as shown in **Figure 13: Air Monitoring Areas**. The Reseda Monitoring Station is approximately 2.9 miles from the proposed Project Site. Criteria pollutants monitored at the Reseda Monitoring Station include ozone (O_3), carbon monoxide (CO), and nitrogen dioxide (NO_2). However, the monitoring station does not monitor sulfur dioxide (SO_2) and respirable particulate matter (PM_{10}). The Burbank Monitoring Station, which is within the same General Forecast Area as the Reseda Monitoring Station, monitors these two pollutants.[35] The Burbank Monitoring Station is approximately 14.6 miles from the proposed Project Site. Thus, historical data from the Reseda and Burbank Monitoring Station was used to characterize existing conditions of O_3, CO, and NO_2 within the vicinity of the proposed Project areas and the Burbank Monitoring Station was used to characterize existing conditions of the pollutants PM_{10} and SO_2.

Table 4: 1999-2001 Criteria Pollutant Violations shows the number of violations recorded at the Reseda and Burbank Monitoring Stations during the 1999-2001 period. As **Table 4: 1999-2001 Criteria Pollutant Violations** indicates, O_3 exceeded the State standard 5 to 27 times annually, CO exceeded the State standard once, and PM_{10} exceeded the State standard 84 to 126 times annually during the same period.

TABLE 4
1999-2001 CRITERIA POLLUTANT VIOLATIONS

Pollutant	State Standard	Number of Days Above State Standard		
		1999	2000	2001
Ozone	0.09 ppm (1-hour)	5	8	27
Carbon Monoxide	9.0 ppm (8-hour average)	0	1	0
Nitrogen Dioxide	0.25 ppm (1-hour)	0	0	0
Sulfur Dioxide	0.04 ppm (24-hour average)	0	0	0
PM_{10}	50 mg/m^3 (24-hour average)	126	84	84

Note: Historical data for ozone, carbon monoxide, and nitrogen dioxide are recorded from the Reseda Monitoring Station. Historical data for sulfur dioxide and PM_{10} are from the Burbank Monitoring Station.
SOURCE: California Air Resources Board.

[35] General Forecast Areas are larger groupings of the smaller air monitoring areas.

Figure 13: Air Monitoring Areas

THRESHOLDS OF SIGNIFICANCE

Construction

According to the City of Los Angeles CEQA Thresholds Guide, a proposed Project would normally have a significant impact on air quality from construction activities if the project would exceed the SCAQMD Thresholds for construction activities, as shown in **Table 5: SCAQMD Daily Emissions Thresholds**.

TABLE 5
SCAQMD DAILY EMISSIONS THRESHOLDS

Criteria Pollutants	Construction (Pounds per day)	Operational (Pounds per day)
Carbon Monoxide (CO)	550	550
Reactive Organic Gas (ROG)	75	55
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Particulates (PM_{10})	150	150
SOURCE: South Coast Air Quality Management District.		

Additionally, according to the City of Los Angeles CEQA Thresholds Guide, project related factors to be used in a case-by-case evaluation of significance include the following:

Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimate fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

Fugitive Dust

Grading, Excavation, and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation, and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

Heavy Duty Equipment Travel on Unpaved Roads

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

The Project Site is located in a developed portion of the western San Fernando Valley. No subterranean levels are proposed for the Site. As a result, the amount of grading, excavation, and hauling and the amount of heavy duty equipment traveling on unpaved roads will not be extensive. Therefore, the thresholds of significance that apply to the proposed Project include combustion emissions, vehicular trips, and fugitive dust.

Operational Activities

According to the City of Los Angeles CEQA Thresholds Guide, a proposed Project would normally have a significant impact on air quality from project operations if the project would exceed the SCAQMD Thresholds for operational activities, as shown in **Table 5: SCAQMD Daily Emissions Thresholds**.

Further, according to the City of Los Angeles CEQA Thresholds Guide, a project could result in a significant impact to air quality if either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

- The proposed Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or
- The incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

Additionally, a project could result in a significant impact to air quality if it creates an objectionable odor at the nearest sensitive receptor.

ENVIRONMENTAL IMPACTS

Project Site

Historical data from monitoring stations was used to establish a baseline for estimating future conditions with and without the proposed Project. The air quality analysis conducted for the proposed Project is consistent with methods described in the SCAQMD California

Environmental Quality Act (CEQA) Handbook (1993 edition). The following calculation methods and estimation models were used to determine air quality impacts: SCAQMD construction emissions calculation formulas, the CARB's URBEMIS 2001 emissions model, the CARB's MVEI7G emissions inventory model, the Caltrans' EMFAC emissions factor model, and the USEPA's CAL3QHC dispersion model software.
Carbon monoxide concentrations are typically used as an indicator of conformity with the CAAQS because: (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants, and (2) localized CO concentrations can be modeled using USEPA and SCAQMD methods.

For purposes of this assessment, the ambient, or background, concentration of CO was first established. This background level is typically defined as the highest of the second-maximum eight-hour readings over the past two years.[36] A review of data from the Reseda Monitoring Station for the 1999-2001 period indicates that the average eight-hour background concentration is approximately 6.1 ppm.[37] Assuming a typical persistence factor of 0.7, the estimated one-hour background concentration is approximately 8.7 ppm.[38] The existing eight- and one-hour background concentrations do not exceed the State CO standard of 9.0 ppm and 20.0 ppm, respectively.

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust from vehicular traffic is the primary source of CO. Carbon monoxide is a gas that dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as the distance from the source increases. The highest CO concentrations are typically found along sidewalk locations directly adjacent to congested roadway intersections.

To provide a worst case simulation of CO concentrations within the area that might be affected by the proposed Project, CO concentrations at sidewalks adjacent to 24 study intersections were modeled. The study intersections were selected based on traffic volume, roadway capacity, and level of service (LOS).

Existing conditions at the study intersections are shown in **Table 6: Existing Carbon Monoxide Concentrations**. One-hour CO concentrations range from approximately 11.5 ppm to 13.3 ppm. Eight-hour CO concentrations range from approximately 8.1 ppm to 9.3 ppm. None of the study intersections currently exceed the State one-hour CO standard of 20.0 ppm. However, four intersections exceed the State eight-hour CO standard of 9.0 ppm.

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[36] Garza, Vicente J., Peter Graney, Daniel Sperling. Transportation Project-Level Carbon Monoxide Protocol. Institute of Transportation Studies, University of California, Davis. May 1996.

[37] See Appendix B.

[38] Persistence factor is the ratio between the eight- and one-hour second annual maximum CO concentrations measured at a continuous air monitoring station. A persistence factor of 0.7 is typically used in urban areas.

TABLE 6
EXISTING CARBON MONOXIDE (CO) CONCENTRATIONS

Intersection	1-Hour (parts per million)	8-Hour (parts per million)
De Soto Avenue & Plummer Street	12.6	8.8
De Soto Avenue & Nordhoff Street	12.6	8.8
Winnetka Avenue & Nordhoff Street	12.5	8.8
Winnetka Avenue & Parthenia Street	12.4	8.7
Winnetka Avenue & Roscoe Boulevard	12.3	8.6
Winnetka Avenue & Victory Boulevard	12.8	**9.0**
Corbin Avenue & Devonshire Street	12.0	8.4
Corbin Avenue & Lassen Street	12.1	8.5
Corbin Avenue & Plummer Street	12.1	8.5
Corbin Avenue & Prairie Street	11.5	8.1
Corbin Avenue & Nordhoff Place/Nordhoff Street	12.0	8.4
Corbin Avenue & Nordhoff Street/Nordhoff Way	12.9	**9.0**
Corbin Avenue & Parthenia Street	12.2	8.5
Corbin Avenue & Saticoy Street	12.2	8.5
Tampa Avenue & Devonshire Street	12.3	8.6
Tampa Avenue & Lassen Street	12.5	8.8
Tampa Avenue & Plummer Street	12.2	8.5
Tampa Avenue & Nordhoff Street	12.1	8.5
Tampa Avenue & Roscoe Boulevard	12.1	8.5
Tampa Avenue & Saticoy Street	12.2	8.5
Reseda Boulevard & Plummer Street	13.1	**9.2**
Reseda Boulevard & Nordhoff Street	12.2	8.5
Reseda Boulevard & Victory Boulevard	13.3	**9.3**
Zelzah Avenue & Nordhoff Street	12.6	8.8
State Standard	**20.0**	**9.0**

Note: Bold numbers indicate exceedance in the State standard.
All concentrations include one- and eight-hour ambient concentrations of 8.7 ppm and 6.1 ppm.
SOURCE: Terry A. Hayes Associates LLC.

Some land uses are considered more sensitive to changes in air quality than others, depending on the types of population groups and the activities involved. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and parks.

Two representative sensitive receptors have been identified within one-quarter mile of the proposed Project Site. These sensitive receptors are shown in **Figure 14: Sensitive Receptor Locations**. They include:

- Residential uses
- Washington Mutual Child Care Center

These sensitive receptors do not constitute a comprehensive list of all sensitive uses within the vicinity. Rather, they are intended to represent a sampling of the different types of sensitive uses in the vicinity of the project area. For purposes of providing a worst-case analysis, CO concentrations have been modeled at sidewalk locations adjacent to 24 study area intersections. Concentrations at specific sensitive receptors would be substantially lower than those concentrations immediately adjacent to intersections.

Construction Phase Impacts

Construction for any of the Project Site-only scenarios would generate pollutant emissions from the following construction activities: (1) demolition of existing structures, (2) grading, (3) construction workers traveling to and from Project Site, (4) delivery and hauling of construction supplies and debris to and from Project Site, (5) fuel combustion by on-site construction equipment, and (6) architectural coatings. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. However, PM_{10} is the most significant source of air pollution from construction, particularly during site preparation and grading. **Table 7: Estimated Daily Construction Emissions Before Mitigation, Project Site Only** shows the estimated daily emissions associated with each construction phase.

<u>Scenario 1: Retail Project Site Only</u> As shown in **Table 7: Estimated Daily Construction Emissions Before Mitigation, Project Site Only**, estimated daily construction emissions for Scenario 1: Retail Project Site Only are anticipated to exceed the SCAQMD threshold for ROG during the finishing phase. Estimated daily construction emissions for Scenario 1: Retail Project Site Only are anticipated to exceed the SCAQMD threshold for PM10 during the Grading/Excavation phase. Therefore, the proposed Project at the Project Site will result in a significant impact to air quality. However, implementation of the proposed mitigation measures, including implementation of SCAQMD Rule 403, will reduce any impacts to a less than significant level.

<u>Scenario 2: Office Project Site Only</u> Construction impacts similar to Scenario 1: Retail Project Site Only.

<u>Scenario 3: Retail/Residential Project Site Only</u> Construction impacts similar to Scenario 1: Retail Project Site Only.

Figure 14: Sensitive Receptor Locations

TABLE 7
ESTIMATED DAILY CONSTRUCTION EMISSIONS BEFORE MITIGATION, PROJECT SITE ONLY

Construction Phase	CO[1]	ROG[1]	NO_X[1]	SO_X[1]	PM_{10}[1]
SCAQMD Threshold	**550**	**75**	**100**	**150**	**150**
Scenario 1: Retail Project Site Only					
Demolition	22	3	41	2	100
Grading/Excavation	24	4	49	3	379
Foundation	35	5	57	4	54
Finishing	2	81	1	1	1
Maximum	*35*	*81*	*57*	*4*	*379*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*
Scenario 2: Office Project Site Only					
Demolition	22	3	41	2	100
Grading/Excavation	24	4	49	3	379
Foundation	35	5	57	4	54
Finishing	2	79	1	1	1
Maximum	*35*	*79*	*57*	*4*	*379*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*
Scenario 3: Retail/Residential Project Site Only					
Demolition	22	3	41	2	100
Grading/Excavation	24	4	49	3	379
Foundation	35	5	58	4	54
Finishing	2	83	1	1	1
Maximum	*35*	*83*	*58*	*4*	*379*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*
Scenario 4: Office/Residential Project Site Only					
Demolition	22	3	41	2	100
Grading/Excavation	24	4	49	3	379
Foundation	35	5	58	4	54
Finishing	2	80	1	1	1
Maximum	*35*	*80*	*58*	*4*	*379*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*

[1] Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

Scenario 4: Office/Residential Project Site Only Construction impacts similar to Scenario 1: Retail Project Site Only.

MITIGATION MEASURES

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

Construction

7. The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content during all earth-moving activities. (O, C, R)
8. All unpaved roads, parking, and staging areas shall be watered at least once every two hours of active operations. (O, C, R)
9. Site access points shall be swept/washed within thirty minutes of visible dirt deposition. (O, C, R)
10. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily. (O, C, R)
11. All trucks hauling soil, sand, and other loose materials shall be covered. (O, C, R)
12. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards. (O, C, R)
13. At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust. (O, C, R)
14. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph. (O, C, R)
15. Traffic speeds on unpaved roads shall be limited to 15 miles per hour. (O, C, R)
16. Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts. (O, C, R)
17. Haul truck routes shall be planned to avoid residential areas, schools, and parks. (O, C, R)
18. The proposed Project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent. (O, C, R)

19. A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source. (O, C, R)

20. Any person in the South Coast Air Basin shall:

    (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)

    (B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)

        (i) prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and

        (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

Construction Impacts After Mitigation

Scenario 1: Retail Project Site Only As shown in **Table 8: Estimated Daily Construction Emissions After Mitigation, Project Site Only**, with implementation of the proposed mitigation measures, the proposed development scenarios at the Project Site will result in a less than significant impact to air quality.

Scenario 2: Office Project Site Only Construction impacts after mitigation similar to Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only Construction impacts after mitigation similar to Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Construction impacts after mitigation similar to Scenario 1: Retail Project Site Only.

TABLE 8
ESTIMATED DAILY CONSTRUCTION EMISSIONS AFTER MITIGATION, PROJECT SITE ONLY

Construction Phase	CO[1]	ROG[1]	NO_X[1]	SO_X[1]	PM_{10}[1]
SCAQMD Threshold	**550**	**75**	**100**	**150**	**150**
Scenario 1: Retail Project Site Only					
Demolition	22	3	41	2	74
Grading/Excavation	24	4	49	3	146
Foundation	35	5	57	4	54
Finishing	2	20	1	1	1
Maximum	*35*	*20*	*57*	*4*	*146*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*
Scenario 2: Office Project Site Only					
Demolition	22	3	41	2	74
Grading/Excavation	24	4	49	3	146
Foundation	35	5	57	4	54
Finishing	2	20	1	1	1
Maximum	*35*	*20*	*57*	*4*	*146*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*
Scenario 3: Retail/Residential Project Site Only					
Demolition	22	3	41	2	74
Grading/Excavation	24	4	49	3	146
Foundation	35	5	58	4	54
Finishing	2	21	1	1	1
Maximum	*35*	*21*	*58*	*4*	*146*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*
Scenario 4: Office/Residential Project Site Only					
Demolition	22	3	41	2	74
Grading/Excavation	24	4	49	3	146
Foundation	35	5	57	4	54
Finishing	2	20	1	1	1
Maximum	*35*	*20*	*57*	*4*	*146*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*

[1] Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

Operational Phase Impacts

Regional Impacts

Scenario 1: Retail Project Site Only Long-term project emissions would be generated by stationary sources (natural gas, landscaping, and consumer products) and mobile sources (motor vehicles). Motor vehicles are the primary source of long-term project emissions.

Operational emissions were estimated using the CARB's URBEMIS 2001 operational emissions model, which considers the type of land use, vehicle mix, and average trip lengths. Due to the nature of the proposed Project, general commercial land uses were assumed. The results, shown in **Table 9: Daily Operational Emissions, Project Site Only**, indicate that the proposed Project at the Project Site is anticipated to exceed the SCAQMD significance threshold for ROG, NO_X, and CO. Thus, the proposed Project at the Project Site may result in significant impacts to air quality.

Scenario 2: Office Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Localized Impacts

Overall, CO concentrations are expected to be lower than existing conditions in year 2005 due to stringent state and federal mandates for reducing vehicle emissions. Although traffic volumes would be higher in the future both with and without the implementation of the Project Site Only scenarios,[39] CO emissions from vehicles are expected to be much lower due to technological advances in vehicle emissions systems, as well as turnover in the vehicle fleet. In other words, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.

[39] See Traffic Impact Study, Krausz Property Project, Northridge California (Linscott, Law & Greenspan, 8/1/02).

TABLE 9
DAILY OPERATIONAL EMISSIONS, PROJECT SITE ONLY

Pollutants	CO[2]	ROG[2]	NO_X[2]	SO_X[2]	PM_{10}[2]
SCAQMD Threshold	**550.0**	**55.0**	**55.0**	**150.0**	**150.0**
Scenario 1: Retail Project Site Only					
Stationary Source[1]	4.7	25.9	6.4	0	0.02
Mobile Source	1,340.3	115.8	145.3	1.0	66.3
Total Emissions	*1,345.0*	*141.7*	*151.7*	*1.0*	*66.3*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 2: Office Project Site Only					
Stationary Source[1]	5.9	26.2	9.3	0	0.02
Mobile Source	1,003.5	95.3	105.5	0.9	49.2
Total Emissions	*1,009.4*	*121.5*	*114.8*	*0.9*	*49.2*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 3: Retail/Residential Project Site Only					
Stationary Source[1]	6.0	40.9	7.8	0	0.02
Mobile Source	1,297.1	112.8	139.5	1.1	63.8
Total Emissions	*1,303.1*	*153.7*	*147.3*	*1.1*	*63.8*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 4: Office/Residential Project Site Only					
Stationary Source[1]	6.9	41.1	10.0	0	0.03
Mobile Source	987.8	96.1	103.4	0.9	48.2
Total Emissions	*994.7*	*137.2*	*113.3*	*0.9*	*48.2*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*

[1] Stationary sources include natural gas, landscaping, and consumer products.
[2] Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

The USEPA CAL3QHC micro scale dispersion model was used to calculate CO concentrations for 2005 No Project conditions, as well as for all four Project Site Only scenarios. CO concentrations at the 24 study intersections are shown in **Table 10: 2005 Carbon Monoxide Concentrations, Project Site Only**. CO concentrations at study intersections are discussed below.

Scenario 1: Retail Project Site Only As indicated in **Table 10: 2005 Carbon Monoxide Concentrations, Project Site Only**, the State one- and eight-hour standards of 20.0 ppm and 9.0

TABLE 10
2005 CARBON MONOXIDE (CO) CONCENTRATIONS PROJECT SITE ONLY (PARTS PER MILION)

Intersection	1-Hour						8-Hour					
	Existing	No Project	Scen. 1	Scen. 2	Scen. 3	Scen. 4	Existing	No Project	Scen. 1	Scen. 2	Scen. 3	Scen. 4
De Soto Ave & Plummer St	12.6	10.2	10.3	10.3	10.3	10.3	8.8	7.1	7.2	7.2	7.2	7.2
De Soto Ave & Nordhoff St	12.6	10.0	10.1	10.1	10.1	10.1	8.8	7.0	7.1	7.1	7.1	7.1
Winnetka Ave & Nordhoff	12.5	9.8	9.8	9.9	9.8	9.8	8.8	6.8	6.8	6.9	6.8	6.8
Winnetka Ave & Parthenia	12.4	9.8	9.8	9.9	9.8	9.9	8.7	6.9	6.9	6.9	6.9	6.9
Winnetka Ave & Roscoe	12.3	9.9	9.9	10.0	9.9	9.9	8.6	6.9	6.9	6.9	6.9	6.9
Winnetka Ave & Victory	12.8	10.3	10.3	10.3	10.3	10.3	**9.0**	7.2	7.2	7.2	7.2	7.2
Corbin Ave & Devonshire	12.0	9.6	9.7	10.0	9.9	9.9	8.4	6.7	6.8	7.0	6.9	6.9
Corbin Ave & Lassen St	12.1	10.0	9.9	10.0	9.9	10.0	8.5	7.0	7.0	7.0	7.0	7.0
Corbin Ave & Plummer St	12.1	9.7	9.9	10.0	9.9	9.8	8.5	6.8	6.9	7.0	6.9	6.9
Corbin Ave & Prairie St	11.5	9.3	9.3	9.3	9.4	9.3	8.1	6.5	6.5	6.5	6.6	6.5
Corbin Ave & Nordhoff	12.0	9.6	9.8	9.7	9.7	9.7	8.4	6.7	6.9	6.8	6.8	6.8
Corbin Ave & Nordhoff	12.9	10.5	10.5	10.8	10.8	10.7	**9.0**	7.3	7.3	7.6	7.6	7.5
Corbin Ave & Parthenia St	12.2	9.8	9.7	9.8	9.7	9.8	8.5	6.8	6.8	6.8	6.8	6.8
Corbin Ave & Saticoy St	12.2	9.7	9.7	9.7	9.7	9.7	8.5	6.8	6.8	6.8	6.8	6.8
Tampa Ave & Devonshire	12.3	9.7	9.8	9.8	9.7	9.8	8.6	6.8	6.9	6.9	6.8	6.9
Tampa Ave & Lassen St	12.5	10.0	10.0	9.9	10.0	9.9	8.8	7.0	7.0	7.0	7.0	7.0
Tampa Ave & Plummer St	12.2	10.0	10.0	9.9	10.0	10.0	8.5	7.0	7.0	7.0	7.0	7.0
Tampa Ave & Nordhoff St	12.1	9.8	9.9	9.9	9.9	9.9	8.5	6.9	6.9	6.9	6.9	6.9
Tampa Ave & Roscoe Blvd	12.1	9.5	9.5	9.6	9.5	9.5	8.5	6.6	6.6	6.7	6.6	6.6
Tampa Ave & Saticoy St	12.2	9.6	9.7	9.7	9.7	9.6	8.5	6.7	6.8	6.8	6.8	6.7
Reseda Blvd & Plummer St	13.1	10.4	10.4	10.4	10.4	10.4	**9.2**	7.3	7.3	7.3	7.3	7.3
Reseda Blvd & Nordhoff St	12.2	9.7	9.7	9.7	9.7	9.7	8.5	6.8	6.8	6.8	6.8	6.8
Reseda Blvd & Victory	13.3	10.1	10.1	10.1	10.1	10.1	**9.3**	7.1	7.1	7.1	7.1	7.1
Zelzah Ave & Nordhoff St	12.6	9.9	10.1	10.1	10.0	10.1	8.8	6.9	7.1	7.1	7.0	7.1
State Standard	**20.0**						**9.0**					

Note: Bold numbers indicate exceedance of the State standard.
All concentrations include 2005 one- and eight-hour ambient concentrations of 6.9 ppm and 4.8 ppm, respectively.
SOURCE: Terry A. Hayes Associates LLC.

ppm, respectively, would not be exceeded at worst-case sidewalk receptor locations for the 24 study intersections. Thus, a less than significant impact is anticipated.

Scenario 2: Office Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

MITIGATION MEASURES

Operational

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

2. A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation. (O, C, R)

20. Any person in the South Coast Air Basin shall:

    (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or (O, C, R)

    (B) take at least one of the actions listed from SCQAMD Rule 403 and: (O, C, R)

        (i) prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and

        (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

22. The proposed Project shall include bicycle parking facilities, such as bicycle lockers and racks. (O, C)

Operational Impacts After Mitigation

Scenario 1: Retail Project Site Only **Table 11: Daily Operational Emissions With Mitigation, Project Site Only** shows daily operational emissions after implementation of mitigation measures. Based on this information, Scenario 1: Retail Project Site Only would still exceed SCAQMD significance thresholds for CO, ROG, and NO_X.

TABLE 11
DAILY OPERATIONAL EMISSIONS WITH MITIGATION, PROJECT SITE ONLY

Pollutants	CO[2]	ROG[2]	NO_X[2]	SO_X[2]	PM_{10}[2]
SCAQMD Threshold	**550.0**	**55.0**	**55.0**	**150.0**	**150.0**
Scenario 1: Retail Project Site Only					
Stationary Source[1]	4.7	25.9	6.4	0	0.02
Mobile Source	1,332.2	115.6	114.4	1.0	65.9
Total Emissions	*1,336.9*	*141.5*	*120.8*	*1.0*	*65.9*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 2: Office Project Site Only					
Stationary Source[1]	5.9	26.2	9.3	0	0.02
Mobile Source	997.4	94.7	104.9	0.9	48.9
Total Emissions	*1,003.3*	*120.9*	*114.2*	*0.9*	*48.*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 3: Retail/Residential Project Site Only					
Stationary Source[1]	6.0	40.9	7.8	0	0.02
Mobile Source	1,289.3	112.1	138.7	1.1	63.4
Total Emissions	*1,295.3*	*153.0*	*146.5*	*1.1*	*63.4*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 4: Office/Residential Project Site Only					
Stationary Source[1]	6.9	41.1	10.0	0	0.03
Mobile Source	981.9	95.6	102.7	0.9	47.9
Total Emissions	*988.8*	*136.7*	*112.7*	*0.9*	*47.9*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*

[1] Stationary sources include natural gas, landscaping, and consumer products.
[2] Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

Therefore, the proposed Project at the Project Site could result in a significant and unavoidable impact.

Scenario 2: Office Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Operational impacts similar to Scenario 1: Retail Project Site Only.

CONSISTENCY WITH THE AIR QUALITY MANAGEMENT PLAN

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

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

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

Project Site Only

Scenario 1: Retail Project Site Only

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

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

exceed the growth projections in the general plan, it is consistent with the growth assumptions in the AQMP.

As indicated in **Section IV. I: Population and Housing** and **Section IV. J: Employment,**[40] Scenario 1: Retail Project Site Only would not exceed the City of Los Angeles General Plan or SCAG growth projections for population, housing, and employment. Thus, the proposed scenario is considered consistent with the growth assumptions in the AQMP and complies with Consistency Criterion No. 2. As discussed previously, Scenario 1: Retail Project Site Only complies with Consistency Criterion No. 1 and Consistency Criterion No. 2. Therefore, the proposed Project scenario is considered consistent with the AQMP.

Scenario 2: Office Project Site Only See Consistency with the AQMP, Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only See Consistency with the AQMP, Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only See Consistency with the AQMP, Scenario 1: Retail Project Site Only.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area could result in a potentially significant impact to air quality. **Table 12**: **Cumulative Project Operational Impact Analysis, Project Site Only** summarizes the criteria pollutant emissions for the proposed Project at the Project Site in combination with related projects.

Proposed Project, Add Area, and Related Projects

Using the SCAQMD daily emissions thresholds for individual development projects, cumulative emissions thresholds were calculated in order to establish a baseline from which to evaluate cumulative project emissions. **Table 12: Cumulative Project Operational Impact Analysis, Project Site Only** identifies criteria pollutant emissions and potential cumulative impacts.

[40] If the number of housing units generated by Scenario 1: Retail Project Site Only is combined with housing units generated by related projects in the area and existing conditions, the total number of housing units would exceed year 2005 housing projections. However, the AQMP consistency criteria pertain to impacts associated with the proposed Project rather than impacts of the proposed Project combined with other projects in the area.

TABLE 12
CUMULATIVE PROJECT OPERATIONAL IMPACT ANALYSIS, PROJECT SITE ONLY

Project	Operational Emissions (pounds per day)				
	CO	ROG	NO_X	SO_X	PM_{10}
Courthouse	806.5	63.6	86.3	0.5	39.8
Shopping Center	206.4	16.2	22.5	0.1	10.2
Drug Store[1]	(23.8)	(2.1)	(2.7)	(0.01)	(1.1)
Church, Senior Residential Facility, Nursery School	50.8	9.0	5.7	0.03	2.4
Porter Ranch	17,530.7	1,417.3	1,890.5	11.2	867.8
Deer Lake Ranch	781.0	91.4	85.8	0.7	37.3
LAUSD	187.6	32.8	20.0	0.1	9.2
Office	196.6	15.6	21.1	0.1	9.6
Scenario 1: Retail Project Site Only	1,345.0	141.7	151.7	1.0	66.3
Scenario 2: Office Project Site Only	1,009.3	121.5	114.8	0.9	49.2
Scenario 3: Retail/Residential Project Site Only	1,303.1	153.7	147.3	1.1	63.8
Scenario 4: Office/Residential Project Site Only	994.7	137.2	113.3	0.9	48.2
Scenario 1: Retail Project Site Only Total Emissions	21,080.8	1,785.5	2,280.9	13.7	1,041.5
Scenario 1: Retail Project Site Only - Percent of Total	6.4%	7.9%	6.7%	7.3%	6.4%
Scenario 2: Office Project Site Only Total Emissions	20,745.1	1,765.3	2,244.0	13.6	1,024.4
Scenario 2: Office Project Site Only - Percent of Total	4.9%	6.9%	5.1%	6.6%	4.8%
Scenario 3: Retail/Residential Project Site Only Total Emissions	21,038.9	1,797.5	2,276.5	13.8	1,039.0
Scenario 3: Retail/Residential Project Site Only - Percent of Total	6.2%	8.6%	6.5%	8.0%	6.1%
Scenario 4: Office/Residential Project Site Only Total Emissions	20,730.5	1,781.0	2,242.5	13.6	1,023.4
Scenario 4: Office/Residential Project Site Only - Percent of Total	4.8%	7.7%	5.1%	6.6%	4.7%
Cumulative SCAQMD Thresholds[2]	4,950.0	495.0	495.0	1,350.0	1,350.0
Scenario 1: Retail Project Site Only Cumulative Project - Percent of Threshold	425.9%	360.7%	460.8%	1.0%	77.1%
Scenario 2: Office Project Site Only Cumulative Project - Percent of Threshold	419.1%	356.6%	453.3%	1.0%	75.9%
Scenario 3: Retail/Residential Project Site Only Cumulative Project - Percent of Threshold	425.0%	363.1%	459.9%	1.0%	77.0%
Scenario 4: Office/Residential Project Site Only Cumulative Project - Percent of Threshold	418.8%	359.8%	453.0%	1.0%	75.8%

[1]Operational emissions for the related project would be less than operational emissions for existing use.
[2]Individual project threshold multiplied by the number of individual projects.
SOURCE: Terry A. Hayes Associates LLC.

Scenario 1: Retail Project Site Only. As indicated in **Table 12: Cumulative Project Operational Impact Analysis, Project Site Only**, related projects and Scenario 1: Retail Project Site Only are anticipated to exceed the cumulative SCAQMD operational emissions threshold for CO, ROG, and NO_X. Since the proposed Project and related projects would exceed the cumulative SCAQMD emissions thresholds, it is anticipated that this scenario would result in a significant cumulative impact to air quality.

Scenario 2: Office Project Site Only See Project Site Only, Cumulative Impacts, Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only See Project Site Only, Cumulative Impacts, Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only See Project Site Only, Cumulative Impacts, Scenario 1: Retail Project Site Only.

Full Build-Out (Project Site and Add Area)

Background information regarding air quality for the full Project build out scenarios is similar to that for the Project Site only development.

Construction Impacts

Construction for the Full Build Out development scenarios would generate pollutant emissions from the following construction activities: (1) demolition of existing structures, (2) grading, (3) construction workers traveling to and from Project Site, (4) delivery and hauling of construction supplies and debris to and from Project Site, (5) fuel combustion by on-site construction equipment, and (6) application of architectural coatings. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. However, PM_{10} is the most significant source of air pollution from construction, particularly during site preparation and grading.

Table 13: Estimated Daily Construction Emissions Before Mitigation, Full Build Out shows the estimated daily emissions associated with each construction phase. Daily emissions were derived using the applicable emission factors and formulas found in the SCAQMD CEQA Handbook, Appendix to Chapter 9.

Scenario 1: Retail Full Build Out As shown in **Table 13: Estimated Daily Construction Emissions Before Mitigation, Full Build Out**, estimated daily construction emissions for Scenario 1: Retail Full Build-Out are anticipated to exceed the SCAQMD threshold for ROG

TABLE 13
ESTIMATED DAILY CONSTRUCTION EMISSIONS BEFORE MITIGATION, FULL BUILD OUT

Construction Phase	CO[1]	ROG[1]	NO_X[1]	SO_X[1]	PM_{10}[1]
SCAQMD Threshold	**550**	**75**	**100**	**150**	**150**
Scenario 1: Retail Full Build Out					
Demolition	23	3	42	2	108
Grading/Excavation	24	4	49	3	385
Foundation	36	5	59	4	56
Finishing	2	84	1	1	1
Maximum	*36*	*84*	*59*	*4*	*385*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*
Scenario 2: Office Full Build Out					
Demolition	23	3	42	2	108
Grading/Excavation	24	4	49	3	385
Foundation	37	5	60	4	56
Finishing	2	78	1	1	1
Maximum	*37*	*78*	*60*	*4*	*385*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*
Scenario 3: Retail/Residential Full Build Out					
Demolition	23	3	42	2	108
Grading/Excavation	24	4	49	3	385
Foundation	37	5	59	4	56
Finishing	2	89	1	1	1
Maximum	*37*	*89*	*59*	*4*	*385*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*
Scenario 4: Office/Residential Full Build Out					
Demolition	23	3	42	2	108
Grading/Excavation	24	4	49	3	385
Foundation	37	5	59	4	56
Finishing	2	83	1	1	1
Maximum	*37*	*83*	*55*	*4*	*385*
Exceed Threshold?	*No*	*Yes*	*No*	*No*	*Yes*

[1]Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

during the finishing phase and PM10 during the Grading/Excavation Phase. Therefore, the proposed full build out Project could result in significant impacts to air quality. However, with implementation of the proposed mitigation measures, including SCAQMD Rule 403, any impacts will be reduced to a less than significant impact.

Scenario 2: Office Full Build Out Construction impacts similar to Full Build-Out Construction Impacts, Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out Construction impacts similar to Full Build-Out Construction Impacts, Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Construction impacts similar to Full Build-Out Construction Impacts, Scenario 1: Retail Full Build Out.

MITIGATION MEASURES

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

Construction

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

- Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.

- Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

- Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.

- Haul truck routes shall be planned to avoid residential areas, schools, and parks.

- The proposed Project shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent.

- A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source.

- Any person in the South Coast Air Basin shall:

  (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or

  (B) take at least one of the actions listed from SCQAMD Rule 403 and:

    (i) prevent the track-out of bulk material onto public paved roadways and remove such material at any time track-out extends for a cumulative distance of greater than 50 feet on any paved public road during active operations; and

    (ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

Construction Impacts After Mitigation

Scenario 1: Retail Full Build Out As shown in **Table 14: Estimated Daily Construction Emission After Mitigation, Full Build Out**, with implementation of the proposed mitigation measures, the proposed development scenario at the Project Site and Add Area will result in a less than significant impact to air quality.

TABLE 14
ESTIMATED DAILY CONSTRUCTION EMISSIONS AFTER MITIGATION, FULL BUILD OUT

Construction Phase	CO[1]	ROG[1]	NO_X[1]	SO_X[1]	PM_{10}[1]
SCAQMD Threshold	**550**	**75**	**100**	**150**	**150**
Scenario 1: Retail Full Build Out					
Demolition	23	3	42	2	78
Grading/Excavation	24	4	49	3	149
Foundation	36	5	59	4	56
Finishing	2	21	1	1	1
Maximum	*36*	*21*	*59*	*4*	*149*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*
Scenario 2: Office Full Build Out					
Demolition	23	3	42	2	78
Grading/Excavation	24	4	49	3	149
Foundation	37	5	60	4	56
Finishing	2	22	1	1	1
Maximum	*37*	*22*	*60*	*4*	*149*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*
Scenario 3: Retail/Residential Full Build Out					
Demolition	23	3	42	2	78
Grading/Excavation	24	4	49	3	149
Foundation	37	5	59	4	56
Finishing	2	22	1	1	1
Maximum	*37*	*22*	*59*	*4*	*149*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*
Scenario 4: Office/Residential Full Build Out					
Demolition	23	3	42	2	78
Grading/Excavation	24	4	49	3	149
Foundation	37	5	59	4	56
Finishing	2	21	1	1	1
Maximum	*37*	*21*	*59*	*4*	*149*
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*

[1] Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

Scenario 2: Office Full Build Out Construction impacts after mitigation similar to Full Build Out, Impacts After Mitigation, Scenario 1: Retail Full Build-Out.

Scenario 3: Retail/Residential Full Build Out Construction impacts after mitigation similar to Full Build Out, Impacts After Mitigation, Scenario 1: Retail Full Build-Out.

Scenario 4: Office/Residential Full Build Out Construction impacts after mitigation similar to Full Build Out, Impacts After Mitigation, Scenario 1: Retail Full Build-Out.

Operational Phase Impacts

Regional Impacts

Scenario 1: Retail Full Build Out Long-term project emissions would be generated by stationary sources (natural gas, landscaping, and consumer products) and mobile sources (motor vehicles). Motor vehicles are the primary source of long-term project emissions.

Operational emissions were estimated using the CARB's URBEMIS 2001 operational emissions model, which considers the type of land use, vehicle mix, and average trip lengths. The results, shown in **Table 15: Daily Operational Emissions, Full Build Out**, indicate that development of the proposed Project at the Project Site and Add Area is anticipated to exceed the SCAQMD significance threshold for CO, ROG, and NO_x.

Scenario 2: Office Full Build Out See Operational Phase Impacts, Regional Impacts, Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out See Operational Phase Impacts, Regional Impacts, Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out See Operational Phase Impacts, Regional Impacts, Scenario 1: Retail Full Build Out.

Localized Impacts

Overall, CO concentrations are expected to be lower than existing conditions in 2005 due to stringent state and federal mandates for reducing vehicle emissions. Although traffic volumes would be higher in the future both with and without implementation of the Full Build-Out scenarios,[41] Carbon Monoxide emissions from vehicles are expected to be much lower due to technological advances in vehicle emissions systems, as well as turnover in the vehicle fleet. In

[41] See Traffic Impact Study, Krausz Property Project (Linscott, Law & Greenspan, August 1, 2002).

TABLE 15
DAILY OPERATIONAL EMISSIONS, FULL BUILD OUT

Pollutants	CO[2]	ROG[2]	NO_X[2]	SO_X[2]	PM_{10}[2]
SCAQMD Threshold	**550.0**	**55.0**	**55.0**	**150.0**	**150.0**
Scenario 1: Retail Full Build-Out					
Stationary Source[1]	1.0	25.5	5.6	0	0.01
Mobile Source	1,603.9	133.2	174.5	1.3	79.4
Total Emissions	*1,604.9*	*158.7*	*180.1*	*1.3*	*79.4*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 2: Office Full Build-Out					
Stationary Source[1]	2.9	25.8	10.5	0	0.01
Mobile Source	1,290.8	121.0	135.7	1.1	63.3
Total Emissions	*1,293.5*	*146.8*	*146.2*	*1.1*	*63.3*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 3: Retail/Residential Full Build-Out					
Stationary Source[1]	2.4	45.3	7.3	0	0.01
Mobile Source	1,537.2	128.4	165.9	1.3	75.7
Total Emissions	*1,539.6*	*173.7*	*173.2*	*1.3*	*75.7*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 4: Office/Residential Full Build-Out					
Stationary Source[1]	3.9	45.5	10.9	0	0.01
Mobile Source	1,224.2	117.3	128.1	1.0	45.8
Total Emissions	*1,228.1*	*162.8*	*139.0*	*1.0*	*45.8*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*

[1]Stationary sources include natural gas, landscaping, and consumer products.
[2]Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

other words, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.

The USEPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations for year 2005 No Project conditions, as well as for all four of the Full Build Out scenarios. Carbon Monoxide concentrations at the 24 study intersections are shown in **Table 16: 2005 Carbon Monoxide Concentrations, Full Build-Out**. Carbon Monoxide concentrations at the study intersections are discussed below.

TABLE 16
2005 CARBON MONOXIDE (CO) CONCENTRATIONS FULL BUILD OUT (PARTS PER MILLION)[1]

Intersection	1-Hour						8-Hour					
	Existing	No Project	Scen. 1	Scen. 2	Scen. 3	Scen. 4	Existing	No Project	Scen. 1	Scen. 2	Scen. 3	Scen. 4
De Soto Ave & Plummer St	12.6	10.2	10.3	10.3	10.3	10.3	8.8	7.1	7.2	7.2	7.2	7.2
De Soto Ave & Nordhoff St	12.6	10.0	10.1	10.1	10.1	10.1	8.8	7.0	7.1	7.1	7.1	7.1
Winnetka Ave & Nordhoff	12.5	9.8	9.8	9.9	9.8	9.9	8.8	6.8	6.8	6.9	6.8	6.9
Winnetka Ave & Parthenia	12.4	9.8	9.9	9.9	9.8	9.9	8.7	6.9	6.9	6.9	6.9	6.9
Winnetka Ave & Roscoe	12.3	9.9	9.9	10.0	9.9	10.0	8.6	6.9	6.9	7.0	6.9	7.0
Winnetka Ave & Victory	12.8	10.3	10.3	10.3	10.3	10.3	**9.0**	7.2	7.2	7.2	7.2	7.2
Corbin Ave & Devonshire	12.0	9.6	9.9	10.0	9.9	10.0	8.4	6.7	6.9	7.0	6.9	7.0
Corbin Ave & Lassen St	12.1	10.0	9.8	10.1	9.8	10.0	8.5	7.0	6.8	7.1	6.8	7.0
Corbin Ave & Plummer St	12.1	9.7	9.9	10.0	9.9	10.0	8.5	6.8	6.9	7.0	6.9	7.0
Corbin Ave & Prairie St	11.5	9.3	9.5	9.4	9.3	9.3	8.1	6.5	6.6	6.6	6.5	6.5
Corbin Ave & Nordhoff	12.0	9.6	9.8	9.7	9.8	9.8	8.4	6.7	6.9	6.8	6.9	6.9
Corbin Ave & Nordhoff	12.9	10.5	10.9	10.8	10.8	10.8	**9.0**	7.3	7.6	7.6	7.6	7.6
Corbin Ave & Parthenia St	12.2	9.8	9.7	9.8	9.7	9.8	8.5	6.8	6.8	6.8	6.8	6.8
Corbin Ave & Saticoy St	12.2	9.7	9.7	9.7	9.7	9.7	8.5	6.8	6.8	6.8	6.8	6.8
Tampa Ave & Devonshire	12.3	9.7	9.8	9.9	9.7	9.8	8.6	6.8	6.9	6.9	6.8	6.9
Tampa Ave & Lassen St	12.5	10.0	10.0	10.0	10.0	9.9	8.8	7.0	7.0	7.0	7.0	7.0
Tampa Ave & Plummer St	12.2	10.0	10.0	9.9	10.0	9.9	8.5	7.0	7.0	7.0	7.0	7.0
Tampa Ave & Nordhoff St	12.1	9.8	9.9	9.9	9.9	9.9	8.5	6.9	6.9	6.9	6.9	6.9
Tampa Ave & Roscoe Blvd	12.1	9.5	9.5	9.6	9.5	9.6	8.5	6.6	6.6	6.7	6.6	6.7
Tampa Ave & Saticoy St	12.2	9.6	9.7	9.7	9.7	9.7	8.5	6.7	6.8	6.8	6.8	6.8
Reseda Blvd & Plummer St	13.1	10.4	10.4	10.4	10.4	10.4	**9.2**	7.3	7.3	7.3	7.3	7.3
Reseda Blvd & Nordhoff St	12.2	9.7	9.7	9.7	9.7	9.7	8.5	6.8	6.8	6.8	6.8	6.8
Reseda Blvd & Victory	13.3	10.1	10.1	10.1	10.1	10.1	**9.3**	7.1	7.1	7.1	7.1	7.1
Zelzah Ave & Nordhoff St	12.6	9.9	10.1	10.2	10.0	10.2	8.8	6.9	7.1	7.1	7.0	7.1
State Standard	**20.0**						**9.0**					

Note:Bold numbers indicate exceedance in the State standard.
[1]All concentrations include year 2005 one- and eight-hour ambient concentrations of 6.9 ppm and 4.8 ppm, respectively.
SOURCE: Terry A. Hayes Associates LLC.

Scenario 1: Retail Full Build Out As indicated in **Table 16: 2005 Carbon Monoxide Concentrations, Full Build Out**, the State one- and eight-hour standards for CO of 20.0 ppm and 9.0 ppm, respectively, would not be exceeded at worst-case sidewalk receptor locations for the 24 study intersections. Thus, a less than significant impact is anticipated.

Scenario 2: Office Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

MITIGATION MEASURES

Operational

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

- A person conducting active operations within the boundaries of the South Coast Air Basin shall utilize one or more of the applicable best available control measures to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation.

- Any person in the South Coast Air Basin shall:

  (A) prevent or remove within one hour the track-out of bulk material onto public paved roadways as a result of their operations; or

  (B) take at least one of the actions listed from SCQAMD Rule 403 and:

  (i) prevent the track-out of bulk material onto public paved roadways as a result of their operations and remove such material at anytime track-out extends for a cumulative distance of greater than 50 feet on to any paved public road during active operations; and

(ii) remove all visible roadway dust tracked-out upon public paved roadways as a result of active operations at the conclusion of each work day when active operations cease.

- The proposed Project shall include bicycle parking facilities, such as bicycle lockers and racks.

Operational Impacts After Mitigation

Scenario 1: Retail Full Build Out **Table 17: Daily Operational Emissions with Mitigation, Full Build Out** shows daily operational emissions after implementation of mitigation of mitigation measures. Implementation of mitigation measures would reduce vehicle trips in the project area. The reduction in vehicle trips would reduce CO, ROG, NO_X, and PM_{10} emissions. However, the proposed Project at the Project Site and Add Area would still exceed the SCAQMD significance threshold for CO, ROG, and NO_X. This impact is considered significant and unavoidable.

Scenario 2: Office Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

CONSISTENCY WITH THE AIR QUALITY MANAGEMENT PLAN

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

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

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

TABLE 17
DAILY OPERATIONAL EMISSIONS WITH MITIGATION, FULL BUILD OUT

Pollutants	CO[2]	ROG[2]	NO_X[2]	SO_X[2]	PM_{10}[2]
SCAQMD Threshold	**550.0**	**55.0**	**55.0**	**150.0**	**150.0**
Scenario 1: Retail Full Build-Out					
Stationary Source[1]	1.0	25.5	5.6	0	0.01
Mobile Source	1,594.3	132.4	173.5	1.3	78.9
Total Emissions	*1595.3*	*157.9*	*179.1*	*1.3*	*78.9*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 2: Office Full Build-Out					
Stationary Source[1]	2.9	25.8	10.5	0	0.01
Mobile Source	1,283.0	120.2	134.9	1.1	63.0
Total Emissions	*1,285.9*	*146.0*	*145.4*	*1.1*	*63.0*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 3: Retail/Residential Full Build-Out					
Stationary Source[1]	2.4	45.3	7.3	0	0.01
Mobile Source	1,528.0	127.7	164.9	1.2	75.2
Total Emissions	*1,530.4*	*173.0*	*172.2*	*1.2*	*75.2*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*
Scenario 4: Office/Residential Full Build-Out					
Stationary Source[1]	3.9	45.5	10.9	0	0.01
Mobile Source	1,216.9	116.6	127.3	1.0	59.4
Total Emissions	*1,220.8*	*162.1*	*138.2*	*1.0*	*59.4*
Exceed SCAQMD Threshold?	*Yes*	*Yes*	*Yes*	*No*	*No*

[1]Stationary sources include natural gas, landscaping, and consumer products.
[2]Pounds per day.
SOURCE: Terry A. Hayes Associates LLC.

Project Site and Add Area Development (Full Build Out)

Scenario 1: Retail Full Build Out

Consistency Criterion No. 1 The violations that Consistency Criterion No. 1 refers to are the CAAQS. The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur since it is most directly related to automobile traffic. The CO hotspot analysis indicates that the proposed Project scenario would not exacerbate

existing violations of the State CO concentration standard and no significant adverse impacts are anticipated. Therefore, the proposed Project scenario complies with Consistency Criterion 1.

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

As indicated in **Section IV. I: Population and Housing** and **Section IV. J: Employment**,[42] Scenario 1: Retail Full Build Out would not exceed the City of Los Angeles General Plan or SCAG growth projections for population, housing, and employment. Thus, Scenario 1: Retail Full Build Out is considered consistent with the growth assumptions in the AQMP and complies with Consistency Criterion No. 2.

As discussed, Scenario 1: Retail Full Build Out complies with Consistency Criterion No. 1 and Consistency Criterion No. 2. Therefore, the proposed Project scenario is considered consistent with the AQMP.

Scenario 2: Office Full Build Out See Consistency with the AQMP, Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out See Consistency with the AQMP, Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out See Consistency with the AQMP, Scenario 1: Retail Full Build Out.

CUMULATIVE IMPACTS

Related Projects

Related projects may contribute to a potentially significant impact on air quality in the project area. **Table 18: Cumulative Project Operational Impact Analysis, Full Build Out** identifies the criteria pollutant emissions for related projects in the area.

[42] If the number of housing units generated by Scenario 1: Retail Full Build-Out is combined with housing units generated by related projects in the area and existing conditions, the total number of housing units would exceed year 2005 housing projections. However, the AQMP consistency criteria pertain to impacts associated with the proposed Project rather than impacts of the proposed Project combined with other projects in the area.

TABLE 18
CUMULATIVE PROJECT OPERATIONAL IMPACT ANALYSIS, FULL BUILD OUT

Project	Operational Emissions (pounds per day)				
	CO	ROG	NO_X	SO_X	PM_{10}
Courthouse	806.5	63.6	86.3	0.5	39.8
Shopping Center	206.4	16.2	22.5	0.1	10.2
Drug Store[1]	(23.8)	(2.1)	(2.7)	(0.01)	(1.1)
Church, Senior Residential Facility, Nursery School	50.8	9.0	5.7	0.03	2.4
Porter Ranch	17,530.7	1,417.3	1,890.5	11.2	867.8
Deer Lake Ranch	781.0	91.4	85.8	0.7	37.3
LAUSD	187.6	32.8	20.0	0.1	9.2
Office	196.6	15.6	21.1	0.1	9.6
Scenario 1: Retail Full Build-Out	1,604.9	158.7	180.1	1.3	79.4
Scenario 2: Office Full Build-Out	1,293.7	146.8	146.1	1.1	63.4
Scenario 3: Retail/Residential Full Build-Out	1,539.6	173.7	173.1	1.3	75.7
Scenario 4: Office/Residential Full Build-Out	1,228.1	162.9	138.9	1.0	59.8
Scenario 1: Retail Full Build-Out Total Emissions	21,340.7	1,802.5	2,309.3	14.0	1,054.6
Scenario 1: Retail Full Build-Out - Percent of Total	7.5%	8.8%	7.8%	9.3%	7.5%
Scenario 2: Office Full Build-Out Total Emissions	21,029.5	1,790.6	2,275.3	13.8	1,038.6
Scenario 2: Office Full Build-Out - Percent of Total	6.2%	8.2%	6.4%	8.0%	6.1%
Scenario 3: Retail/Residential Full Build-Out Total Emissions	21,275.4	1,817.5	2,302.3	14.0	1,050.9
Scenario 3: Retail/Residential Full Build-Out - Percent of Total	7.2%	9.6%	7.5%	9.3%	7.2%
Scenario 4: Office/Residential Full Build-Out Total Emissions	20,963.9	1,806.7	2,268.1	13.7	1,035.0
Scenario 4: Office/Residential Full Build-Out - Percent of Total	5.9%	9.0%	6.1%	7.3%	5.8%
Cumulative SCAQMD Thresholds[2]	4,950.0	495.0	495.0	1,350.0	1,350.0
Scenario 1: Retail Full Build-Out Cumulative Project - Percent of Threshold	431.1%	364.1%	466.5%	1.0%	78.1%
Scenario 2: Office Full Build-Out Cumulative Project - Percent of Threshold	424.8%	361.7%	459.7%	1.0%	76.9%
Scenario 3: Retail/Residential Full Build-Out Cumulative Project - Percent of Threshold	429.8%	367.2%	465.1%	1.0%	77.8%
Scenario 4: Office/Residential Full Build-Out Cumulative Project - Percent of Threshold	423.5%	365.0%	458.2%	1.0%	76.7%

[1]Operational emissions for the related project would be less than operational emissions for existing use.
[2]Individual project threshold multiplied by the number of individual projects.
SOURCE: Terry A. Hayes Associates LLC.

Proposed Project, Add Area, and Related Projects

Using the SCAQMD daily emissions thresholds for individual development projects, cumulative emissions thresholds were calculated to establish a baseline from which to evaluate cumulative project emissions. **Table 18: Cumulative Project Operational Impact Analysis, Full Build Out** shows the criteria pollutant emissions for related projects, as well as the proposed full buildout Project scenarios.

Scenario 1: Retail Full Build Out As indicated in **Table 18: Cumulative Project Operational Impact Analysis, Full Build Out**, related projects and Scenario 1: Retail Full Build Out are anticipated to exceed the cumulative SCAQMD operational emissions threshold for CO, ROG, and NO_X. Since the proposed Project at the Project Site, Add Area, and related projects would exceed the cumulative SCAQMD emissions thresholds, it is anticipated that Scenario 1: Retail Full Build-Out would result in a significant cumulative impact to air quality.

Scenario 2: Office Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Operational impacts similar to Scenario 1: Retail Full Build Out.

LEVEL OF IMPACT AFTER MITIGATION

Incorporation of the proposed mitigation measures will reduce significant impacts to air quality to the extent possible. However, as indicated previously, after mitigation, implementation of the proposed full buildout Project will result in an exceedance of the cumulative SCAQMD emissions threshold during operational activities for CO, ROG, and NO_X. These impacts are considered significant and unavoidable.

C. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

Project Site

The Project Site is square-shaped, consisting of approximately 35.5 acres, located in an urban, built-out portion of the western San Fernando Valley. The Project Site is bounded by Prairie Street to the north, Corbin Avenue to the west, Nordhoff Street to the south, and Shirley Avenue to the east. The Site is developed with an approximately 310,000-square-foot building used for research and development, a maintenance building, a machine shop, a storage facility, and associated surface parking. Approximately 20 percent of the entire property is covered by landscaping, trees, or other non-paved surfaces. Approximately 40 percent of the Project Site is covered with surface parking lots and other paved areas, and approximately 40 percent is covered by buildings on the Site.

The community surrounding the Project Site is urban in nature and currently developed. Land uses in the area are primarily commercial and industrial. There are no lands designated for agricultural use or open space located adjacent to the Project Site. According to the Chatsworth - Porter Ranch Community Plan, in which the Project Site is located, the closest designated open space is located approximately 1.0 miles southwest of the Site. However, the closest designated open space is located within the Northridge Community Plan, approximately 0.7 miles southeast of the Site. The Los Angeles Citywide General Plan Framework has not identified the Project Site or adjacent properties as Biological Resource Areas. The closest Biological Resource Area designated by the Framework EIR is located approximately 1.7 miles north of the Project Site and is part of the Limekiln Canyon Park. Due to the urban and developed nature of the Project Site, there are no known or identified significant biological resources on the Site.

In addition to Biological Resource Areas, the Los Angeles Citywide General Plan Framework EIR has identified a number of Significant Ecological Areas (SEAs) throughout the City. Lands identified as Significant Ecological Areas are thought or known to host significant ecological and biological resources such as threatened and endangered species of plants and wildlife and their associated habitat. Additionally, these areas are used for the movement of wildlife. The General Plan Framework EIR identifies the following Significant Ecological Areas (SEA) in the Northwest Valley Planning Subregion:

Chatsworth Reservoir Significant Ecological Area

The Chatsworth Reservoir, owned by the City of Los Angeles DWP, abuts the foot of the Simi Hills in the western San Fernando Valley. The Chatsworth Reservoir is one of five areas in the San Fernando Valley that is used regularly by wintering Canadian geese. Many-stemmed dudleya have been sighted in rocky areas on the south side of the reservoir.[43] The Chatsworth Reservoir SEA is located approximately 2.8 miles west of the Project Site.

Proposed Santa Susana Mountains/Simi Hills Significant Ecological Area

The proposed Santa Susana Mountains/Simi Hills Significant Ecological Area (SEA) is located northwest of the San Fernando Valley within unincorporated areas of Los Angeles County and an incorporated area of the City of Los Angeles west of Chatsworth. This SEA covers approximately 26,795 acres, 3,370 acres of which is within the City of Los Angeles, and includes a variety of topographic features. Several blue-line streams occur within these canyons, as well as many natural springs. The majority of the land is natural open space with very sparse disturbances from ranches, oil wells, and unimproved access roads.

Proposed Santa Monica Mountains Significant Ecological Area

The proposed Santa Monica Mountains SEA is located within the Santa Monica Mountains in a mostly unincorporated area of Los Angeles County. In addition to the County jurisdiction, the SEA is also located within portions of the Cities of Malibu, Los Angeles, Calabasas, Agoura Hills, Hidden Hills, and Westlake Village. The proposed Santa Monica Mountains SEA covers 99,431 acres and includes most of the Santa Monica Mountains Range. The majority of the proposed SEA consists of undisturbed open space with scattered rural residential communities and a few high density residential developments.

Plant Life

Due to the urban nature of the Project Site and vicinity, vegetation on the Project Site is limited to landscaped grassy areas, street trees, and a small stand of trees. Larger, contiguous landscaped areas are located along the north side of Nordhoff Street, in front of the main building on the Project Site. Approximately two hundred twenty trees are located across the Project Site. There are no oak trees located on the Project Site that would be addressed by the City of Los Angeles Oak Tree Ordinance.

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[43] Los Angeles Citywide General Plan Framework EIR, Page 2.18-7.

Trees are located along the street frontage in various locations:

- Approximately 350 feet southward from Teledyne Way along Corbin Avenue,
- Along Shirley Avenue northward from Nordhoff Street to Prairie Street,
- Along Teledyne Way approximately 700 feet westward from Shirley Avenue, and
- Along Prairie Street approximately 350 feet westward from Shirley Avenue.

The remaining portions of the Site are currently improved with either pavement or buildings and do not support plant life. The USGS Map - Canoga Park Quadrangle does not identify any blue line streams on the Site that might support plant habitat on the Project Site. The nearest blue line stream is the Limekiln Canyon Wash, approximately .15 miles west of the Project Site.

Wildlife

The City of Los Angeles Citywide General Plan Framework EIR has identified the project area as urbanized and does not identify the Project Site or the vicinity as a Biological Resource Area. As identified by the Framework EIR, the closest Biological Resource Area is part of the Limekiln Canyon Park, located approximately 1.7 miles north of the Project Site. The closest Significant Ecological Area is the Chatsworth Reservoir located approximately 3.1 miles west of the Project Site.

Due to the urban nature of the Project Site and vicinity, wildlife communities and associated habitats are not found on or adjacent to the Project Site.

Add Area

The Add Area is located in an urban, built-out portion of the western San Fernando Valley. The Add Area is bounded by commercial properties that front Plummer Street to the north, Corbin Avenue to the west, Prairie Street to the south, and Shirley Avenue to the east. The Add Area is improved with one- and two-story commercial and industrial buildings, associated parking, and other paved areas. Almost 100 percent of the Add Area is covered with pavement or other impervious surface. Trees within the Add Area are located along the western side of Shirley Avenue north of the intersection with Prairie Street and along the eastern side of the Melvin Avenue cul-de-sac.

The community surrounding the Add Area is urban in nature and currently developed. Land uses in the area are primarily commercial and industrial. There are no lands designated for agricultural use or open space located adjacent to the Add Area. According to the Chatsworth - Porter Ranch Community Plan, in which the Add Area is located, the closest designated open space is located approximately 1.0 miles southwest of the Add Area. However, the closest designated open space to the Add Area is within the Northridge Community Plan, located approximately .7 miles to the southeast.

Review of the USGS Canoga Park Quadrangle map and historic aerial photographs indicates that the Add Area has been developed in the current configuration since at least 1989. Due to the urban and developed nature of the Add Area, there are no known or identified significant biological resources on the Site. The Los Angeles Citywide General Plan Framework has not identified the Add Area or adjacent properties as a Biological Resource Area. The closest Biological Resource Area designated by the Framework EIR is part of Limekiln Canyon Park, approximately 1.7 miles north of the Add Area.

In addition to Biological Resource Areas, the Los Angeles Citywide General Plan Framework EIR has also identified Significant Ecological Areas (SEAs) throughout the City. Lands identified as significant ecological areas are thought or known to host significant ecological and biological resources such as threatened and endangered species and associated habitat. The General Plan Framework EIR identifies various Significant Ecological Areas (SEA) in the Northwest Valley Planning Subregion. Due to the proximity of the Add Area to the Project Site, SEAs within the sphere of influence of the Add Area are the same as those identified above for the Project Site.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant effect on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the changes for long-term survival of a sensitive species.

ENVIRONMENTAL IMPACTS

Project Site

The Project Site has been developed with the existing buildings since at least 1968. Due to the existing urban development on and around the Site, the amount of impervious surface at the Site, and the length of time that these conditions have existed, there are no known or identified significant biological resources, including endangered or threatened species, on the Site. Additionally, the City of Los Angeles Citywide General Plan Framework EIR does not identify the Project Site as a Biological Resource Area which are commonly known for providing habitat for threatened or endangered species. The Project Site is not located within an existing or proposed Significant Ecological Area (SEA). Therefore, the proposed Project at the Project Site will result in a less than significant impact to biological resources due to conflicts with local environmental plans or the loss or destruction of listed, endangered, threatened, rare, protected, candidate, or sensitive species or their habitats. Further, the proposed Project at the Project Site will not interfere with the movement of wildlife.

There are no wetlands that have been identified on the Project Site. Therefore, alteration of an existing wetland habitat will not occur.

The potential development scenarios may relocate or remove a small stand of trees located at the southwestern corner of the Project Site, near the intersection of Nordhoff Street and Corbin Avenue. Additionally, trees located along street frontages of the Project Site and in the visitor parking lot may be altered or removed as a result of the proposed development. Mature pine trees located on the north side of Nordhoff Street in front of the existing main building may be relocated or removed as a result of the proposed Project. The removal of trees as well as some grassy, landscaped areas on the Project Site may result in a significant impact to biological resources. However, the applicant has posted a bond with the DPW, Bureau of Street Maintenance, Street Tree Division for the installation of approximately 100 street trees at the Project Site. Further, with the incorporation of the proposed mitigation measure, any significant impacts to biological resources will be reduced to a less than significant level. Therefore, the proposed Project at the Project Site will result in a less than significant impact to biological resources as a result of the loss of trees, open space or agricultural lands.

Add Area

The City of Los Angeles Citywide General Plan Framework EIR does not identify the Add Area as a Biological Resource Area. The Add Area is not located within an existing or proposed Significant Ecological Area (SEA). Further, due to the existing urban development on and around the Add Area and the nearly one hundred percent imperviousness of the Add Area, there are no known or identified significant biological resources, including endangered or threatened species, on the Add Area properties. Therefore, the development scenarios analyzed for the Add

Area will result in a less than significant impact to biological resources due to conflict with a local environmental plan or the loss or destruction of listed, endangered, threatened, rare, protected, candidate, or sensitive species or their habitats. Further, the development scenarios analyzed for the Add Area will not result in interference with the movement of wildlife.

There are no identified wetlands within the Add Area properties. Therefore, alteration of an existing wetland habitat will not occur.

Although the Add Area can be considered approximately one hundred percent impervious, some trees are located along the western side of Shirley Avenue north of the intersection with Prairie Street. Removal of these trees could result in a significant impact on biological resources. However, with the incorporation of the proposed mitigation measure, development scenarios analyzed for the Add Area will result in a less than significant impact to biological resources as a result of the loss of trees, open space or agricultural lands.

MITIGATION MEASURES

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects identified, with the exception of Porter Ranch and Deer Lake Ranch, are located within previously developed, urban areas that do not have significant biological resources. Each of the related Project Sites are independent of the Project Site and Add Area and would not share biological resources with the project that could be considered significant. The alteration, relocation, or removal of biological resources at a particular related Project Site may result in a significant impact on biological resources. However, biological resources must be identified and mitigated on a project-specific basis. Therefore, related projects will result in a less than significant impact to biological resources.

Proposed Project, Add Area, and Related Projects

Due to the developed, urban nature of the area within which the Project Site and Add Area are located, a significant impact to biological resources is not anticipated as a result of new development at either the Project Site or Add Area. Further, related Project Sites would not share potentially significant biological resources with the Project Site or Add Area and any potential impacts must be identified and mitigated on a project-specific basis. Therefore, a significant cumulative impact on biological resources is not anticipated.

D. GEOLOGIC HAZARDS

An evaluation of geologic and soil conditions at the Project Site was prepared for the Master Environmental Impact Report by Law/Crandall, Inc on June 7, 2002. This report is attached in full in **Appendix C** of the Technical Appendices. Findings from this evaluation were utilized in the preparation of this section.

ENVIRONMENTAL SETTING

Project Site

The Project Site is located in the northwestern portion of the San Fernando Valley. The San Fernando Valley is an elliptical, alluvium-filled basin, approximately 23 miles wide and 12 miles long, formed by deposition from streams and rivers that have transported sediments from the surrounding upland areas. The alluvium is mainly derived from the Santa Monica Mountains to the south, the Santa Susana Mountains to the northwest, the Simi Hills to the west, the San Gabriel Mountains to the northeast, and the Verdugo Mountains to the east.

Regionally, the Project Site is located in the Transverse Ranges geomorphic province. This province is characterized by east-west trending geologic structures that include the Santa Monica Mountains and the active San Fernando fault zone. The trend of the San Fernando Valley reflects the overall trend of the Transverse Ranges, where major structural features exhibit an east-west orientation in contrast to the northwest-southeast trend that dominates in the rest of California. The San Fernando Valley is an area of compression between the San Gabriel Mountains on the northeast and the Santa Monica Mountains on the south.

The relationship of the Project Site to local geologic features is depicted in **Figure 15: Geologic Map,** and the surface faults in the vicinity of the Project Site are shown in **Figure 16: Regional Faults**. **Figure 17: Regional Seismicity** shows the locations of major faults and earthquake epicenters in Southern California.

Geologic Materials

Law/Crandall previously drilled five borings at the Project Site in 1965 and 27 borings at the Project Site in 1965 and 1966 in connection with construction of the existing building, to a maximum depth of 41.5 feet below the existing ground surface. Additionally, Law/Crandall drilled over 52 borings on the adjacent property to the east in 1969, to a maximum depth of 71 feet as part of a prior geotechnical investigation for the existing Northridge Fashion Center. The Project Site is predominantly underlain by Holocene-age alluvial fan deposits. As encountered in previous borings, the upper 35 feet of alluvial materials consists of predominantly alternating layers of silty sand and sandy silt with localized layers of gravelly sand and cobbles (up to 7 inches maximum dimension). Locally, clayey silt is present in the upper 12 feet. Below a depth

Figure 15: Geologic Map

Figure 16: Regional Faults

Figure 17: Regional Seismicity

of 35 feet, the alluvial materials consist predominantly of alternating layers of clayey silt and silty clay. The Holocene-age alluvial materials and the underlying Pleistocene-age materials are approximately 750 feet thick and are underlain by Tertiary-age sedimentary rocks.

Groundwater

According to the County of Los Angeles DPW, the nearest groundwater monitoring well is Well No. 4735B, located approximately .4 miles west of the Project Site. Groundwater level information is available for this well for the 1956 to 2001 monitoring period. The highest groundwater level recorded in this well for the referenced monitoring period was in 1957 at a depth of 56.4 feet. Since the 1960s, groundwater levels have steadily declined in this well. The lowest groundwater level recorded in this well was a depth of 86 feet in 1996. The most recent water level measurement in this well indicates a depth to groundwater of about 84 feet and a corresponding groundwater elevation of approximately 789 feet on April 20, 2001. Based on a Site elevation of approximately 830 to 855 feet, the corresponding depth to groundwater beneath the Site is estimated between approximately 41 to 66 feet.

Groundwater was encountered during borings previously drilled at the Project Site in 1965 and 1966 at depths of 34.5 to 38.5 feet. Groundwater was encountered in borings drilled on the adjacent site to the east (Northridge Fashion Center site) in 1969 at depths of 37 to 54 feet. Groundwater levels were deeper in the northern portion of the Northridge Fashion Center site.

Based on historic records of water levels at the Site, groundwater beneath the Site can fluctuate, both seasonally and annually. Groundwater level fluctuation is the result of the amount of precipitation received in an area as well as management practices at groundwater recharge areas. Although water levels have been known to have steadily declined in the area since the 1960s, water levels could reach historic highs in the future. Based on historic groundwater levels as recorded in borings at the Project Site and in nearby wells, there is a potential for shallow groundwater to have an adverse impact on the proposed development.

The closest groundwater recharge area to the Project Site is the Tujunga Spreading Grounds. Recharge of groundwater by spreading is accomplished by diverting native water sources (primarily stormwater runoff) from the Tujunga Wash into the San Fernando Basin. This water then percolates into the groundwater aquifer and replenishes groundwater basins. During the 1999-2000 water year (October 1 to September 30), 2,684 acre-feet of water were spread at the Tujunga Spreading Grounds.[44]

[44] Upper Los Angeles River Area Watermaster, *ULARA Watermaster Report: 2000-2001 Water Year, Section2-Water Supply, Operations, and Hydrologic Conditions*. May 2002.

Although groundwater management practices at groundwater recharge areas have the potential to alter water levels, groundwater levels basin-wide are not expected to rise above historically high levels.[45] Based on current pumping and recharge activities, groundwater levels in the area of the Project Site are unlikely to reach historically high water levels in the foreseeable future.[46]

Fault Rupture

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Division of Mines and Geology (CDMG) for the Alquist-Priolo Earthquake Fault Zoning Program. By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (last 1.6 million years). Inactive faults have not moved in the last 1.6 million years. A list of nearby active faults and the distance in miles between the Site and the nearest point on the fault, the maximum magnitude, and the slip rate for the fault is given in **Table 19: Active Faults in Southern California**.

Active Faults

San Fernando Fault Zone

The San Fernando fault zone comprises one of a number of left lateral/reverse frontal faults bounding the southern margin of the Santa Susana Mountains and the portion of the San Gabriel Mountains west of Big Tujunga Canyon. An earthquake of magnitude 6.6 originated along this fault zone on February 9, 1971. Surface rupture occurred along the Tujunga, Sylmar, and Mission Wells segments of the San Fernando fault zone during this earthquake.

Simi-Santa Rosa Fault Zone

The active Simi fault of the Simi-Santa Rosa fault zone is located approximately 8.2 miles northwest of the Project Site. The Simi-Santa Rosa fault zone is a reverse/oblique fault system that extends over 31 miles across Ventura County from the northeastern end of Simi Valley westward to the Camarillo Hills on the east margin of the Oxnard Plain. The fault zone consists of a series of north-dipping reverse or oblique slip faults within the hanging-wall of the Oak Ridge fault system. The principal faults of the Simi-Santa Rosa fault zone, from east to west, include the Simi fault in the Simi and Tierra Rejada valleys, the Santa Rosa fault in the Santa Rosa Valley, and the Springville and Camarillo faults in the Camarillo Hills area.

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[45] The historic high water level in the area occurred in 1944 when water levels were reportedly 35 to 40 feet below the ground surface.

[46] Phone conversation between Mark Mackowski of the Upper Los Angeles River Area Watermaster and Carrie Riordan of Planning Associates, Inc. May 1, 2002.

TABLE 19
ACTIVE FAULTS IN SOUTHERN CALIFORNIA

Fault	Maximum Magnitude	Slip Rate (mm/yr)	Distance from Site (miles)	Direction from Site
Northridge Thrust	6.9 RO	1.5	0	–
San Fernando	6.7 RO	2.0	2.1	N
Simi-Santa Rosa	6.7 RO	1.0	8.2	NW
Verdugo	6.7 RO	0.5	8.4	E
San Gabriel	7.0 SS	1.0	11	NE
Hollywood	6.4 RO	1.0	13	SE
Santa Monica	6.6 RO	1.0	13.5	SSE
Malibu Coast	6.7 RO	0.3	14	S
Oak Ridge	6.9 RO	4.0	15	NW
Sierra Madre	7.0 RO	3.0	15	E
Newport-Inglewood Zone	6.9 SS	1.0	17	SSE
San Cayetano	6.8 RO	6.0	17.5	NW
Anacapa-Dume	7.3 RO	3.0	18	SSW
Palos Verdes	7.1 SS	3.0	20	S
Raymond	6.5 RO	0.5	21	ESE
Compton-Los Alamitos Thrust	6.8 RO	1.5	22	SE
Elysian Park Thrust	6.7 RO	1.5	25	SE
San Andreas (Southern segment)	7.4 SS	24.0	29	NE
Whittier	6.8 SS	2.5	33	SE
Ventura -Pitas Point	6.8 RO	1.0	37	W
Red Mountain	6.8 RO	2.0	43	W
Cucamonga	7.0 RO	5.0	47	ESE
Elsinore (Glen Ivy Segment)	6.8 SS	5.0	58	SE

SS: Strike Slip; NO: Normal Oblique; RO: Reverse Oblique
SOURCE: Law/Crandall. *Report of Geotechnical Evaluation for Proposed Corbin-Nordhoff Project*, June 7, 2002.

The Simi fault forms the linear mountain front along the north margin of the Simi and Tierra Rejada valleys. The overall north-side up sense of slip is greater than 5,300 feet in the Tierra Rejada Hills west of Simi Valley. The fault exhibits strong geomorphic evidence of Quaternary deformation in the western Simi Valley, where more than 500 feet of Pleistocene and younger alluvium fills an east-west trending, down-dropped bedrock trough. Recent studies of the Simi

fault at Arroyo Simi, have documented Holocene faulting and slickensides on the near vertical fault plane that revealed a significant lateral component of slip, suggesting that the fault has an overall left-lateral, reverse sense of slip. The timing of the most recent surface rupturing event at the Arroyo Simi site is constrained between faulted clay deposits yielding a calibrated radiocarbon age of 7,666±50 years BP (before present) and overlying unfaulted colluvial deposits yielding a calibrated radiocarbon age of 1,205±80 years BP. The California Division of Mines and Geology considers the Simi fault to be active and have established an Alquist-Priolo Earthquake Fault Zone for the Simi fault.

Verdugo Fault

The Verdugo fault is located approximately 8.4 miles east of the Project Site. The Verdugo fault is a part of the larger Verdugo fault zone that also includes the San Rafael fault and the Eagle Rock fault. The most recent documented activity along this fault occurs in the Holocene-age alluvial deposits along the western flank of the Verdugo Mountains in the Burbank area. An Alquist-Priolo Earthquak Fault Zone has not been established for the Verdugo fault. However, a fault rupture hazard zone has been designated by the City of Burbank for the Verdugo fault. For planning purposes, the Verdugo fault should be considered active.

San Gabriel Fault Zone

The San Gabriel fault zone is located about 11 miles northeast of the Project Site. The fault zone has an accurate pattern that is convex to the southwest. The fault has a total length of about 80 miles. Estimates of right lateral separation along the fault zone vary from as little as about 2 to 5 miles to greater than 31 miles. Numerous geomorphic indicators such as deflected drainages and scarps along the fault zone indicate relatively recent movement. Offset of Holocene units has been demonstrated in the Saugus area. Subsequently, the Saugus-Newhall segment of the San Gabriel fault zone is included within an Alquist-Priolo Earthquake Fault Zone.

San Andreas Fault Zone

The active San Andreas fault zone is located about 29 miles northeast of the Project Site. This fault zone, California's most prominent, trends generally northwest for almost the entire length of the state. The southern segment, closest to the site, is approximately 280 miles long and extends from the Mexican border to the Transverse Ranges west of Tejon Pass. The recurrence interval for a magnitude 8.0 earthquake along the entire fault zone was estimated to be between 50 and 200 years. The 1857 Fort Tejon earthquake was the last major earthquake along the San Andreas fault zone in Southern California.

Blind Thrust Fault Zones

Northridge Thrust

The Northridge Thrust is an inferred deep thrust fault that is considered the eastern extension of the active Oak Ridge fault. The Northridge Thrust is located beneath the majority of the San Fernando Valley and is believed to be the causative fault of the January 17, 1994, Northridge earthquake. This deep, buried thrust fault is located beneath the Project Site. The Northridge Thrust is not exposed at the surface and does not present a potential surface fault rupture hazard. However, this thrust fault is an active feature that can generate future earthquakes. The average slip rate is estimated to be 1.5 mm/year with a maximum magnitude of 6.9 for the Northridge Thrust.

Compton-Los Alamitos Thrust

The Compton-Los Alamitos Thrust is an inferred blind thrust fault located within the south-central portion of the Los Angeles Basin. This deep, buried thrust fault is suggested to extend over 50 miles from the Santa Monica Bay coastline southeast into northwestern Orange County. The Compton-Los Alamitos Thrust may connect with the Elysian Park Thrust (to the northeast) along a detachment fault below Los Angeles. The closest edge of the vertical surface projection of this thrust fault is located about 22 miles southeast of the Project Site. Like other blind thrust faults in the Los Angeles area, the Compton-Los Alamitos Thrust is not exposed at the surface and does not present a potential surface rupture hazard. However, the Compton-Los Alamitos Thrust should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.5 mm/year and a maximum magnitude of 6.8 are estimated for the Compton-Los Alamitos Thrust.

Elysian Park Thrust

The Elysian Park Thrust, previously defined as the Elysian Park Fold and Thrust Belt, was postulated to extend northwesterly from the Santa Ana Mountains to the Santa Monica Mountains, extending westerly and paralleling the Santa Monica-Hollywood and Malibu Coast faults. The Elysian Park Thrust is now believed to be smaller in size, only underlying the central Los Angeles Basin. The vertical surface projection of the Elysian Park Thrust is about 25 miles southeast of the Project Site at its closest point. Like other blind thrust faults in the Los Angeles area, the Elysian Park Thrust is not exposed at the surface and does not present a potential surface rupture hazard; however, the Elysian Park Thrust should be considered an active feature capable of generating future earthquakes. An average slip rate of 1.5 mm/year and a maximum magnitude of 6.7 are estimated for the Elysian Park Thrust.

Potentially Active Faults

Northridge Hills Fault

The closest potentially active fault to the Project Site is the Northridge Hills Fault located approximately 1.3 miles to the north-northeast. The Northridge Hills Fault is a high-angle fault and its location is based primarily on the numerous petroleum test wells that have been drilled in the Northridge Hills. Logs of these wells indicate that the Modelo Formation has been displaced between 490 to 1,000 feet along the dip of the fault. The apparent movement along the fault has been dip-slip with the north block moving down. The apparent surface trace of the fault can be found in the Cretaceous Chico Formation north of Chatsworth. Geomorphic evidence, such as scarps in the Pleistocene-age alluvial deposits, have been identified on aerial photographs. The fault is considered potentially active. However, a recent publication suggests that deformation of young sediments in the area could relate to movement along the Northridge Hills fault.

Santa Susana Fault

The potentially active Santa Susana Fault is located approximately 3.8 miles north of the Project Site. This fault extends northeastward from the Santa Susana Mountains across San Fernando Pass and into the San Gabriel Mountains. Maximum offset along the Santa Susana Fault has been postulated as one mile of vertical displacement and one to two miles of horizontal displacement. It has been suggested that the Santa Susana Fault has been inactive since the middle Pleistocene. However, others have suggested late Pleistocene displacement along the Santa Susana Fault. There is no evidence that this fault has offset Holocene-age alluvial deposits.

Holser Fault

The potentially active Holser Fault is located 16 miles north-northwest of the Project Site. This fault is a high-angle reverse fault that offsets Pleistocene-age terrace deposits. The Holser Fault intersects the San Gabriel fault east of Saugus. There is no evidence that this fault has offset Holocene-age alluvial deposits.

Fault Rupture

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. The closest Alquist-Priolo Earthquake Fault Zone, established for surface breaks along the Santa Susana Fault that are a result of ground motions generated by the San Fernando Earthquake, is located 4.0 miles to the north. Based on available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the Site. Therefore, the potential for surface rupture due to fault plane displacement propagating to the surface at the Site during the design life of the project is considered low.

Seismicity

Earthquake Catalog Data

The seismicity of the region surrounding the Project Site was determined from research of an electronic database of seismic data. This database includes earthquake data compiled by the California Institute of Technology between 1932 and 2002 and data from 1812 to 1931 compiled by Richter and the U.S. National Oceanic Atmospheric Administration (NOAA). The search for earthquakes that occurred within approximately 62 miles (100 kilometers) of the Site indicates that 529 earthquakes of Richter magnitude 4.0 and greater occurred between 1932 and 2002; one earthquake of magnitude 6.0 or greater occurred between 1906 and 1931; and one earthquake of magnitude 7.0 or greater occurred between 1812 and 1905. A list of these earthquakes is presented in **Table 20: Historic Earthquakes**.

Table 20
Historic Earthquakes

Earthquake (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (miles)	Direction to Epicenter
Long Beach	March 10, 1933	6.4	55	SE
Tehachapi	July 21, 1952	7.5	59	NW
San Fernando	February 9, 1971	6.6	15	NNE
Whittier Narrows	October 1, 1987	5.9	30	ESE
Sierra Madre	June 28, 1991	5.8	32	E
Landers	June 28, 1992	7.3	120	E
Big Bear	June 28, 1992	6.4	102	E
Northridge	January 17, 1994	6.7	1.8	S
Hector Mine	October 16, 1999	7.1	136	NE

SOURCE: Law/Crandall. *Report of Geotechnical Evaluation for Proposed Corbin-Nordhoff Project*, June 7, 2002.

Historic Earthquakes

A number of earthquakes of moderate to major magnitude have occurred in the Southern California area within the last 69 years. A partial list of these earthquakes is included in **Table 20: Historic Earthquakes**.

The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated to a less than significant level by proper engineering design and construction in conformance with current building codes and engineering practices.

Slope Stability

The relatively flat topography at the Project Site precludes both stability problems and the potential for lurching (earth movement at right angles to a cliff or steep slope during ground shaking). According to the City of Los Angeles Safety Element (1996) and the County of Los Angeles Seismic Safety Element (1990), the Project Site is not within an area identified as having a potential for slope instability. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Additionally, the Project Site is not located within an area identified as having a potential for seismic slope instability.[47]

Liquefaction and Seismically Induced Settlement

Liquefaction potential is greatest where groundwater is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less. Liquefaction potential decreases as grain size and clay and gravel content increase. As ground acceleration and shaking duration increase during an earthquake, liquefaction potential increases.

According to the California Division of Mines and Geology (1998), the City of Los Angeles Safety Element (1996), and the County of Los Angeles Seismic Safety Element (1990), the northern portion of the Project Site is not within an area identified as having a potential for liquefaction. However, the southern portion of the Project Site is within an area identified as having a potential for liquefaction. The Project Site boundaries relative to the state-designated liquefaction hazard zone are shown in **Figure 18: Seismic Hazard Zone Map**.

Based on groundwater levels in nearby wells, the historic and current groundwater levels beneath the northern portion of the Project Site are at depths greater than 50 feet below the existing ground surface. Historic groundwater levels beneath the southern portion of the Site were as shallow as about 34 feet beneath the existing ground surface which could enhance the potential for a significant impact due to liquefaction. Therefore, there is a potential for liquefaction and associated ground deformation at the Project Site, especially beneath the portion of the Project Site that is included in the liquefaction hazard zone.

Tsunamis, Inundation, Seiches, and Flooding

The Project Site is not in a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the Project Site.

[47] California Division of Mines and Geology, 1998.

Figure 18: Seismic Hazard Zone Map

According to the City of Los Angeles Safety Element (1996) and the County of Los Angeles Seismic Safety Element (1990), the Project Site is not located within a potential inundation area for an earthquake-induced dam failure. Therefore, the potential for the Project Site to be inundated as a result of an earthquake-induced dam failure is considered to be low.

The Project Site is not located downslope of any large bodies of water that could adversely affect the Project Site in the event of earthquake-induced seiches (wave oscillations in an enclosed or semi-enclosed body of water).

According to Federal Insurance Rate Maps (FIRM) panel number 0601370018C produced by the Federal Emergency Management Agency (FEMA), the Project Site is located within flood zone "C". Flood zone "C", since replaced by zone "X (No Shading)," is defined as an area outside both the 100-year and 500-year flood plains.

Subsidence

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

Add Area

See **Section IV. D: Geologic Hazards- Project Site**. Due to the proximity of the Add Area to the Project Site, geotechnical information gathered for the Project Site analysis also pertains to the Add Area properties.

Whereas a portion of the Project Site is located with a liquefaction zone, according to the California Division of Mines and Geology (1998), the Add Area properties are not located within a designated liquefaction zone. The Add Area boundaries relative to the state-designated liquefaction hazard zone are shown in **Figure 18: Seismic Hazard Zone Map**.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructures, or expose people to substantial risk of injury.

A project would normally have significant sedimentation or erosion impacts if it would:

- Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or

- Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

ENVIRONMENTAL IMPACTS

Project Site

Fault Rupture

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is located 4.0 miles north of the Project Site, established along the Santa Susana Fault. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located beneath or projecting toward the Site. Therefore, the potential for surface rupture at the Project Site due to fault plane displacement propagating to the ground surface during the design life of the project is considered low. Although the Project Site could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in Southern California and the effects of ground shaking can be mitigated to a less than significant level by proper engineering design and construction in conformance with current building codes and engineering practices. The proposed Project at the Project Site will not result in substantial damage to structures or infrastructures, or expose people to substantial risk of injury. Therefore, the proposed Project at the Project Site will result in a less than significant impact due to geologic hazards in the project area.

Groundwater

In 2001, groundwater at the Project Site was reported at 84 feet below the ground surface. The historically high groundwater level of between 35 and 40 feet below the surface was recorded in 1944.

Based on the historic recorded water levels beneath the Site, groundwater levels beneath the Site could fluctuate (seasonally and annually) as a result of groundwater management practices. Although water levels are known to have steadily declined in the area since the 1960s, water levels could reach historic highs in the future. Based on historical groundwater levels as recorded in borings at the Project Site and in nearby wells, there is a potential for shallow groundwater to have an adverse impact on the proposed development. However, it is unlikely that the groundwater would have an impact on development unless subterranean levels are included, to a depth of at least 30 feet. The Homeplace Retirement Community proposed for the Project Site includes a maximum of two levels of subterranean parking which with a maximum depth of sixteen feet. This will not exceed the 30 foot depth at which groundwater may impact development. Development on the remainder of the Project Site will not include subterranean

levels. Further, with adherence to current building codes and engineering practices, the proposed Project at the Project Site will not result in substantial damage to structures or infrastructures, or expose people to substantial risk of injury. Therefore, the proposed Project at the Project Site will result in a less than significant impact due to groundwater hazards in the project area.

Slope Stability

According to the City of Los Angeles Safety Element (1996) and the County of Los Angeles Seismic Safety Element (1990), the Project Site is not within an area identified as having a potential for slope instability. Additionally, the California Division of Mines and Geology does not identify the project area as having a potential for seismic slope instability. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides.

However, the sandy alluvial deposits could be prone to local raveling or caving and a temporary shoring system with lagging will be required for vertical excavations. Temporary and permanent retaining walls should be designed for lateral earth pressures and provided with a drainage system to mitigate any potential instability caused by excavation. With incorporation of the proposed mitigation measures, the proposed Project at the Project Site would not result in substantial damage to structures or infrastructures or expose people to substantial risk of injury. Thus, the proposed Project at the Project Site will result in a less than significant impact due to slope stability hazards in the project area.

Although no subterranean levels are proposed for development at the Project Site, if basements or other subterranean levels become necessary, excavations will expose alluvial deposits. These deposits are horizontally stratified and lack any well-defined planar features or discontinuities (such as bedding or joints) that would act as planes of weakness and will not adversely affect the proposed basement construction. Also, geologic conditions at the Project Site will not create an additional surcharge on the proposed basement walls.

Liquefaction

Liquefaction would not be anticipated in the northern portion of the Project Site where groundwater is deeper. However, approximately three quarters of the southern portion of the Project Site is located within a designated area of liquefaction hazard as defined by the California Department of Mines and Geology, the City of Los Angeles, and The County of Los Angeles.

Soils at the Site could be subject to liquefaction in the event of earthquake ground motion. Clayey soils at depths beneath the Site would not be considered liquefiable; only the sandy and silty layers at the Site might be subject to liquefaction. Uniform settlement beneath a given structure would cause minimal damage; however, because of variations in distribution, density, and confining conditions of the soils, seismically induced settlement is generally non-uniform

and can cause serious structure damage. Generally, differential settlements induced by ground failures such as liquefaction, flow slides, and surface ruptures would be much more severe than those caused by densification alone. Based on the results of previous borings at the Project Site and at the adjacent Northridge Fashion Center, the deeper soils (beneath the historic high groundwater level) are predominantly clayey, with some thinner layers of sand and silty sand. Therefore, the soils would only be anticipated to have minimal liquefaction, if any, in the sandier layers beneath the depth of the groundwater. Seismic settlement due to limited liquefaction of thin layers at this depth would be anticipated to be small and relatively uniform, resulting in little, if any, distress to hardscape, utilities, or structures. Nevertheless, a building-specific liquefaction evaluation will be required for the Site to evaluate the anticipated magnitude of liquefaction-induced settlement and to provide foundation recommendations to mitigate the potentially adverse effects of liquefaction.

Therefore, the proposed Project at the Project Site would be subject to potentially significant impacts from liquefaction. However, with the incorporation of the proposed mitigation measures, the proposed Project at the Project Site would result in a less than significant impact due to liquefaction potential in the project area.

Subsidence

The Site is not within an area of known subsidence associated with fluid withdrawal (groundwater or petroleum), peat oxidation, or hydrocompaction. Therefore, impacts to the Project Site as a result of subsidence would be less than significant.

Tsunamis, Seiches, and Flooding

Due to the location of the Project Site in an inland area, there is no potential for impacts resulting from tsunamis. No large bodies of permanently stored water are located such that they would adversely impact the Project Site due to either seiches or flooding due to ground shaking.

Add Area

Similar to potential geotechnical impacts resulting from the proposed Project at the Project Site, potential impacts may result from the development scenarios analyzed for the Add Area.

Fault Rupture

Similar to the Project Site, the Add Area is not within a currently established Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is located approximately 4.0 miles north of the Add Area, established along the Santa Susana Fault. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located beneath or projecting toward the Add Area. Therefore,

the potential for surface rupture at the Add Area due to fault plane displacement propagating to the ground surface during the design life of the project is considered low. Although the Add Area properties could be subjected to strong ground shaking in the event of an earthquake, this hazard is common in Southern California and the effects of ground shaking can be mitigated to a less than significant level by proper engineering design and construction in conformance with current building codes and engineering practices. The development scenarios analyzed for the Add Area would not result in substantial damage to structures or infrastructures, or expose people to substantial risk of injury.

Groundwater

In 2001, groundwater just downstream and to the east of the Add Area properties (at the Project Site) was reported at 84 feet below the ground surface. The historically high groundwater level was recorded in 1944 between 35 and 40 feet below the surface.

Based on the historic recorded water levels in the area, groundwater levels could fluctuate seasonally and annually as a result of groundwater management practices. Although water levels have been known to have steadily declined in the project area since the 1960s, water levels could reach historic highs in the future. Based on historical groundwater levels as recorded in borings in nearby wells, there is a potential for shallow groundwater to have an adverse impact on the proposed development. However, it is unlikely that groundwater would have an impact on development unless subterranean levels are included, to a depth of at least 30 feet. Similar to the proposed Project at the Project Site, the development scenarios analyzed for the Add Area does not include the construction of subterranean levels. Further, the development scenarios analyzed for the Add Area is not anticipated to result in substantial damage to structures or infrastructures, or expose people to substantial risk of injury. Therefore, the development scenarios analyzed for the Add Area would result in a less than significant impact due to groundwater in the project area.

Slope Stability

Similar to the proposed Project at the Project Site, the Add Area is not within an area identified as having a potential for slope instability, according to the City of Los Angeles Safety Element (1996) and the County of Los Angeles Seismic Safety Element (1990). Additionally, the California Division of Mines and Geology does not identify the project area as having a potential for seismic slope instability. There are no known landslides near the Add Area, nor is the Add Area in the path of any known or potential landslides. Future scenarios at the Add Area will not result in substantial damage to structures or infrastructures or expose people to substantial risk of injury as a result of slope stability in the area. Therefore, the development scenarios analyzed for the Add Area would result in a less than significant impact as a result of slope instability.

Liquefaction

Unlike the proposed Project Site, the Add Area properties are not located within a designated area of liquefaction hazard, according to the California Department of Mines and Geology. Therefore, the development scenarios analyzed for the Add Area would result in a less than significant impact due to liquefaction hazards in the area.

Subsidence

Similar to the proposed Project at the Project Site, the Add Area is not located within an area of known subsidence associated with fluid withdrawal (groundwater or petroleum), peat oxidation, or hydrocompaction. Based on this information, the development scenarios analyzed for the Add Area will not result in substantial damage to structures or infrastructures or expose people to a substantial risk of injury. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact due to areas of subsidence in the project vicinity.

Tsunamis, Seiches, and Flooding

Due to the location of the Add Area in an inland area, there is no potential for impacts resulting from tsunamis. No large bodies of permanently stored water are located such that they would adversely impact the Add Area due to seiches or flooding due to ground shaking. Therefore, the development scenarios analyzed for the Add Area would result in a less than significant impact due to water hazards in the project area.

MITIGATION MEASURES

Seismic

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

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

Liquefaction

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

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

Subsidence

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

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

Grading

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

As with the proposed project, each related project requiring discretionary approval would be subject to a review process and appropriate geotechnical investigation, and potential incorporation of mitigation measures.

As with the Project Site and Add Area properties, related projects in the area could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated to a less than significant level by proper engineering design and construction in conformance with current building codes and engineering practices.

Related projects number four (Porter Ranch) and number five (Deer Lake Ranch), located to the north of the SR-118 freeway, are near an established Alquist-Priolo Earthquake Fault Zone along the Santa Susana fault. Further fault identification (active and potentially active) and identification of the potential for fault rupture would be necessary for individual related projects.

Site specific groundwater analysis must be conducted for individual related projects. Further, areas of slope instability, liquefaction, subsidence, tsunamis, and seiches will have to be determined on a site- or project-specific basis.

Project Site, Add Area, and Related Projects

The Project Site, Add Area, and related Project Sites would be subject to potential ground shaking, as with most areas within the City and County of Los Angeles. However, incorporation of the proposed mitigation measures will reduce any significant impacts resulting from the proposed Project at the Project Site and Add Area and related projects to a less than significant level.

Therefore, a significant cumulative impact due to geotechnical hazards is not expected.

E. HAZARDOUS MATERIALS

The hazardous materials analysis assesses the potential environmental impacts of new development on the Project Site associated with existing soil and/or groundwater contamination at the Project Site and Add Area. Due to the highly industrial nature of the Project Site, Add Area, and surrounding properties, the potential for use, storage, or disposal of hazardous materials on Site or in the vicinity of the Project Site and Add Area is quite high. Due to the likelihood of hazardous materials on or near the Project Site and Add Area, a Phase I Environmental Assessment was conducted for properties included within the Project Site and Add Area. The Phase I Environmental Assessment was prepared by American Environmental Specialists, Co. (AES) in general accordance with the American Society of Testing and Materials Standards (ASTM).[48]

The Phase I Environmental Assessment included the following:

- Site reconnaissance of the Project Site and Add Area to identify and assess areas of potential environmental concern;
- Survey of the Site vicinity to identify and assess potential environmental concerns which could impact the Project Site and Add Area;
- A review of building permits, US Geological Survey (USGS) topographic maps, aerial photographs, and other available documents;
- A review of public records to identify sites of environmental concern on or within a radius of the property as determined by ASTM; and
- Review of documents provided by Teledyne and Litton regarding previous environmental documentation on the Project Site.

As part of the Phase I Assessment, AES retained Environmental Risk Information & Imaging Service (ERIIS) to perform an environmental database search for locations identified as hazardous substance and/or hazardous waste sites near the Project Site and Add Area. The search distance was determined by ASTM standards. Following is a list and brief description of the databases searched by ERIIS.

[48] Studies provided by American Environmental Specialists, Co. include Phase I Environmental Site Assessment - Litton Guidance and Control Facility, October 7, 1996; Phase I Environmental Site Assessment Update - Litton Guidance and Control Facility, April 9, 1999; Phase I Environmental Assessment - Southeast Corner of Prairie Street and Corbin Avenue, October 7, 1996; Phase I Environmental Assessment Update - Proposed New Parcel Southeast Corner of Prairie Street and Corbin Avenue, March 10, 1999; Phase I Environmental Site Assessment Commercial and Light Industrial Development Area North of Prairie Street Between Corbin and Shirley Avenues, July 15, 2002. All of these studies are included in Appendix D of the Technical Appendices.

National Priorities List (NPL)
The NPL Report, also known as the Superfund List, is a U.S. EPA listing of uncontrolled or abandoned hazardous waste sites. The list is primarily based upon a score which the site receives from the EPA's hazardous ranking system. These sites are targeted for possible long-term remedial action under the Superfund Act.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
The CERCLIS database is a listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated or are currently under investigation by the federal EPA for the release or threatened release of hazardous substances.

Resource Conservation & Recovery Information System (RCRIS)
The RCRIS Report contains information pertaining to facilities that either treat, store, or dispose of U.S. EPA-regulated hazardous wastes. The RCRIS list includes both small (RCRIS-SG) and large (RCRIS-LG) quantity generators of Resources Conservation and Recovery Act (RCRA) wastes, as well as treatment, storage, and disposal facilities (RCRIS-TS). Large generators are considered to be facilities that generate more than 1,000 kilograms (2,204 pounds) of hazardous waste per month. Small generators are those facilities that generate between 100 kilograms (220 pounds) and 1,000 kilograms (2,204 pounds) of hazardous waste per month. Information pertaining to the status of facilities is provided through the RCRA Administrative Action Tracking System (RAATS).

Emergency Response Notification System (ERNS)
The ERNS reporting system contains preliminary information on specific releases, including the spill location, the substance released, and the responsible party. Information in the ERNS report pertains only to those releases that occurred during the year of the report date.

California Leaking Underground Storage Tank (LUST) Report
The California State Water Resources Control Board, in cooperation with the Office of Emergency Services, compiles lists of all leaks of hazardous substances from underground storage tanks in the State of California. The nine regional boards maintain information on all reported leak cases within their jurisdiction, both for those where the Regional Board and where other local agencies take the lead in overseeing investigations and remedial actions. The California Environmental Protection Agency's Department of Hazardous Materials Data Management collects the nine regional lists and publishes them as one database identified as LUST.

California Underground Storage Tank Report (UST)
This report is a listing of all registered underground storage tanks located within the State of California.

Solid Waste Information System (SWF)
The California Integrated Waste Management Board maintains an inventory list of both open as well as closed and inactive solid waste disposal facilities and transfer stations pursuant to the Solid Waste Management and Resources Recovery Act of 1972.

California CalSites (HWS)
The California CalSites report contains information pertaining to the State Hazardous Waste Sites governed by the California Department of Toxic Substance Control (DTSC). Sites formerly listed in the Annual Workplan, the Abandoned Sites Project Information System (ASPIS), and the Bond Expenditure Plan (BEP) are now included in the CalSites database.

No Further Remedial Action Planned (NFRAP)
The NFRAP report contains information pertaining to sites which have been removed from the federal EPA's CERCLIS database. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without need for the site to be placed on the NPL, or the contamination was not serious enough to require federal Superfund action or NPL consideration.

California Oil and Gas Well Report (OGW)
The OGW Report contains location and production information for all regulated oil and gas wells in the State of California.

ENVIRONMENTAL SETTING

Previous Environmental Investigations

An environmental investigation has been conducted previously on the Project Site. A Phase I Environmental Assessment was conducted for the Project Site by American Environmental Specialists, Inc. on October 7, 1996. The investigation was conducted in two segments: one square-shaped parcel consisting of approximately eight acres located on the southeastern corner of Corbin Avenue and Prairie Street for the proposed Homeplace Retirement Community and one "L" shaped parcel of approximately 27.5 acres located on the northeastern corner of Nordhoff Street and Corbin Avenue, known as 19601 Nordhoff Street. These investigations were updated later on March 10, 1999, and April 9, 1999, respectively.

The most recent Phase I investigation undertaken within the Add Area was conducted on July 15, 2002. No known previous environmental investigations were identified for the Add Area properties.

Project Site

The Project Site is currently zoned MR2-1 and P-1 for primarily research and development uses and associated parking. The Site has been used primarily as research and development for guidance control systems developed by Litton Industries which is a primarily office use. Portions of the Site have been used for light manufacturing throughout the history of the Site.

To the north of the Project Site, across Prairie Street, are light industrial properties. To the west, across Corbin Avenue, land uses included primarily commercial uses, however, the properties are designated as light industrial by the Community Plan. To the south of the Project Site, across Nordhoff Street, land uses include primarily commercial and retail buildings. To the east, across Shirley Avenue, is the Northridge Fashion Center, a composite of retail stores and buildings.

Historical Use

Review of historical aerial photographs available at the California State University-Northridge Geography Map Library indicates that in 1989, the properties adjacent to the Project Site were developed in their current configuration. The Northridge Fashion Center buildings to the east and the K-Mart building to the north were constructed between 1967 and 1974. The Washington Mutual Bank building to the west was constructed between 1975 and 1989. The adjoining properties were used for agriculture prior to their development with these uses. In 1952, 1938, and 1919, properties north, south, and east of the Site were cultivated.

The Northrup Grumman facility was built on the Project Site in 1966. Prior to 1966, the property use was agricultural. According to personal interviews, Teledyne Systems Inc. took occupancy of the building in 1968. Teledyne systems occupied the building until it was acquired by Litton Industries in 1994.

The USGS map shows an oil tank on the Litton Industries (Northrup Grumman) property in 1952. The oil tank was likely aboveground and associated with the agricultural activities on the property. Previous site assessments of the Northrup Grumman property did not identify records for the tank.

Site Inspection

The predominant chemicals observed on the Project Site were isopropyl alcohol, liquid nitrogen, refrigerants, and various solvents, thinners, lacquers, and paints. The hazardous waste materials observed include waste alcohol, waste paint thinner, and waste oil. Thirty- and 70-gallon aboveground tanks for diesel fuel related to back-up lighting and fire sprinkler systems are located in the maintenance area of the main building and the pump house, respectively. No evidence of underground storage tanks on the Project Site was observed.

All chemical compounds were observed to be properly labeled and stored in appropriate containers either in cabinets, on shelving, in secondary containment, and/or on concrete. No compounds were observed stored directly on soil, grass, or asphalt. Other than minor staining on concrete floors in some areas, no evidence of leaks or spills considered to be of concern was observed. Hazardous wastes are disposed of by Safety Kleen every 90 days. Employees on Site reported that the wastewater permit and seven South Coast Air Quality Management District (SCAQMD) permits (the smallest spray paint booth no longer requires a permit) are updated annually or as required and are in compliance. Material Safety Data Sheets are on file at the facility for each of the chemical compounds. In general, housekeeping was observed to be excellent, and the chemicals and wastes used, stored, generated, and disposed of were observed to be properly handled at the Site. At this time, the chemical compounds present at the Site do not appear to present an environmental concern. Additionally, indications of unauthorized dumping or solid waste disposal were not observed during the site reconnaissance.

A transformer station owned by the DWP was identified adjacent to the maintenance area during a site reconnaissance in 1996. A label on the gate of the station indicates that the fluid used in the transformers does not contain PCBs. Additionally, several pole-mounted transformers are located along the east side of Corbin Avenue, within the Project Site boundaries, and the north side of Prairie Street, outside the Project Site boundaries.

Although asbestos and lead-paint have not been specifically identified as a hazardous material issue at the Project Site and Add Area, due to the age of the buildings on the Sites, the potential for these materials does exist. An asbestos survey and sampling for lead-based paint and radon were not part of the scope of services for this assessment. However, mitigation measures that preclude demolition or construction on these Sites prior to appropriate stabilization or removal of such materials have been included.

Regulatory Agency Database Search

Based on ASTM accepted radii, the Phase I database search produced the following results for the Project Site:

National Priorities List (NPL)
No NPL sites were identified within one mile of the Project Site.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)
No CERCLIS sites were identified within one mile of the Project Site.

Resource Conservation & Recovery Information System (RCRIS)
The Northrup Grumman facility (Project Site) is identified as a large quantity generator. The facility is also on the HAZNET and FINDS databases. No violations have been reported for the

facility. According to the databases, Northrup Grumman has disposed of oxygenated, halogenated, and hydrocarbon solvents and other off-specification, aged, or surplus organics.

Great Western Bank (also identified as Washington Mutual) located northwest of the Project Site, across Corbin Avenue, is identified as a small quantity generator. This site is also on the HAZNET, FINDS, and HIST UST databases. The HIST UST database identifies properties where one or more USTs have been removed. No violations are reported for the facility. According to the databases, the facility disposed of liquids with halogenated organic compounds, laboratory waste chemicals, waste oil, and tank bottom waste. Four USTs were previously operated at the facility. Three of the USTs contained gasoline and one contained diesel fuel. The USTs were installed in 1980. The year the USTs were removed is not reported. The facility address is not on the LUST list, indicating that there is not a reported leak associated with the former USTs.

Properties located at 9345 Melvin Avenue and 9300/9310 Corbin /Avenue, are identified on the RCRIS Small Quantity Generators List. Aton laboratory, located at 9345 Melvin Avenue in the strip mall in the northwest corner of the Add Area properties, is also on the HAZNET Database. There are no violations reported for the facility. According to the databases, Aton laboratory has disposed of liquids with chromium VI, metal sludge, alkaline solution with metals, and other inorganic solid waste.

Teledyne Systems Company is identified at 9300 and 9310 Corbin Avenue, the current location of Modern Wholesale electric and The Sports Section. The addresses are also on the FINDS and HAZNET databases. No violations have been reported for the earlier Teledyne facility. According to the databases, Teledyne disposed of oxygenated, halogenated, and hydrocarbon solvents and other off-specification, aged, or surplus organics.

One RCRA TSD and RCRA CORRACTS facility was identified within a one-mile radius of the Project Site. The facility, Cirtec Division of Interlink Corporation, is located about a mile southwest of the Project Site. The facility has been assigned a low corrective action priority.

Emergency Response Notification System (ERNS)
The Project Site (site only ASTM radius) was not identified as an ERNS facility.

California Leaking Underground Storage Tank (LUST) Report
In a Phase I environmental assessment conducted in 1996 for the Project Site, eight California LUST facilities were identified with a half-mile radius. A summary of these facilities identified in 1996 can be found in **Table 21: LUST Sites.**

Two of the properties identified on the LUST list are located adjacent to the Project Site: West Valley Toyota, identified as Malibu Grand Prix, and The May Company at Northridge Fashion Center. In both cases groundwater was affected by a gasoline leak and the contamination was

TABLE 21
LUST SITES[1]

SITE ADDRESS	CONTAMINANT AND CASE TYPE	STATUS	DISTANCE AND DIRECTION FROM SITE
Malibu Grand Prix (Toyota Dealership) 19550 Nordhoff Street, Northridge	Gasoline Groundwater Affected	Case Closed	200 feet south
Chevron #9-0055 8900 Corbin Avenue, Northridge	Gasoline Undefined	Preliminary Assessment Underway	1,250 feet southwest
Unocal #5732 19301 Nordhoff Street, Northridge	Diesel Undefined	Pollution Characterization Underway	1,250 feet west
Kahn Air Conditioning, Inc. 19434 Business Center Drive, Northridge	Gasoline Undefined	Remediation Plan Under Development	2,400 feet southwest
Exxon #7-3417 19260 Nordhoff Street, Northridge	Gasoline Undefined	Pollution Characterization Underway	1,500 feet west
Northridge Fashion Center - May Co. 9301 Tampa Avenue, Northridge	Gasoline Groundwater Affected	Case Closed	1,250 feet northeast
Arco #1992 9454 Corbin Avenue, Northridge	Gasoline Undefined	Preliminary Assessment Underway	900 feet north
Riker Laboratories, Inc. 19901 Nordhoff Street, Northridge	Solvents Groundwater Affected	Remedial Action Underway	One-half mile southeast

[1]LUST sites identified within one-half mile of the property.
SOURCE: American Environmental Specialists. *Phase I Environmental Site Assessment - Litton Guidance and Control Facility, October 7, 1996; Phase I Environmental Site Assessment Update - Litton Guidance and Control Facility, April 9, 1999; Phase I Environmental Assessment - Southeast Corner of Prairie Street and Corbin Avenue, October 7, 1996; Phase I Environmental Assessment Update - Proposed New Parcel Southeast Corner of Prairie Street and Corbin Avenue, March 10, 1999; Phase I Environmental Site Assessment Commercial and Light Industrial Development Area North of Prairie Street Between Corbin and Shirley Avenues, July 15, 2002.*

remediated by pumping and treating the groundwater. Both cases are closed and are unlikely to impact the Project Site at this time.

One of the eight LUST facilities is located upgradient of the Project Site with respect to the direction of groundwater flow. This facility, the ARCO Gas Station, is located at the corner of Corbin Avenue and Plummer Street. However, based on the distance of the station from the Project Site, the gas station is not likely to impact the Project Site at this time.

The remaining properties identified are either undergoing remediation activities or are located at an acceptable distance and/or direction from the Project Site and are unlikely to impact the environmental integrity of the Project Site at this time.

In 1999, the 1996 Phase I environmental assessment was updated for the Project Site. This update identified six LUST facilities within a half-mile radius of the Project Site. The State has closed the files for four of these six facilities. The other two facilities identified are at an acceptable distance and/or direction from the Site and are unlikely to impact the environmental integrity of the Project Site.

In 2002, a Phase I investigation completed for the Add Area properties north of Prairie Street identified 14 LUST facilities in the area. No further action is required at 11 of the identified sites. The three active LUST facilities identified are located more than a half-mile away from those properties. Therefore, LUST facilities identified in the area are unlikely to impact the environmental integrity of the Project Site.

California Underground Storage Tank Report (UST)
Based on a Phase I environmental assessment updated in 1999, two UST facilities were identified within a quarter-mile radius of the Project Site: West Hills Toyota Dealership, listed as Northridge MGPC, and The Canteen Corporation. The type and capacity of the tanks are not listed. However, both facilities are downgradient of the Site and are unlikely to impact the Project Site at this time.

A Phase I environmental assessment completed in 2002 for the Add Area properties located north of Prairie Street identified one Historical UST Site (HIST UST): K-Mart (Penske Auto Center) located just north of the Add Area properties. According to the databases, Penske Auto Center disposed of oil/water sludge, aqueous solutions with organic residue, solvent waste, and other organic compounds. The facility also operated a 500-gallon UST that contained waste oil. The UST was installed in 1968; it is not reported when, or if, the UST was removed. However, based on the conclusions of the Phase I environmental assessment, this site is not thought to adversely affect properties in the vicinity.

Solid Waste Information System (SWF)
No SWF facilities were identified within a half-mile radius of the Project Site.

California CalSites (HWS)
Eleven HWS facilities were identified within a one-mile radius of the Project Site. However, none of these facilities is within a quarter mile of the Project Site and, therefore, do not pose a significant threat to the environmental integrity of the Project Site at this time.

No Further Remedial Action Planned (NFRAP)
The Project Site and adjoining properties were not identified as NFRAP sites.

California Oil and Gas Well Report (OGW)
No OGW facilities were identified within a quarter-mile radius of the Project Site.

Add Area

The Add Area is located north of Prairie Street between Corbin and Shirley Avenues in the Northridge area of the City of Los Angeles. The Add Area is zoned MR2-1 and P-1 for light industrial development totaling approximately fifteen acres. A K-Mart store and shopping center is located to the north of the Add Area. Washington Mutual Bank is across Corbin Avenue to the west of the Add Area. A Northrup Gruman facility, identified as Litton Industries, is located to the south of the Add Area, across Prairie Street. The Northridge Fashion Center, a retail shopping mall, is east of the Add Area, across Shirley Avenue.

The properties are developed, improved with multiple buildings occupied by commercial and light industrial businesses. The buildings are separated by driveways, alleyways, and parking areas. Melvin Avenue runs north to south through the center of the Add Area, dividing the Add Area approximately in half. **Table 22: Current Add Area Occupants and Uses** summarizes the current light industrial and commercial land uses within the Add Area, listing the address, current occupant, and known hazardous materials usage.

Historical Use

Review of historical aerial photographs available at the California State University - Northridge Map Library indicates that prior to 1967, the Add Area properties were used for agriculture; in 1975, the Add Area was developed with most of the current Site buildings; and in 1989, the Add Area was developed in the current configuration.

Prior to the development of the adjoining properties, the adjoining properties were used for agriculture. The Northrup Grumman facility to the south was developed around 1966. The Northridge Fashion Center buildings to the east and the K-Mart building to the north were constructed between 1967 and 1974. The Washington Mutual Bank Building to the west was constructed between 1975 and 1989.

Site Inspection

The properties within the Add Area are not under the applicant’s control. Therefore, the interiors of buildings on the Site were not available for inspection and hazardous substances were not observed during the site reconnaissance. However, chemical compounds, including hazardous substances, are known to currently be used or have been used in the past at nine of the Add Area addresses.

LAFD records were requested for 16 site addresses. They have records or partial records for nine of the site addresses. A portion of the files for four of those addresses were destroyed because the occupant and user of hazardous materials no longer occupies the address. However, the inventory of compounds used was still available. Compounds identified include motor oil, freon, propane,

TABLE 22
CURRENT ADD AREA OCCUPANTS AND USES

Address	Current Occupant	Summary of Use
9300 Corbin Ave	The Sports Section	Current uses include a sportswear retailer and a wholesale electric supplier. Both addresses were formerly occupied by Teledyne Systems and identified as RCRIS Small Quantity Generators (SQGs). Teledyne used hazardous materials and disposed of oxygenated, halogenated, and hydrocarbon solvents and other off-specification, aged, or surplus organics.
9310 Corbin Ave	Modern Wholesale Electric	
9324 Corbin Ave	Northstar Moving Company	Formerly occupied by International Collection and carried a hazardous materials inventory
9330 Corbin Ave	Kouzouians' Furniture	Currently uses hazardous materials
19631 Prairie St	Defco Lithograph Co.	Currently uses hazardous materials
19617 - 19619 Prairie St	Optronics Specialty Co.	Currently uses hazardous materials
19607 Prairie St	Parking Cowing	Formerly occupied by Raphael Studios and used hazardous materials
19555 Prairie St	No Sign	No listing
9305 Shirley Ave	Northridge Arena Soccer/Northridge Skate Park	
9301 Shirley Ave	Northridge Tennis Club	
9341 Shirley Ave	Public Storage	Formerly occupied by Verizon Wireless and stored hazardous materials
9321 Melvin Ave	Dyna Pump	No listing
9333 Melvin Ave	Adco Products	Formerly occupied by Northridge Moving & Storage; used/stored motor oil
9345 - 9349 Melvin Ave	Strip mall occupied by: Karate Studio JR Carpets Northridge Barber 30-Minute Income Tax Rivaderieira Insurance Broker Cigarettes Unlimited Custom Cleaners Custom Signs Savan Filtration P & L Industries Chem Dry Carpet Tech Aton Laboratories Lynch Plumbing APT Security John Watson Landscaping Illumination	Swim-Mor Pool and Spa, a former occupant used hazardous materials Aton is identified as a RCRIS-SQG. They have disposed of liquids with chromium VI, metal sludge, alkaline solution with metals, and other inorganic solid waste

SOURCE: American Environmental Specialists. *Phase I Environmental Site Assessment, Commercial and Light Industrial Development Area North of Prairie Street Between Corbin and Shirley Avenues.* July 15, 2002.

kerosene, paint thinner, lacquer thinner, resins, solvents, ink, chlorine compounds used in pool maintenance, compounds containing potassium hydroxide, sodium hydroxide, potassium carbonate, sulfuric acid, hexane, photo development chemicals, and isopropyl alcohol. **Table 23: Summary of Hazardous Materials Inventory** summarizes the chemicals used historically and/or known to be used currently at properties within the Add Area.

Indications of PCBs were not observed during the site reconnaissance. Several pole-mounted transformers are located along Prairie Street and Melvin Avenue but are not located on any of the Add Area properties.

Indications of unauthorized dumping or solid waste disposal were not observed during the site reconnaissance. An asbestos survey was not part of the scope of services for this assessment. Additionally, sampling for lead-based paint and testing for radon were not included in the scope of this site assessment.

Regulatory Agency Database Search

Based on ASTM accepted radii, the Phase I database search produced the following results for the Add Area.

National Priorities List (NPL)
No NPL sites were identified within one mile of the Add Area.

CERCLIS and CERCLIS-NFRAP Databases
No CERCLIS sites were identified within a half-mile of the Add Area.

Resource Conservation & Recovery Information System (RCRIS)
Two of the addresses within the Add Area are identified on the RCRIS Small Quantity Generators List. Aton laboratory is located at 9345 Melvin Avenue, in the strip mall at the northwest corner of the Add Area and is also on the HAZNET Database. There are no violations reported for the facility. According to the databases, Aton Laboratory has disposed of liquids with chromium VI, metal sludge, alkaline solution with metals, and other inorganic solid waste.

Teledyne Systems Company is identified at 9300 and 9310 Corbin Avenue, the current location of Modern Wholesale Electric and The Sports Section. The addresses are also on the FINDS and HAZNET databases. No violations have been reported for the facility. According to the databases, Teledyne disposed of oxygenated, halogenated, and hydrocarbon solvents and other off-specification, aged, or surplus organics.

TABLE 23
SUMMARY OF HAZARDOUS MATERIALS INVENTORY

Address	Current Occupant	Business Name of Inventory User	Inventory			
			Hazardous Material	Type of Material	Annual Quantity	Status
9300 N. Corbin Ave	The Sport Section	Teledyne Systems	Freon-1,1,2-Trichlo-1,2,2-Trifluoroethane Isopropyl Alcohol	Pure product	240 gallons	Inactive - 1993
			Freon-1,1,2-Trichlo-1,2,2-Trifluorethane Isopropyl Alcohol	Pure product	240 gallons	Inactive - 1993
				Waste	160 gallons	Inactive - 1993
				Waste	160 gallons	Inactive - 1993
9324 N. Corbin Ave	Northstar Moving	International Connection	Water Based Ceramic Glaze (lead oxide)	Pure product	2500 gallons	Inactive - 1995
			Propane	Pure product	300 gallons	Inactive - 1995
			Waste Tile	Waste	550 pounds	Inactive - 1995
9330 N. Corbin Ave	Kouzouian's Furniture	Kouzouian's Furniture	Lacquer	Pure product	220 gallons	Active
			Lacquer Sealer	Pure product	110 gallons	Active
			Acetone	Pure product	110 gallons	Active
9333 N. Melvin Ave	Adco Products	Northridge Moving and Storage	Motor Oil	Pure product	50 gallons	Inactive - 1992
9349 N. Melvin Ave	Strip Mall	Swim-Mor Pool and Spa	Dry Granular Chlorine (Calcium Hypochlorite)	Pure product	12000 pounds	Inactive - 1991
			Potassium Monopersulfate	Pure product	500 pounds	Inactive - 1991
			Algazine-80			
			Muriatic Acid	Pure product	90 pounds	Inactive - 1991
			Sodium Hypochlorite	Pure product	1200 gallons	Inactive - 1991
			Sodium Dichloro-S-Triazine Trione	Pure product	2000 gallons	Inactive - 1991
				Pure product	6500 pounds	Inactive - 1991
19607 Prairie St	Parker Cowing	Raphael Studios	Acetone	Pure product	55 gallons	Inactive - 1995
			Aropol	Pure product	55 gallons	Inactive - 1999
			Napthalene Distilate Solvent	Pure product	55 gallons	Inactive - 1999
			Resin Ashland			
			Kerosene	Pure product	110 gallons	Inactive - 1999
			Lacquer Thinner	Pure product	200 gallons	Inactive - 1994
			Paint Thinner	Pure product	120 gallons	Inactive - 1994
				Pure product	110 gallons	Inactive - 1994
19619 Prairie St	Unknown	Optronics Specialty Co.	Liquid nitrogen	Pure product	5200 cubic feet	Active
			Isopropyl Alcohol	Pure product	12 gallons	Inactive - 1996
			Cronalar Fixer Concentrate A	Pure product	45 gallons	Inactive - 1996
			Cronalar Fixer Concentrate B			
			Lith 20 Black Satin Opaque	Pure product		Inactive - 1996
			Crovex Activator with Potassium Hydroxide	Pure product	1 gallon	Inactive - 1996
			Hydroquinone			
			Kodak Developer D8	Pure product	45 gallons	Inactive - 1996
			Ammonium Hydroxide			
			Sodium Hydroxide Pellets	Pure product	55 gallons	Inactive - 1996
			CE 8040-P chrome Etchant 40	Pure product	5 gallons	Inactive - 1996
			Bestine Solvent	Pure product	4 gallons	Inactive - 1996
			Household Oil	Pure product	100 pounds	Inactive - 1996
				Pure product	2 gallons	Inactive - 1996
				Pure product	unidentified	Inactive - 1996
				Pure product	unknown	Inactive - 1996
1931 Prairie St	Defco Lithograph	Defco Lithograph	Waste Ink	Waste	110 gallons	Active
			Super Klene	Mixture	110 gallons	Active
			Blanket Wash	Mixture	110 gallons	Active
			Oil Base Solvent	Pure product	100 gallons	Active
9341 Shirley	Public Storage	Verizon Wireless	Battery Electrolyte with sulfuric acid	Pure product	82 gallons	Active

SOURCE: American Environmental Specialists. *Phase I Environmental Site Assessment, Commercial and Light Industrial Development Area North of Prairie Street Between Corbin and Shirley Avenues.* July 15, 2002.

RCRA TSD and CORRACTS Databases

One RCRA TSD and RCRA CORRACTS facility was identified within a one-mile radius of the Add Area. The facility, Cirtec Division of Interlink Corporation, is located about a mile southwest of the Add Area. The facility has been assigned a low corrective action priority.

RCRA Generators Database

Two properties adjacent to the Add Area are on the RCRA Generators list. The Northrup Grumman facility (identified as Litton Guidance and Control) is located south of the Add Area, across Prairie Street, and is a large quantity generator. The facility is also on the HAZNET and FINDS databases. No violations have been reported for the facility. According to the databases, Northrup Grumman has disposed of oxygenated, halogenated, and hydrocarbon solvents and other off-specification, aged, or surplus organics.

Great Western Bank (also identified as Washington Mutual) is located west of the Add Area, across Corbin Avenue, and is identified as a small quantity generator. This site is also on the HAZNET, FINDS, and HIST UST databases. The HIST UST database identifies properties where one or more USTs have been removed. No violations are reported for the facility. According to the databases, the facility disposed of liquids with halogenated organic compounds, laboratory waste chemicals, waste oil, and tank bottom waste. Four USTs were previously operated at the facility. Three of the USTs contained gasoline and one contained diesel fuel. The USTs were installed in 1980. The year the USTs were removed is not reported. The facility address is not on the LUST list, indicating that there is not a reported leak associated with the former USTs.

Emergency Response Notification System (ERNS)

None of the properties within the Add Area (site only ASTM radius) were identified as ERNS facilities. No ERNS facilities were identified within a quarter-mile radius of the Add Area.

California Leaking Underground Storage Tank (LUST) Report and Cortese List

In a Phase I environmental assessment completed in 1996 for the Project Site, eight LUST list facilities were identified within one half mile of the Project Site. Two properties adjacent to the Project Site, located to the south of the Add Area, were identified on the LUST list during this reconnaissance: West Valley Toyota identified as Malibu Grand Prix, and The May Company at Northridge Fashion Center. In both cases, groundwater was affected by a gasoline leak and the contamination was remediated by pumping and treating the groundwater. Both cases are closed and are unlikely to impact the Project Site at this time. Additionally, both cases are located downgradient with respect to groundwater flow and are not anticipated to impact the environmental integrity of the Add Area.

One of the facilities identified during the Project Site reconnaissance in 1996 is located upgradient of the Project Site and Add Area with respect to groundwater flow. This facility, the ARCO Gas Station, is located at the corner of Corbin Avenue and Plummer Street. However, based on the distance of the station from the Add Area, the gas station is not likely to impact the environmental integrity of the Add Area.

The remaining properties are either undergoing remediation activities or are located at an acceptable distance and/or direction from the Add Area and are unlikely to impact the environmental integrity of the Site.

In 1999, the 1996 Phase I investigation was updated for the Project Site. This update identified six LUST facilities within a half-mile radius of the Project Site. The state has closed the files for four of these facilities. The other two facilities identified are at an acceptable distance and/or direction from the Add Area and are unlikely to impact the environmental integrity of the Add Area.

A Phase I investigation completed in 2002 for the Add Area properties identified 14 LUST facilities in the area. No further action is required at 11 of the identified sites. The three active LUST facilities identified are located more than one half mile away from the properties. Therefore, LUST facilities identified in the vicinity of the Add Area are unlikely to impact its environmental integrity of the Project Site.

California Underground Storage Tank Report
Records indicate that underground storage tanks have not been installed at any of the fourteen Add Area properties. No facilities within the Add Area or adjoining properties were identified on the State UST List.

A Phase I environmental assessment conducted for the Project Site updated in 1999 identified two UST facilities within a quarter-mile radius of the Project Site: West Hills Toyota Dealership, listed as Northridge MGPC, and the Canteen Corporation. These two sites are located south of the Project Site, downgradient of the Add Area properties. Therefore, both of these sites are unlikely to impact the environmental integrity of the Add Area properties at this time.

Historical UST (HIST UST)
K-Mart (also identified as Penske Auto Center), located north of the Add Area, is on the HIST UST and HAZNET databases. According to the databases, Penske Auto Center disposed of oil/water sludge, aqueous solutions with organic residue, solvent waste, and other organic compounds. The facility also operated a 500-gallon UST that contained waste oil. The UST was installed in 1968; it is not reported when the UST was removed.

State Landfill or Solid Waste Disposal Lists
No SWF facilities were identified within a half-mile radius of the Project Site.

Annual Work Plan Database
No sites registered in the Annual Work Plan database were identified within a one- mile-radius of the Add Area.

Cal-Site Database
One facility within one mile of the Site is identified on the Cal-Sites Database. The facility, Commercial Recovery, is located about three-quarters of a mile southwest of the site area. No further action is required at the facility. Additionally, due to the distance and downgradient direction of the site with respect to the Add Area, the site identified does not pose a significant threat to the environmental integrity of the Add Area properties at this time.

Based on reported location and status of the identified facilities, they are unlikely to impact soil or groundwater below the Add Area at this time.

No Further Remedial Action Planned (NFRAP)
The Add Area properties and adjoining properties (the ASTM defined radius) were not identified as NFRAP sites.

Conclusions of Phase I Assessments

Project Site

Based on a visual assessment of the Project Site, a search of federal, state, and local records, and a review of AES' Phase I Environmental Site Assessment Report, AES concludes the following.

- Evidence of USTs or hazardous material impacts to the environmental integrity of the Project Site was not observed during site reconnaissance.
- The fresh and waste chemicals used, stored, and generated at the Project Site were observed to be properly labeled, handled, disposed of, and stored.
- Evidence of activities likely to impact the environmental integrity of the Project Site was not observed from a drive-by of the exteriors of the on-site buildings and properties immediately surrounding the Project Site.
- The facilities identified on federal, state, and local agency databases did not appear likely to impact the environmental integrity of the Project Site at this time.

Based on the findings of the Phase I environmental assessments, further assessment of the Project Site is not recommended.

Add Area

Based on a visual assessment of the Add Area, a search of federal, state, and local records, and a review of AES' Phase I Environmental Site Assessment Report, AES concludes the following.

- Evidence of USTs or hazardous material impacts to the environmental integrity of the Add Area was not observed during site reconnaissance.
- The fresh and waste chemicals used, stored, and generated at the Add Area were observed to be properly labeled, handled, disposed of, and stored.
- Evidence of activities likely to impact the environmental integrity of the Add Area was not observed from a drive-by of the exteriors of the on-site buildings and properties immediately surrounding the Add Area.
- The facilities identified on federal, state, and local agency databases did not appear likely to impact the environmental integrity of the Add Area at this time.

Due to the fact that the interiors of the Add Area buildings were not analyzed during the site reconnaissance, additional assessment of the Add Area properties may be necessary before demolition of existing structures.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The regulatory framework;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing, emergency response or evacuation plan, and the severity of the consequences; and
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance.

Further, groundwater contamination would be significant if caused by the on-site release of hazardous materials, or if contaminated groundwater were encountered during excavation/construction of new development and not remediated in accordance with applicable regulations. Impacts related to asbestos or lead-based paint in existing building on Site would be

significant if demolition of any structures found to contain such materials would occur prior to appropriate stabilization and/or removal of the materials in accordance with applicable regulations.

ENVIRONMENTAL IMPACTS

The LAFD has identified that hazardous materials have been used, stored, and disposed of on the Project Site and Add Area. These materials would be stored and disposed of in accordance with State and local regulations and industry standards. By complying with the generally applicable administrative procedures required by the Municipal Code, including the requirement to maintain a copy of the Business Emergency Response Plan on file with the LAFD and the industry-wide safety procedures for the use and storage of these materials, the Project will not result in a significant impact due to hazardous materials. Development on the Project Site or Add Area would be required to develop and maintain a Business Plan if it handles or intends to handle a hazardous material. A Business Plan is required if a mixture containing a hazardous material has a quantity at any one time during the reporting year equal to, or greater than, a total weight of 500 pounds, or a total volume of 55 gallons, or 200 cubic feet at standard temperature and pressure for a compressed gas; or exceeds the applicable federal threshold planning quantity for an Extremely Hazardous Substance specified in Title 40, CFR, Par 355, Appendix A.[49]

Project Site

According to the Phase I Environmental Assessment prepared by American Environmental Specialist, Inc. (AES), no major environmental concerns requiring immediate investigation or remediation exist on the Project Site. All chemical compounds on Site were observed to be properly labeled and stored in appropriate containers either in cabinets, on shelving, or in secondary containment and/or concrete. Housekeeping, in general, was excellent and all chemical compounds present at the Site do not appear to present an environmental concern. Evidence of activities likely to impact the environmental integrity of the Site were not observed during a drive-by of the exteriors of the properties immediately surrounding the Site to the north, south, east, and west.

Demolition and construction activities at the Project Site could result in the potential for the release of hazardous materials. Due to the age of the existing structures at the Project Site, the potential for asbestos and lead-based paint does exist. Project demolition of any existing structures found to contain Asbestos Containing Materials (ACM) or lead-based paint will not occur prior to appropriate stabilization and/or removal of such materials in accordance with applicable regulations. Adherence to applicable regulations and the proposed mitigation

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

measures, Project construction and demolition will result in a less than significant impact due to the release of hazardous materials.

Contaminated soil is not known to exist on Site from previously reported accidents and was not identified during the Phase I investigation. A regulatory agency database search identified hazardous substance and/or hazardous waste sites within the ASTM-specified distances of the Project Site. However, all cases identified are either closed or under remediation and are unlikely to impact the environmental integrity of the Project Site at this time.[50] Therefore, with proper site investigation of the Project Site with respect to possible soil contamination prior to demolition and remediation and adherence to code requirements, new development will result in a less than significant impact to soil contamination.

Based on the manner in which hazardous materials were observed to be stored and used on the Site and reports of good housekeeping measures on Site, contamination of groundwater as a result of the a future aboveground, on-site release of hazardous materials is not anticipated. Potential development does not include development of subterranean levels and therefore will not include extensive excavation and disturbance of soil and groundwater on the Project Site. Additionally, the proposed Project at the Project Site will not substantially alter groundwater draft in the project area.

Groundwater contamination was not identified on the Project Site or adjacent properties during the Phase I investigation performed. Therefore, groundwater contamination due to a hazardous materials release on Site or in the project area is not anticipated as a result of development. With further investigation of groundwater conditions in the project area prior to demolition and remediation and adherence to code requirements, the proposed Project at the Project Site will result in a less than significant impact to groundwater.

Due to the age of the existing structures on the Project Site, the potential for asbestos and lead-based paint does exist. A survey of asbestos-containing materials and lead-based paint was not included in the scope of the Phase I Environmental Assessment conducted on the Project Site. The demolition of any structures with asbestos containing materials or lead-based paint would have the potential to release these substances if they are not properly stabilized or removed prior to demolition activity. Therefore, the demolition of existing buildings could result in a significant impact to hazardous materials due to the occurrence of asbestos-containing materials and lead-based paint on Site. However, with the incorporation of mitigation measures to appropriately stabilize and/or remove asbestos-containing materials and lead-based paints, any potential impact would be reduced to a less than significant level. As a result, the proposed Project at the Project Site would result in a less than significant hazardous materials impact due to the release of asbestos- containing materials or lead-based materials.

[50] AES Report

The proposed Project at the Project Site is not expected to exceed maximum regulatory requirements for hazardous materials and is not expected to release hazardous materials within the project area or into nearby soil and groundwater supplies. Therefore, the proposed Project at the Project Site will result in a less than significant impact as a result of hazardous materials.

Add Area

The applicant does not have control of the properties currently located within the Add Area. Based on the lack of ownership, interiors of buildings within the Add Area were not viewed during the site reconnaissance. LAFD records indicate that chemical compounds, including hazardous substances, are known to currently be used or have been used in the past at nine of the Add Area addresses. Underground storage tanks have never been registered at any of the addresses within the Add Area. Evidence of hazardous substances and activities likely to impact the environmental integrity of the Site were not observed during a drive-by of the exteriors of the properties.

Demolition and construction activities at the Add Area could result in the potential for the release of hazardous materials. Due to the age of the existing structures at the Add Area, the potential for asbestos and lead-based paint does exist. Project demolition of any existing structures found to contain Asbestos Containing Materials (ACM) or lead-based paint will not occur prior to appropriate stabilization and/or removal of such materials in accordance with applicable regulations. Adherence to applicable regulations and the proposed mitigation measures, Project construction and demolition will result in a less than significant impact due to the release of hazardous materials.

Records do not indicate previously reported accidents, and soil and groundwater contamination in the area were not identified during the Phase I investigation. Due to the absence of apparent soil contamination, with proper investigation prior to demolition and remediation and with adherence to code requirements, the development scenarios analyzed for the Add Area will result in a less than significant impact due to hazardous materials.

Potential development scenarios for the Add Area do not include development of subterranean levels and therefore will not include extensive excavation and disturbance of soil and groundwater within the Add Area. Additionally, due to the depth to groundwater in the area and the existing developed conditions, the development scenarios will not substantially alter groundwater draft in the project area. Underground storage tanks have never been registered at any of the addresses within the Add Area. Therefore, groundwater contamination due to a hazardous materials release within the Add Area is not anticipated as a result of earthmoving associated with new construction.

A regulatory agency database search identified hazardous substance and/or hazardous waste sites within the ASTM-specified distances of the Add Area. Two facilities near the Add Area were identified as RCRIS Small Quantity Generators. However, no violations have been reported for either site. Additionally, several facilities were identified on other databases within the ASTM-specified search distances of the Add Area. However, none of the facilities identified constitute a recognized environmental condition as defined by ASTM.[51] Therefore, the development scenarios at the Add Area are not expected to result in a significant impact to groundwater contamination due to a hazardous materials release in the area.

However, due to the age of the existing structures at the Add Area, the potential for asbestos and lead-based paint does exist. A survey of asbestos containing materials and lead-based paint was not included in the scope of the Phase I Environmental Assessment conducted on the Add Area. The demolition of any structures with asbestos-containing materials or lead-based paint would have the potential to release these substances if they are not properly stabilized or removed prior to demolition activity. Therefore, the development scenarios analyzed for the Add Area could result in a significant hazardous materials impact due to the occurrence of asbestos-containing materials and lead-based paint on the Add Area. However, with the incorporation of mitigation measures to appropriately stabilize and/or remove asbestos-containing materials and lead-based paints, any potential impact would be reduced to a less than significant level.

New development is not expected to exceed maximum regulatory requirements for hazardous materials and is not expected to release hazardous materials within the area or into nearby soil and groundwater supplies. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact as a result of hazardous materials.

MITIGATION MEASURES

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

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

[51] *Phase I Environmental Site Assessment, Commercial and Light Industrial Development Area North of Prairie Street Between Corbin and Shirley Avenues.* American Environmental Specialists. Revised July 15, 2002.

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

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

Proposed Project, Add Area, and Related Projects

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

F. HYDROLOGY

ENVIRONMENTAL SETTING

Project Site

The Project Site is located at 19601 Nordhoff Street in the Chatsworth area of the City of Los Angeles, California, within the Chatsworth - Porter Ranch Community Planning Area. The proposed Project Site is square in shape consisting of approximately 35.5 acres bounded by Prairie Street to the north, Corbin Avenue to the west, Nordhoff Street to the south, and Shirley Avenue to the east. The Project Site is developed with structures and surface parking with the exception of two portions of the Site: a small stand of trees located at the northeast corner of the intersection of Nordhoff Street and Corbin Avenue and a currently vacant parcel approved for the construction of a senior housing facility located at the southeast corner of Corbin Avenue and Prairie Street. The Project Site is assumed to be approximately 84 percent impervious.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) #0601370018C, the Project Site is located within Flood Zone C. According to FEMA, Zone C was replaced by Zone X (No Shading) which is determined to be outside both the 100-year and 500-year flood plain.[52]

On-Site Drainage

For analysis, the Project Site was divided into three subareas, as shown in **Figure 19: Hydrologic Subareas**. Portion A, consisting of approximately 5.3 acres, is located at the southeasterly corner of the intersection of Corbin Avenue and Prairie Street. This parcel is currently undeveloped. This portion of the Project Site has been approved for the construction of a senior housing facility and a building permit was issued for a private storm drain that will convey runoff from Portion A to the intersection of Shirley Avenue and Nordhoff Street, where it will join the existing 66-inch Reinforced Concrete Pipe (RCP).

Portion B is rectangular in shape, located at the southwestern corner of the intersection of Shirley Avenue and Prairie Street. Portion C is rectangular in shape, bounded by Portions A and B to the north and Nordhoff Street to the south. Collectively, Portions B and C comprise the remainder of the Project size, approximately 30.2 acres.

[52] Phone conversation between Jack Eldridge, FEMA, and Carrie Riordan, Planning Associates, Inc.; April 24, 2002.

Figure 19: Hydrologic Subareas

Portion B is developed with a surface parking lot. This portion drains via sheet flow to the private driveway located along the southerly border of Portion B. A private storm drain with catch basins located along Teledyne Way conveys runoff from Portion B to the existing storm drain located along Shirley Avenue.

Portion C, located north of Nordhoff Street, includes a paved surface parking lot for visitors, the main building at the Project Site, and a small stand of trees located at the northeast corner of Corbin Avenue and Nordhoff Street. Portion C drains via sheet flow to the northeasterly corner of the intersection of Shirley Avenue and Nordhoff Street, where it is accepted by a 66- inch storm drain.

Off-Site Drainage

There are several drainage devices located north of the Project Site. The purpose of these devices is to intercept sheet flow from properties to the north (off-site drainage) and direct the flow toward adjacent public streets, specifically Corbin Avenue and Shirley Avenue. These streets convey the off-site drainage from approximately 78 acres of the area upstream of the Project Site.

Off-site drainage was evaluated to determine the effects of Project Site development on downstream buildings and infrastructure and to estimate flooding potential for the Project Site itself. The hydrologic evaluation was conducted for a 160-acre study area, as shown in **Figure 19: Hydrologic Subareas**.

Study Area Watersheds

The study area consists of two watersheds hereinafter called the “Eastern” and “Western” watersheds. The eastern watershed consists of 89 acres and drains to the south along Shirley Avenue and its southernly prolongation. The western watershed, consisting of 71 acres, drains to the south along Corbin Avenue. The hydrology of each watershed is discussed below. There is an existing ridge located along the western border of Portions A and C that separates the designated eastern and western watersheds.

The hydrologic analysis was performed utilizing the Los Angeles County Rational Method computer application. The study area is located within Rainfall Zone K. The predominant soil classification is 019 for Subarea 1 of the western watershed and 016 for all other subareas. This study utilized standard hydrologic values in accordance with the recommendation of the Los Angeles County Department of Public Works Hydrology/Sedimentation Manual.

The City of Los Angeles Department of Public works requires the 10-year frequency peak runoff to be conveyed by a storm drain. However, any flow above the 10-year frequency peak runoff (i.e., 25-year frequency peak runoff) is permitted to be conveyed by a street section (i.e., curb full).

Eastern Watershed

The eastern watershed includes residential areas north of Plummer Street to the south of Superior Street, as well as commercial developments south of Plummer Street to the east of Melvin Avenue. As shown in **Figure 19: Hydrologic Subareas**, the watershed is divided into five subareas. Initial time of concentration was determined for each subarea. Routing data for the watershed is included in the attached hydrology study. The resulting 50-year-frequency peak discharge at the most downstream point of the Project Site was estimated to be 240 cubic feet per second (cfs).

Due to the high traffic volumes and intensity at the intersection of Nordhoff Street and Shirley Avenue, even shallow flooding of this intersection should be prevented. This intersection is currently protected from flooding by an overflow channel consisting of a driveway with concrete gutter leading to Limekiln Creek Channel. The driveway is located immediately downstream from the intersection.

The storm drain along Shirley Avenue, a main outflow drainage device for the Project Site, was analyzed to determine the existing capacity. The 66-inch diameter segment of the storm drain located under the intersection of Nordhoff Street and Shirley Avenue and extending southerly from analysis point 5A-eastern watershed to Limekiln Creek Channel was determined to have sufficient capacity to convey the 10-year frequency peak discharge of 190 cfs at this location.

The segment of the storm drain along Shirley Avenue upstream of the intersection of Nordhoff Street and Shirley Avenue was checked for a 10-year frequency peak runoff. An approximately 650-foot-long segment of 42-inch and 39-inch RCP upstream of the intersection of Nordhoff Street and Shirley Avenue (between analysis points 5A-eastern watershed and 3A-eastern watershed) was determined to have sufficient capacity to convey the 10-year frequency peak runoff of 132 cfs at this location.

The most upstream 36-inch and 33-inch diameter segments of the storm drain along Shirley Avenue were determined to be undersized. These segments, located north of analysis point 3A-eastern watershed, do not have sufficient capacity to convey the 10-year frequency peak flow of 101 cfs at this location. The 10-year frequency peak flow along Shirley Avenue is currently conveyed partially by the storm drain and partially by the street cross-section. Maximum capacity of the Shirley Avenue street cross section was estimated to be 112 cfs with the water surface at the top of the curb and 188 cfs with the water surface at the property line (i.e. back of sidewalk). Therefore, the estimated 10-year frequency peak flow of 101 cfs could be adequately conveyed within the curb along Shirley Avenue. Based on the City of Los Angeles Department of Public Works requirement that any flow above the 10-year frequency peak runoff is permitted to be conveyed by the street section, existing conditions between analysis point 3A-eastern watershed and Prairie Street are considered adequate although the existing storm drain pipes are considered undersized.

Western Watershed

The western watershed includes the residential development north of Superior Street to the west of Melvin Avenue, commercial development south of Plummer Street to the west of Melvin Avenue, and commercial development south of Prairie Street to the west of Corbin Avenue. For analysis, the watershed was divided into five subareas as shown in **Figure 19: Hydrologic Subareas**. The peak discharge for the 50-year frequency storm runoff for the intersection of Corbin Avenue and Nordhoff Street was determined to be approximately 153 cfs, currently conveyed by the street section and the existing 36-inch storm drain.

Add Area

The Add Area is located north of Prairie Street between Corbin Avenue and Shirley Avenue within the Chatsworth - Porter Ranch Community Planning Area. The Add Area is rectangular in shape, consisting of approximately fifteen acres. The Add Area is fully developed with one- and two-story buildings and surface parking lots and is assumed to be impervious.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) #0601370018C, the Project Site is located within flood zone C. According to FEMA, Zone C was replaced by zone X (No Shading) which is determined to be outside both the 100-year and 500-year flood plain.[53]

In general, stormwater in the area flows from north to south and is collected in catch basins and storm sewers at the intersections of Corbin Avenue and Nordhoff Street and Shirley Avenue and Nordhoff Street. Due to the proximity of the Add Area to the Project Site, the Add Area and properties north of the Add Area were included in the hydrologic analysis completed for the Project Site.

On-Site Drainage

The Add Area was divided into two subareas for analysis purposes, as shown in **Figure 19: Hydrologic Subareas**. Portion D occupies the western section of the Add Area. this portion is fully developed and includes paved areas and structures. Portion D drains via sheet flow and concrete gutters to adjacent public streets including Melvin Avenue, Prairie Street, and Corbin Avenue. Water from Portion D is part of the western watershed.

Portion E consists of the eastern section of the Add Area. It is fully developed and consists of paved areas and structures. Portion E drains via sheet flow and concrete gutters to adjacent public streets including Melvin Avenue, Prairie Street, and Shirley Avenue. Water from Portion E is

[53] Phone conversation between Jack Eldridge, FEMA, and Carrie Riordan, Planning Associates, Inc.; April 24, 2002.

currently picked up by catch basins located at the northwestern corner of Shirley Avenue and Prairie Street and piped to the south where it eventually connects with the 66-inch pipe located at the intersection of Nordhoff Street and Shirley Avenue. Water from Portion E is part of the eastern watershed.

Off-Site Drainage

There are several drainage devices located north of the Add Area. The purpose of these devices is to intercept sheet flow from properties to the north (off-site drainage) and direct the flow toward adjacent public streets, specifically Corbin Avenue and Shirley Avenue. These streets convey the off-site drainage from approximately 78 acres of the area upstream of the Project Site.

Off-site drainage was evaluated to determine the effects of the development scenarios analyzed for the Add Area on downstream buildings and infrastructure and to estimate flooding potential for the area. The hydrologic evaluation was conducted for a 160-acre study area, as shown in **Figure 19: Hydrologic Subareas**.

Study Area Watersheds

Due to the proximity of the Add Area properties with respect to the Project Site, the Add Area was included in the hydrologic study conducted for the Project Site. Therefore, the study area watershed information is similar to that provided in the Environmental Setting Section for the Project Site.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, a proposed project would normally have a significant impact on surface water hydrology if it would:

- Cause flooding during the projected 50-year developed storm event which would have the potential to harm people or damage property or sensitive biological resources;
- Substantially reduce or increase the amount of surface water in a water body; or
- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

A project would normally have a significant impact on surface water quality if

- Discharge associated with the project would create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

A project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
  - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or to respond to emergencies and drought;
  - Reduce yields of adjacent wells or well fields (public or private); or
  - Adversely change the rate or direction of flow of groundwater; or
- Result in a demonstrable and sustained reduction of groundwater recharge capacity.

A project would normally result in a significant impact on groundwater quality if it would:

- Affect the rate or change the direction of movement of existing contaminants;
- Expand the area affected by contaminants;
- Result in an increased level of groundwater contamination (including that from direct percolation, injection or salt water intrusion); or
- Cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.

Due to the existing developed and largely impervious nature of the Project Site and Add Area, a permanent, adverse change to the quantity of surface water will not occur as a result of the proposed Project. Additionally, the Project Site and Add Area have been fully developed for over 20 years and the development scenarios analyzed will not alter groundwater draft or recharge in the area. Therefore, thresholds referred to above that reference surface water quality, groundwater level, and groundwater quality will not be exceeded. Thresholds regarding surface water hydrology will be addressed further in the following section.

ENVIRONMENTAL IMPACTS

Project Site

The proposed development will result in an increase in the amount of impervious surface on the Project Site due to the removal of a small stand of trees located at the northeast corner of Corbin Avenue and Nordhoff Street. However, the drainage pattern will substantially remain the same.

Eastern Watershed

To model the proposed impervious conditions at the Project Site, the imperviousness of Subarea 4 was increased from 83 percent to 92 percent (established by Los Angeles County for commercial development). The resulting 50-year frequency peak discharge at the most downstream point of the Project Site was estimated to be 241 cfs. This presents a negligible 0.4 percent increase compared to existing conditions. Therefore, the proposed Project at the Project Site would result in a less than significant impact to people, property, or sensitive biological resources based on the occurrence of a projected 50-year developed storm event.

There are no bodies of water in the project area. Therefore, the proposed Project at the Project Site will result in a less than significant impact to the amount of surface water in a water body.

The proposed Project at the Project Site will not result in a permanent, adverse change to the movement of surface water that will produce a substantial change in the current or direction of water flow. Currently, water from the Project Site is carried via sheet flow and drainage pipes (along Teledyne Way) to Shirley Avenue and eventually to the 66-inch pipe that exists at the intersection of Nordhoff Street and Shirley Avenue. With the proposed Project, surface water from the Project Site will continue to travel via sheet flow to Teledyne Way and drainage pipe to the intersection of Nordhoff Street and Shirley Avenue. The proposed Project at the Project Site will increase surface water flow by a maximum of 1 cfs, a 0.4 percent increase, which will not significantly alter the quantity or direction of surface water flow.

The City of Los Angeles Department of Public Works requires that the 10-year- frequency peak runoff is conveyed by a storm drain. However, any flow above the 10-year-frequency peak runoff (i.e., 25-year-frequency peak flow) is permitted to be conveyed by the street section. According to the hydraulic analysis prepared for the project area, analysis point 5A-eastern watershed, located at the intersection of Nordhoff Street and Shirley Avenue, currently has adequate capacity to convey the estimated 10-year-frequency peak runoff of 190 cfs. Northerly of this intersection, it has been determined that the 42-inch and 39-inch RCP between analysis point 5A-eastern watershed and 3A-eastern watershed has adequate capacity to convey the 132 cfs 10-year-frequency peak runoff. The portion of storm drain north from analysis point 3A-eastern watershed to Prairie Avenue along Shirley Avenue does not currently have adequate capacity to convey the 10-year frequency peak runoff of 101 cfs. However, based on the Department of

Public Works requirement that flow in excess of the 10-year-frequency peak runoff is permitted to be conveyed by the street section, the proposed Project at the Project Site will result in a less than significant impact to this identified segment of storm drain although the existing storm drain does not have adequate capacity.

Stormwater from Portion A of the Project Site will be captured by a private storm drain on Site and conveyed to the intersection of Shirley Avenue and Nordhoff Street where it joins the existing 66-inch RCP. Stormwater from Portion B of the proposed Project Site will be captured by a private storm drain on Site and conveyed to the intersection of Shirley Avenue and Teledyne Way, analysis point 3A-eastern watershed, where it will join the existing 42-inch and 39-inch storm drains that currently have adequate capacity. This storm drain will convey stormwater from Portion B to the existing 66-inch RCP located at the intersection of Nordhoff Street and Shirley Avenue. Stormwater from Portion C of the Project Site will continue to drain to the existing 66-inch RCP located at the intersection of Nordhoff Street and Shirley Avenue. No stormwater from the Project Site will travel via sheet flow to Shirley Avenue and will therefore not adversely affect the existing inadequate storm drain system east of the project area. The increase of 1 cfs as a result of the proposed Project at the Project Site will be accommodated by existing capacity in the storm drain located at the intersection of Nordhoff Street and Shirley Avenue. Therefore, the proposed Project at the Project Site will result in a less than significant impact to hydrology in an area already identified as being underserved as a result of inadequate storm drain capacity to convey the 10-year-0frequency peak flow.

Western Watershed

The proposed development will not affect drainage within the western watershed. The peak discharge for the 50-year-frequency peak storm runoff and the 10-year- frequency peak storm runoff at the intersection of Corbin Avenue and Nordhoff Street (analysis point 5A-western watershed) will not be affected by the proposed development. As during existing conditions, storm runoff will be conveyed by the street section and the existing 36-inch storm drain. The proposed Project Site will not be subject to flooding during the projected 50-year-frequency peak runoff and therefore, the proposed Project would not harm people, property, or sensitive biological resources. There are no bodies of water within the project area, therefore, the proposed Project will not result in a change to the amount of surface water within a water body.

The capacity of Corbin Avenue was estimated to be approximately 83 cfs (curb full) and 209 cfs between the street property lines (back of sidewalk to back of sidewalk). Therefore, no overflow of the 50-year-frequency peak runoff (153 cfs) would be expected from the western watershed into the Project Site. The existing ridge along the westerly property line shall be preserved. This ridge line protects the Project Site from an overflow during storm events of a higher magnitude. Therefore, the proposed Project will not result in a permanent, adverse change to the movement of surface water that will substantially change the current or direction of water flow in the project area. As the proposed Project will not alter the quantity or direction of stormwater flow to the

western watershed, the proposed Project at the Project Site will result in a less than significant impact to hydrology in the area as a result of inadequate capacity in the local storm drain to convey the 10-year-frequency peak flow. Based on significance criteria established by the City of Los Angeles Department of Public Works and the Draft Los Angeles CEQA Thresholds Guide, the proposed Project at the Project Site will result in a less than significant impact to hydrology or stormwater in the area.

Hydrologic computations for the eastern and western watersheds as well as computations for initial time of concentration for all subareas are attached in the hydrology study in **Appendix E** of the Technical Appendices.

Add Area

The Add Area is developed with one- and two-story buildings and associated surface parking lots and can be considered approximately one hundred percent impervious. Therefore, the drainage pattern will substantially remain the same.

Eastern Watershed

Existing conditions at the Add Area are considered impervious. Therefore, development scenarios analyzed for the Add Area will not result in a substantial change to the quantity of stormwater in the area. A hydrology study was completed for the Add Area, including upstream properties and downstream properties (the Project Site). The existing 50-year-frequency peak discharge was determined to be 240 cfs. Under proposed conditions, the 50-year-frequency peak discharge at the most downstream point of the analysis was estimated to be 241 cfs. This presents a negligible 0.4 percent increase compared to existing conditions. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to people, property, or sensitive biological resources based on the occurrence of a projected 50-year developed storm event.

There are no bodies of water in the project area. Further, the Add Area is approximately one hundred percent impervious under existing conditions and, with the construction of new development will not add additional stormwater to hydrology in the area nor contribute to an established water body. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to the amount of surface water in a water body.

Due to existing impervious conditions, development scenarios analyzed for the Add Area will not result in a permanent, adverse change to the quantity or movement of surface water that will produce a substantial change in the current or direction of water flow.

The City of Los Angeles Department of Public Works requires that the 10-year- frequency peak runoff is conveyed by a storm drain. However, any flow above the 10-year-frequency peak flow (i.e., 25-year-frequency peak flow) can be conveyed by the street section. According to the hydraulic analysis prepared for the project area, analysis point 5A-eastern watershed, located at the intersection of Nordhoff Street and Shirley Avenue, currently has adequate capacity to convey the estimated 10-year-frequency peak runoff of 190 cfs. Northerly of this intersection, it has been determined that the 42-inch and 39-inch RCP between analysis point 5A-eastern watershed and 3A-eastern watershed have adequate capacity to convey the 132 cfs 10-year-frequency peak runoff. The portion of storm drain north from analysis point 3A-eastern watershed to Prairie Avenue along Shirley Avenue does not currently have adequate capacity to convey the 10-year-frequency peak runoff of 101 cfs. However, due to the existing impervious conditions, development scenarios analyzed for the Add Area will not add water to the existing inadequate storm drain system. Further, any flow above the 10-year-frequency peak runoff is permitted to be conveyed by the street section which has existing adequate capacity. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to hydrology in an area already identified as being underserved as a result of inadequate storm drain capacity to convey the 10-year-frequency peak flow.

Western Watershed

The proposed development will not affect drainage within the western watershed. The peak discharge for the 50-year-frequency peak storm runoff and the 10-year- frequency peak storm runoff at the intersection of Corbin Avenue and Nordhoff Street (analysis point 5A-western watershed) will not be affected by the proposed development. As during existing conditions, storm runoff will be conveyed by the street section and the existing 36-inch storm drain. The Project Site will not be subject to flooding during the projected 50-year-frequency peak runoff and therefore, the proposed Project would not harm people, property, or sensitive biological resources. There are no bodies of water within the project area, therefore, the proposed Project will not change the amount of surface water in a water body.

The capacity of Corbin Avenue was estimated to be approximately 83 cfs (curb full) and 209 cfs between the street property lines (back of sidewalk to back of sidewalk). Therefore, no overflow of the 50-year-frequency peak runoff (153 cfs) would be expected from the western watershed into the Project Site. The existing ridge along the westerly property line shall be preserved. This ridge line protects the Project Site from an overflow during storm events of a higher magnitude. Therefore, the proposed Project will not result in a permanent, adverse change to the movement of surface water that will substantially change the current or direction of water flow in the project area. As the proposed Project will not alter the quantity or direction of stormwater flow to the western watershed, development scenarios analyzed for the Add Area would result in a less than significant impact to hydrology in the area as a result of inadequate capacity in the local storm drain to convey the 10-year-frequency peak flow.

Therefore, based on significance criteria established by the City of Los Angeles Department of Public Works and the Draft Los Angeles CEQA Thresholds Guide, development scenarios analyzed for the Add Area would result in a less than significant impact to hydrology or stormwater in the area.

Hydrologic computations for the eastern and western watersheds, as well as computations for initial time of concentration for all subareas are attached the hydrology study in **Appendix E** of the Technical Appendices.

MITIGATION MEASURES

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

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

29. Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. (O, C, R)

30. The owner of the property will prepare and execute a covenant and agreement satisfactory to the Department of City Planning binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan. (O, C, R)

31. Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator, (2) filtration, (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and

grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on site and are determined by various factors such as soil types and groundwater table. (O, C, R)

32. Prior to the issuance of building permits for replacement buildings or new parking areas within the Add Area, a hydrologic analysis shall be conducted to determined if the project will create additional runoff. If the project proposed at that time will generate additional runoff, an analysis must be conducted to determine if the existing storm drain has adequate capacity to accommodate the additional runoff. If the existing system can not provide adequate capacity, the applicant at that time may be required to install a relief sewer along Shirley Avenue southward from Prairie Street to Teledyne Way. (O, C, R)

33. Cleaning of oily vents and equipment to be performed within a designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. (C)

34. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer. (C)

35. Reduce and recycle wastes, including oil and grease. (C)

36. To prevent downstream flooding, the existing ridge along the westerly property boundary shall be maintained unless additional storm drains capable of accommodating additional flow are developed. (C)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

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

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

Proposed Project, Add Area, and Related Projects

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

G. LAND USE

ENVIRONMENTAL SETTING

PROJECT SITE

Zoning

As shown in **Section II, Figure 3: Radius Map**, current zoning on the Project Site includes MR2-1 (Restricted Light Industrial, Height District 1), [T][Q]M1-1 (Limited Industrial, Height District 1), and P-1 (Parking). Zoning on the Project Site was most recently updated through a zone change from MR2-1 to [T][Q]M1-1 requested by the applicant in 1997, approved by City Council on February 11, 1998 under Ordnance 171,920. The [T][Q]M1-1 zoning is applied to approximately 8.2 acres located at the northwest corner of the Project Site for which a use variance was approved for construction of the Homeplace Retirement facility (ZA 2002-6851-ZV-SPR; April 14, 2003). The P-1 zone is located along the Corbin Avenue street frontage between Dearborn Street and Nordhoff Street and along the Nordhoff Street street frontage between Corbin Avenue and Shirley Avenue. The P-1 zone covers approximately 2.4 acres. The remaining 24.9 acres across the Site are zoned MR2-1

Land Use Compatibility

Properties to the north of the Project Site include the Add Area that consists of commercial and industrial land uses. These uses include one and two-story office and light industrial buildings, a two-story public storage facility, a seven-court tennis facility, and a skate park. To the west of the Project Site, across Corbin Avenue, are a mixture of commercial, office and industrial buildings including two- and three-story buildings containing Washington Mutual Bank, Black Angus Restaurant, the Great Western Bank office complex, and a vacant office building. To the south of the Project Site, across Nordhoff Street, are commercial land uses, including various retail stores, a car dealership, and various restaurants. Located to the east of the Project Site, across Shirley Avenue, is the Northridge Fashion Center.

General Plan

The General Plan Framework is a comprehensive, long term declaration of purposes, policies, and programs for the development of the City of Los Angeles adopted in 1995 with a 2010 planning horizon. The General Plan for the City of Los Angeles consists of eleven elements, including the Land Use element for each of the thirty five local area plans, known as Community Plans. Further, the General Plan includes a plan for the Los Angeles World Airport and the Port of Los Angeles. The Project Site is located within the Chatsworth - Porter Ranch Community Plan Area. The status of the ten Citywide elements and an indication of the analysis of potential

impacts resulting from the proposed Project at the Project Site are summarized in **Table 24: Citywide Elements**.

TABLE 24
CITYWIDE ELEMENTS

Citywide Element	Date of Adoption	Discussion	Applicable Policies to Individual Properties	
			Project Site	Add Area
Framework Element	Readopted 8.8.01			
Transportation Element	Adopted 9.8.99	Section IV. M: Traffic	No	No
Infrastructure Element	Pending initiation	Section IV. N:Electricity, Natural Gas, Water, Sewers, Solid Waste	No	No
Housing Element	Adopted 12.18.01	Section IV. I: Population and Housing	No	No
Noise Element	Adopted 2.3.99	Section IV. H: Noise	No	No
Air Quality Element	Adopted 11.12.92	Section IV. B: Air Quality	No	No
Conservation Element	Adopted 9.26.01	Potential impacts determined to be less than significant during project scoping.	No	No
Open Space Element	Pending initiation.	Potential impacts determined to be less than significant during project scoping.	No	No
Historic Preservation/Cultural Resources Element	Pending initiation.	Potential impacts determined to be less than significant during project scoping.	No	No
Safety Element	Adopted 11.26.96	Section IV. D: Earth	No	No
Public Facilities and Service Element	Pending initiation.	Section IV. K: Public Services	No	No

General Plan Framework Element

The General Plan Framework Element of the General Plan is a strategy for accommodating long-term growth, which provides a Citywide context to guide the update of community plans and the Citywide elements. The Framework Element does not mandate or encourage growth but rather refines adopted City policies and is intended to update Concept Los Angeles, a policy to preserve single-family neighborhoods by focusing growth away from residential areas and towards a designated center.

The Framework Element supersedes Concept Los Angeles and other components of the City of Los Angeles General Plan, and sets forth a citywide comprehensive long-range growth strategy. Implementation of the Framework Element should be achieved through plans, ordinances, standards and guidelines, studies, capital improvements, economic development procedures,

administrative procedures, coordination with other governmental agencies, coordination and joint partnerships with private landowners and developers, and development review procedures. Many of the Element's policies will be implemented by the revision of community plans and the Municipal Code, which is the basic mechanism by which the City regulates the use and development of land.[54] **Table 25: Citywide Land Use**, provides a summary of the Citywide land use mix as proposed by the Framework.

TABLE 25
CITYWIDE LAND USE

Land Use	Existing[1]			Policy			Change (units/sf) (%)
	Acres	% Total Land	Dwelling units/sf	Acres	% Total Land	Dwelling units/sf	
Residential	116,395	38.5	1,299,963	145,842	48.2	1,566,108	20.5
Single Family[2]	94,796	31.3	519,692	112,372	37.1	544,921	4.9
Multi Family[3]	21,597	7.1	780,271	33,470	11.1	1,021,187	30.1
Commercial & Mixed Use	13,593	4.5		14,704	4.9		
Commercial	13,395	4.4	341,157,200	7,393	2.4	392,631,845	15.1
Retail			180,298,200			208,668,170	15.7
Office			160,859,000			183,963,675	14.1
Mixed Use[4]	198	0.1	[5]	7,311,2.4	2.4	[5]	
Industrial	23,314	7.7	299,689,434	26,260	8.7	299,780,932	0.03
Open Space/ Public/ Institutional/Other	78,418	25.9		64,303	21.3		(18.0)
Infrastructure[6]	63,890	21.1		51,441	17.0		N/a
Vacant	4,367	1.4		0	0		(100.0)
Total	302,596	100.0		302,596	100.0		

[1]Acreage data may differ from that contained in previously published documents and Community Plans due to variations in the methodologies of calculation
[2]Includes areas designated as "Single Family" on the General Plan Framework Land Use Map.
[3]Includes areas designated as "Low Medium I", "Low Medium II", "Medium", "High Medium", and "High" and residential portions of areas designated for "Mixed Use" on the General Plan Framework Land Use Map.
[4]"Mixed Use" development encompasses parcels developed with a mix of commercial (retail/office) and/or residential units.
[5]Commercial building square footage and residential units incorporated Mixed Use development are included in the total for their respective uses above.
[6]There is no direct correspondence between existing and future infrastructure uses due to variation in the elements included in the land use data base. By policy, there will be no reduction in the infrastructure use or acreage.

[54]City of LADCP website, April 18, 2003. Http://www.lacity.org/PLN/Cwd/framwk/chapters/00/00.htm.

The General Plan Framework identifies existing issues and opportunities which are addressed through the General Plan update process. Based on specific issues and designated opportunities identified by the City of Los Angeles, a long range land use pattern was determined including designated Conservation Areas and Targeted Growth Areas. Within identified Conservation Areas, the prevailing uses and densities are to be maintained, and new development would be comparable in type and scale with existing development. Targeted Growth areas delineated within the Framework Element identify districts, centers, and boulevards which will encourage new development through incentives.

Figure 20: Long Range Land Use Diagram San Fernando Valley shows the General Plan Framework Element Long Range Land Use Diagram for the San Fernando Valley. The diagram indicates that the Project Site and Add Area are located within a Targeted Growth area, which is defined as a Regional Center.

The Framework Element defines a Regional Center as an area that, "...serves as the focal point of regional commerce, identity, and activity for a population of 250,000 to 500,000 persons. Generally, they include corporate professional offices, concentrations of entertainment and cultural facilities, and mixed-use developments. Some contain region-serving retail facilities. Typically, Regional Centers are higher-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. This category is generally characterized by six- to twenty-story buildings or higher. Floor area ratios and any specific height restrictions would be determined by the community plan."

The General Plan Framework Element discussion of industrial lands highlights two issues concerning the existing and proposed development pattern at the Project Site and Add Area.

- The future of the City's industrial land is uncertain due to the regional recession, national economic restructuring, and relocation of businesses to other cities and states. Due to the loss of industrial activity, the appropriate use of some of these properties is in question and has led to proposed re-use of these lands for non-industrial purposes. Of concern is the amount of industrial land that should be allowed to be converted to other uses, e.g., marginal use areas located adjacent to stable residential neighborhoods of small and shallow lots with limited access to major transportation routes.

- Many of the industrially-zoned properties encompass large areas in the San Fernando Valley, Downtown, and Port area, affording opportunities to focus City efforts to preserve industrial planned lands for such use as the economy recovers.

Figure 20: Long Range Land Use Diagram San Fernando Valley

Opportunities to address identified issues are provided in the General Plan Framework through policies. The policies of the Framework concerning industrially zoned land relate to identifying opportunities to resolve these issues, but are generally more refined in various elements of the General Plan. As shown in **Table 24: Citywide Elements**, policies applicable or relevant to land use issues of the proposed Project are found only within the Land Use Element. Further analysis of the other ten Elements is not provided in this section.

Land Use Element

The primary objectives of the Land Use Element are to support the viability of the City's residential neighborhoods and commercial districts, and, when growth occurs, to encourage sustainable growth in a number of high intensity commercial and mixed-use districts, centers and boulevards and industrial districts. The Land Use Element is comprised of 35 Community Plans. The Project Site is located within the Chatsworth - Porter Ranch Community Plan.

Community Plan

As shown in **Figure 21: General Plan**, the Project Site is located within the Chatsworth - Porter Ranch Community Plan, one of 35 planning areas within the City of Los Angeles. This plan was updated September 4, 1993. The purpose of the Chatsworth - Porter Ranch Community Plan is to provide an official guide to the future development of this community. The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community, within the larger framework of Los Angeles. Objectives and policies, as they pertain to the proposed Project, provided by the Chatsworth - Porter Ranch Plan are provided in the following Environmental Impact sections.

The proposed Project includes a General Plan Amendment from Light Manufacturing to Community Commercial. The analysis of potential impacts to objectives and policies of the Community Plan will include both commercial uses and industrial uses.

The text of the Chatsworth - Porter Ranch Community Plan delineates the type of industrial uses that were envisioned to be permitted in this portion of the San Fernando Valley. The plan, "...encourages continued development of research and development-type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley."

The Plan also identifies the intention of preserving the industrially designated land within the plan area. The plan,"...designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other use and insure

Figure 21. General Plan

its development with high quality industrial uses, in keeping with the urban residential character of the community, to the extent possible, the plan proposes classifying all undeveloped industrial land, and well as industrial land used for industrial purposes, in restricted industrial zoning categories, such as MR zones."

However, the plan also states, "The growth of new technological industries, the advent of sophisticated communication systems, and the affinity between office and industrial uses suggest the need for flexible zoning."

Regional Plans

The Project Site is located within the planning area of two regional agencies: the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). SCAG is a Joint Powers Agency with numerous roles and responsibilities relative to regional issues that cross jurisdictional boundaries. SCAG is responsible for the preparation of a Regional Comprehensive Plan Guide (RCPG) in conjunction with its constituent members and other planning agencies. The RCPG provides a general view of the plans of various regional agencies that will affect local governments or that respond to the significant issues facing southern California, including growth management. It is intended to serve as a framework for decision-making with respect to the growth and changes that can be anticipated by the year 2015 and beyond. In addition, the RCPG proposes a strategy for voluntary use by local governments, which will assist them in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within the context of the region.

The RCPG consists of five core chapters including:

- Growth Management
- Regional Mobility
- Air Quality
- Water Quality
- Hazardous Waste Management

Issues pertaining to the proposed Project, as provided by SCAG, are included in the Growth Management, Regional Mobility, and Air Quality sections. Discussion of these issues is provided throughout the Environmental Impact sections within Section IV of this document.

The proposed Project is located within the South Coast Air Basin (SCAB) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to achieve and maintain healthful air quality for its residents. This is accomplished through a comprehensive program of planning, regulation, compliance assistance, enforcement, monitoring, technology advancement, and public education. The SCAQMD is the air pollution

control agency for the four-county region including Los Angeles and Orange counties and parts of Riverside and San Bernardino counties. This area of 12,000 square miles is home to more than 14 million people--about half the population of the State of California. It is the second most populous urban area in the United States. AQMD is responsible for controlling emissions from stationary sources of air pollution. Emission standards for mobile sources are established by state or federal agencies, such as the California Air Resources Board and the U.S. Environmental Protection Agency, rather than by local agencies such as the AQMD. Discussion of air quality and other issues governed by the SCAQMD is provided in **Section B. Air Quality** of this document.

ADD AREA

Zoning

Zoning over the Add Area includes MR2-1 (Restricted Light Industrial) and P-1 (Parking). MR2-1 zoning is applied to majority of the Add Area parcels, approximately fifteen acres. The P-1 zone is located along the Corbin Avenue street frontage extending north from Prairie Street across four parcels that front Corbin Avenue. The P-1 zone covers approximately one half acre.

Land Use Compatibility

Properties to the north of the Add Area include commercial uses, generally one and two-story retail buildings. To the west of the Add Area, across Corbin Avenue, are a mixture of commercial, office and industrial buildings including two and three-story buildings used by Washington Mutual Bank, Black Angus Restaurant, the Great Western Bank office complex. To the south of the Add Area are the currently vacant senior housing site, and a surface parking lot associated with the Project Site. Located to the east of the Add Area, across Shirley Avenue, is the Northridge Fashion Center. The Fashion Center is comprised of two and three-story buildings with four anchor stores, various retail stores, and associated parking.

General Plan

Due to the proximity of the Add Area to the Project Site, information regarding the general plan is similar to that provided in the General Plan discussion for the Project Site.

The Chatsworth - Porter Ranch Community Plan designation for the Add Area is currently Light Manufacturing. However, it should be noted that the previous Chatsworth - Porter Ranch District Plan adopted in 1974, designated the eastern half of the Add Area as Community Commercial.

Community Plans

Due to the proximity of the Add Area to the Project Site, information regarding the Community Plan is similar to that provided in the Community Plan discussion for the Project Site.

Regional Plans

Due to the proximity of the Add Area to the Project Site, information regarding the Regional Plans is similar to that provided in the Regional Plan discussion for the Project Site.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;
- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The proposed Project includes a General Plan Amendment and Zone Change. Due to the nature of the General Plan Amendment, the proposed Project would result in an inconsistency with the Community Plan due to the alteration of the previously established land use designations. However, the intent of a General Plan Amendment simultaneous with a Zone Change is to alter the land use designation and zoning of a site such that there are no inconsistencies between the Plan and zoning. Therefore, although the proposed Project will be considered inconsistent with the existing Community Plan based on the request to amend it, the proposed Project would result in a less than significant land use impact.

ENVIRONMENTAL IMPACTS

PROJECT SITE

The proposed Project at the Project Site includes a Zone Change from [T][Q]M1-1, MR2-1, and P-1 to C2-1 and a General Plan Amendment from Light Industrial to Community Commercial.

Zoning

All of the commercial and residential uses included in the proposed development scenarios are allowable under the C2-1 zoning designation. The C2-1 zoning designation is with Height District 1, which allows for unlimited height and a 1.5 Floor Area Ratio (FAR). The Project Site covers approximately 1,546,400 square feet (35.5 acres) of land area, which allows for a floor area of approximately 2,319,600 square feet. The maximum yield of the proposed development scenarios is approximately 1,668,000 square feet[55] of floor area on the Project Site, or an FAR of 1.08:1. The proposed FAR would not exceed the FAR allowed by the proposed zoning. Further, based on the unlimited height district, the proposed Project at the Project Site will not exceed the allowable development height. As a result, with the approval of a General Plan Amendment and Zone Change, the proposed Project will result in a less than significant impact as a result of inconsistencies with the existing and proposed zoning.

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

General Plan

Framework Element

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

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

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

Impacts to other Citywide Elements of the General Plan are discussed in the respective sections throughout this document as indicated in **Table 24: Citywide Elements**. It should be noted that, as discussed under **Section K. Public Services**, a potentially significant impact to the existing Public Facilities and Services are of a cumulative nature and cannot be mitigated solely by the Project, but must be addressed in the pending Public Facilities and Service Element. Therefore, the proposed Zone Change and General Plan Amendment will result in a less than significant impact to the General Plan and land use.

Land Use Element

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

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

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

Community Plans

Community Plan Objectives

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

- To designate lands in quantities and at densities, at appropriate locations, for various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.

- To promote economic well-being and public convenience through:

  - Allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.

  - Designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.

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

Currently, the General Plan Amendment request area, which used to be an internal part of the Northridge Industrial Core, is surrounded on three sides by commercial development. Over time, the surrounding land uses have changed and now include retail to the north, retail to the east, and various commercial and retail uses to the south. Moreover, the approval of the Homeplace Retirement facility on the Project

Site indicates that the City of Los Angeles may not oppose transition of this area from industrial to commercial. Uses currently within the Add Area such as the tennis facility, skate park, and public storage also indicate the change of land use in the immediate project vicinity. Therefore, the proposed change to the General Plan and corresponding Zone Change is consistent with trends in the community and will result in a less than significant impact to land use due to an inconsistency with the Community Plan.

Further, the Project Site is developed with research and development type uses, occupied by Litton Guidance and Control Systems. The current lease on the building and property extends until 2005 at which time the tenant intends to vacate the property and move operations elsewhere. As discussed in the No Project Alternative section, the applicant has made numerous attempts to identify a future user of the property with the same land use.

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

Community Plan Policies

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

Commerce

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

- *0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;*

- *0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses. Without effective transportation demand management strategies, such as carpool and vanpool or transit, off-street parking should be*

provided at a ratio of one parking space per 300 gross square feet of building. Surface parking areas shall be located between commercial and residential uses, where appropriate, to provide a buffer, and shall be separated from residential uses by means of a wall and/or landscaped setback.

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

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

Industry

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

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

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

preservation of all existing MR zoned lands, and classification of all undeveloped industrial land in the MR1 and MR2 Zones.

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

The Plan designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the Community, to the extent possible, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

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

Regional Plans

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

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP) which may be applicable to the proposed Project at the Project Site are shown in **Table 26: SCAG Policies**.

TABLE 26
SCAG POLICIES

Policy	Project Consistency
Growth Management Chapter	
3.01 The population, housing, and jobs forecasts which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	**Consistent.** Section I. Population and Housing examines the population and housing generation anticipated from the proposed Project. Section J. Employment examines the employment projections resulting from the proposed Project. All population, housing, and employment projections would be within SCAG forecasts.
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	**Consistent.** Section K. Public Facilities examines the existing and proposed demand on public facilities as a result of the proposed Project. Section N. Utilities examines the existing and proposed demand on utilities in the project area. Section M. discusses the existing and proposed conditions of the transportation system in the project area. As discussed in these sections, the proposed Project will not result in a significant impact to public facilities, utility systems, or transportation systems after mitigation.
Growth Management Chapter Policies Related to Improve the Regional Standard of Living	
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities	**Consistent.** Section K. Public Services and Section N. Utilities examine the existing and proposed demand on these services as a result of the proposed Project. As discussed, the proposed Project will utilize existing infrastructure systems and will not require additions to or replacement of any infrastructure. No significant impacts resulting from the proposed Project were identified in either of these sections.
3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of service.	**Consistent.** The proposed Project includes redevelopment of the Project Site and Add Area that are currently developed. The proposed Project will not require additions to or replacement of infrastructure which will reduce the costs of infrastructure and public service delivery.
3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	**Consistent.** The proposed Project includes redevelopment of the Project Site and Add Area. Under the No Project Alternative, it was identified that the project could go vacant if plans for redevelopment of the site are not secured. This redevelopment is intended to enhance the economic vitality and competitiveness of the project area.
Growth Management Chapter Policies Related to Improve the Regional Quality of Life	
3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	**Partially Consistent.** The Project Site and Add Area are located in an area that is currently developed. The proposed Project is not anticipated to result in a substantial increase to population or housing in the project area. Further, substantial relocation or redistribution of population is not expected. Two of the four potential development scenarios are mixed-use including office/residential and retail/residential which will create opportunities for residents to walk, reducing the need for roadway expansion and the number of vehicle trips.
3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	**Consistent.** The proposed Project includes infill redevelopment of the Project Site and Add Area that are currently developed.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	**Consistent.** The Project Site and Add Area are currently located next to a Regional Commercial Center, the Northridge Fashion Center. The project would recycle and redevelop an underutilized property in a Regional Center/transportation corridor which would revitalize the neighborhood.

3.18 Encourage planned development in locations least likely to cause environmental impacts.	**Consistent.** The Project Site and Add Area are currently developed. Both sites have been void of such environmental attributes as biological resources, cultural resources, and water resources for decades. Therefore, environmental impacts resulting from the Project Site and Add Area would be minimized.
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique endangered plants and animals.	**Consistent.** The Project Site and Add Area are currently developed and have been void of biological resources for decades. By redeveloping such land, and conserving lands rich in biological resources, indirectly the Project is supporting the protection of these vital resources.
3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	**Not applicable.** Determined less than significant, no analysis conducted
3.22 Discourage development or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	**Consistent.** As discussed in Section D. Geologic Hazards, the Project Site and Add Area are not located in an area with steep slopes, high fire or flood. The southern portion of the Project Site has the potential for liquefaction. However, as discussed, development at the Project Site will not result in a significant geologic hazards impact due to seismic hazards.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	**Consistent.** As discussed in Section H. Noise, the proposed Project would not result in a significant noise impact. As discussed in Section C. Biological Resources, the proposed Project Site and Add Area do not have significant biological resources and therefore, the proposed Project would not result in a significant biological impact. As discussed in Section D. Geologic Hazards, the proposed Project will not result in a significant seismic hazard impact.
Growth Management Chapter Policies to Provide Social, Political, and Cultural Equity	
3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	**Partially Consistent.** As discussed in Section I. Population and Housing, the proposed Project will introduce both multifamily and senior housing to the Project Site. As discussed, the proposed Project will result in a less than significant impact to housing.
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection	**Consistent.** As discussed in Sections K. Public Services, I. Population and Housing, and L. Recreation, the proposed Project would result in a less than significant impact to schools, housing, social and public services, and recreation.
Core Regional Transportation Policies	
4.01 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators: Mobility, Accessibility, Environment, Reliability, Safety, Equity/Environmental Justice, and Cost Effectiveness.	**Consistent.** As discussed in Section M. Traffic, the proposed Project would result in a less than significant impact to transportation services after mitigation.
4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.	**Consistent.** As discussed in Section M. Traffic, the proposed Project would not result in a significant impact to transportation services after mitigation.
4.04 Transportation control measures shall be a priority.	**Consistent.** As discussed in Section M. Traffic, the proposed Project would not result in a significant impact to transportation services after mitigation.
4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.	**Consistent.** As discussed in Section M. Traffic, the proposed Project would not result in a significant impact to transportation services after mitigation.

Air Quality Policies	
5.07 Determine specific programs and associate actions needed (e.g. indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	**Partially Consistent.** As discussed in Section B. Air Quality, the proposed Project would result in a less than significant air quality impact during construction activities. However, although mitigation measures have been included to reduce air quality impacts, the proposed Project would result in a significant air quality impact during operational activities.
5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	**Consistent.** The MEIR has considered plans from all levels of government including, but not limited to, regional air quality and transportation plans and local plans for air quality and land use. As discussed in Sections G. Land Use, and M. Traffic, the proposed Project will result in a less than significant impact to these issues. As discussed in Section B. Air Quality, the proposed project would result in a less than significant impact to construction air quality but after mitigation, would result in a significant impact to operational air quality.
Water Quality Chapter Recommendations and Policy Options	
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	**Consistent.** As discussed in Sections N. Utilities, Water and Sewers, water reclamation projects are in the works around the City of Los Angeles. The proposed Project will result in a less than significant impact to water supply and sewers.
SOURCE: Comment letter from Jeffrey Smith, SCAG Senior Regional Planner, Intergovernmental Review, to Maya Zaitzevsky, LADCP, Planning Associate, June 11, 2002.	

As discussed in the relevant analysis sections, the proposed Project at the Project Site would not conflict with policies provided by SCAG and would therefore not result in a significant impact to land use as a result of an inconsistency with applicable regional plans.

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

ADD AREA

Zoning

All of the commercial and residential uses included in the development scenarios are allowable under the C2-1 zoning designation. The C2-1 zoning designation is within Height District 1, which allows for a 1.5 FAR. The Add Area properties cover 673,437 square feet (15.4 acres) of land area, which allows for a floor area of approximately 1,010,156 square feet. The maximum yield of the proposed development scenario at the Add Area is approximately 586,000 square feet of floor area, or an FAR of 0.58:1. The proposed FAR would not exceed the FAR allowed by the proposed zoning. Further, based on the unlimited height district of the proposed zoning,

the development scenarios analyzed for the Add Area will not exceed the allowable development height. With the approval of a General Plan Amendment and Zone Change, the development scenarios analyzed will result in a less than significant impact as a result of inconsistencies with the existing and proposed zoning.

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

Land Use Compatibility

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

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

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

The expansion of commercial uses in the area, has not resulted in any known significant incompatibilities with residential uses; therefore, expansion of commercial and residential uses in the Add Area should not create conflicts for the existing off-site uses. As a result, with the approval of the Zone Change and General Plan Amendment for the Add Area would not create a significant impact to land use compatibility.

General Plan

Framework Element

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

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

Impacts to other Citywide Elements of the General Plan are discussed in the respective sections throughout this document as indicated in **Table 24: Citywide Elements**. It should be noted that, as discussed under **Section K. Public Services**, a significant impact to the existing Public Facilities and Services are of a cumulative nature and cannot be mitigated solely by the Project, but must be addressed in the pending Public Facilities and Service Element. Therefore, a significant impact to the General Plan and land use is not anticipated as a result of the proposed Zone Change and General Plan Amendment.

Land Use Element

The proposed General Plan Amendment at the Add Area will result in a reduction of industrially designated land. However, lands on three sides of the Add Area are already zoned, designated, and developed with commercial uses; the study area is separated from other industrially designated lands by Corbin Avenue; and non industrial uses have previously been permitted

within the project vicinity (Homeplace Retirement facility, public storage, skate park, tennis facility). The General Plan Amendment is considered appropriate as it will encourage consistency between land use designation and the existing use of the Add Area properties. The proposed General Plan Amendment and Zone Change will not result in a significant land use impact due to an incompatibility with surrounding land uses in the area.

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

Community Plans

Policies included within the Chatsworth - Porter Ranch Community Plan that relate to the development scenarios analyzed for the Add Area include:

Commerce

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

- *0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;*

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

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

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

Industry

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

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

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

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

The Plan designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the Community, to the extent possible, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

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

Regional Plans

Due to the proximity of the Add Area properties to the Project Site, regional plans applicable to the Add Area are similar to those for the Project Site. Therefore, refer to the Regional Plan discussion for the Project Site. As shown in **Table 26: SCAG Policies**, each of SCAG's policies relevant to the development scenarios analyzed for the Add Area are analyzed in the individual impact analysis sections of this document. The development scenarios analyzed for the Add Area will not result in a significant impact to land use due to an inconsistency with applicable regional plans.

Further, as discussed in **Section B. Air Quality**, although the development scenarios analyzed for the Add Area may result in a significant impact to air quality, the development scenarios analyzed for the Add Area will not conflict with any of the policies provided by the SCAQMD. Therefore, the development scenarios analyzed for the Add Area will not result in a significant impact to land use as a result of an inconsistency with applicable regional plans.

MITIGATION MEASURES

Project Site

None required.

Add Area

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

37. When the use of this property formerly designated as "Light Manufacturing" is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-maker through a procedure similar to a conditional use. The

decision-maker shall determine that the proposed use is consistent with the objectives of the General Plan and is compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

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

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

H. NOISE

An evaluation of the existing and proposed noise conditions at the Project Site and Add Area was prepared for the Master Environmental Impact Report by Terry A. Hayes Associates in September 2002. This report is attached in full in **Appendix B** (under separate cover). Finding from this evaluation were utilized in the preparation of this section.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA.

Community Noise Equivalent Level (CNEL) is an average sound level during a 24-hour day. CNEL is a noise measurement scale which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually five decibels higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Equivalent Noise Level (Leq) is the average noise level on an energy basis for any specific time period. Leq can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Studies have shown that the smallest perceptible change in sound level is approximately three decibels. A change of at least five decibels would be noticeable and would likely evoke a community reaction. A ten-decibel increase is perceived subjectively as approximately a doubling in loudness and would most certainly cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or point source, will decrease by approximately six decibels over hard surfaces and nine decibels over soft surfaces for each doubling of the distance, beginning at the reference distance. For example, if a noise source produces a noise level of 89

dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on.

ENVIRONMENTAL SETTING

The Project Site and Add Area are located in an urban environment. The existing noise environment is characterized by the mix of land uses within it, which includes residences, commercial and industrial developments, and arterial roadways. Vehicular traffic is the primary source of noise in the project vicinity and is the largest consistent noise source in the project vicinity.

Land uses that are considered sensitive to noise impacts are referred to as "sensitive receptors." Noise sensitive receptors consist of, but are not limited to, schools, residences, libraries, hospitals, and other care facilities.

Sound measurements were taken using a Quest Q-400 Noise Dosimeter during the hours between 1:00 p.m. and 2:30 p.m. on August 20, 2002 at various sensitive receptor locations within the vicinity of the Project Site. These readings were used to establish existing ambient conditions and provide a baseline from which to evaluate construction noise impacts. The locations of the noise monitoring positions are shown in **Figure 22: Noise Monitoring Positions.** These locations consist of representative noise sensitive land uses, which include nearby residences and a daycare center. The existing noise levels, as recorded, are listed in **Table 27: Existing Noise Levels**.

TABLE 27
EXISTING NOISE LEVELS (DBA, LEQ)

Sensitive Receptors	Sound Level
1–Residential Uses (on Plummer Street and Corbin Avenue)	56.1
2–Washington Mutual Child Care Center	59.6
SOURCE: Terry A. Hayes Associates LLC.	

As stated earlier, vehicular traffic is the predominant noise source in the project vicinity. Using existing traffic volumes provided by the project traffic consultant and the Federal Highway Administration (FHWA) RD-77-108 noise calculation formulas, a CNEL has been calculated for the two sensitive receptors (N1 and N2) for which baseline noise levels were measured. The CNEL is used as a baseline to measure the operational noise impacts of the proposed Project, as shown in **Table 28: Existing Community Noise Equivalent Level**.[56] The estimated noise levels

[56] The assumptions used in developing vehicular noise levels are provided in Appendix B.

Figure 22: Noise Monitoring Positions

TABLE 28
EXISTING COMMUNITY NOISE EQUIVALENT LEVEL (DBA, CNEL)

Sensitive Receptor	Estimated dBA, CNEL
1–Residential Uses (on Plummer Street and Corbin Avenue)	75.4
2–Washington Mutual Child Care Center	67.0
SOURCE: Terry A. Hayes Associates LLC.	

represent the most conservative scenario, which assumes that no shielding is provided between the traffic and the location of each sensitive receptor.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if:

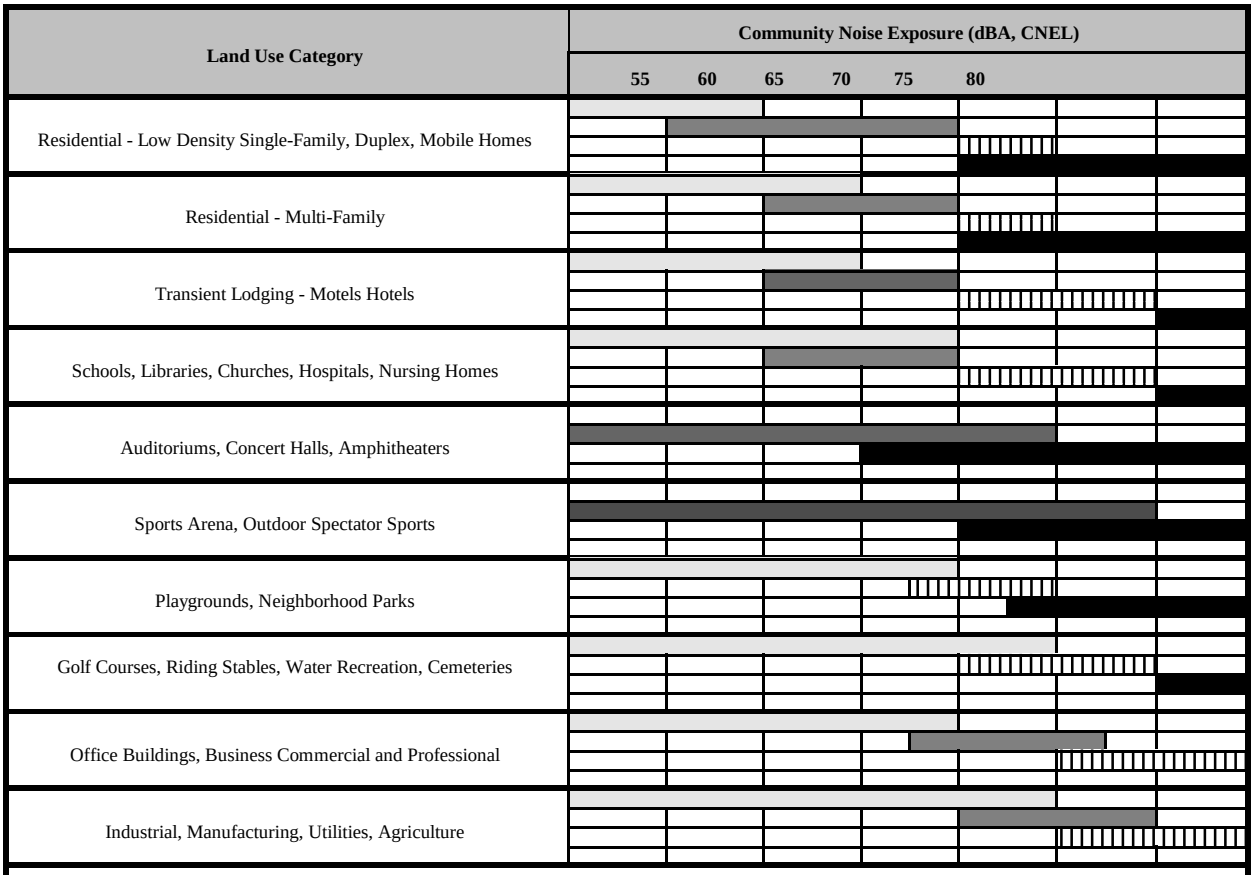
Construction

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 pm, and 7:00 am, Monday through Friday, before 8:00 am or after 6:00 pm on Saturday, or at anytime on Sunday.

Operational

A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase, as shown in **Table 29: Land Use Compatibility for Community Noise Environments**.

TABLE 29
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS



Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditionally will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE: California Office of Noise Control, Department of Health Services.

ENVIRONMENTAL IMPACTS

Project Site Only

Construction Phase Impacts

Construction of the proposed Project at the Project Site would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby sensitive receptors. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Construction activities require the use of numerous noise generating equipment, such as jack hammers, pneumatic impact equipment, saws, and tractors. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 30: Maximum Noise Levels of Common Construction Equipment**. The table shows noise levels at distances of 50 and 100 feet from the construction noise source.

TABLE 30
MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION EQUIPMENT

Noise Source	Noise Level (dBA)[1]	
	50 Feet	100 Feet
Jackhammer	82	76
Steamroller	83	77
Street Paver	80	74
Backhoe	83	77
Street Compressor	67	61
Front-end Loader	79	73
Street Cleaner	70	64
Idling Haul Truck	72	66
Cement Mixer	72	66

[1]Assumes a six decibel drop-off rate for noise generated by a point source, traveling over hard surfaces. Measured noise levels of equipment were taken at 10 and 30 feet from noise source.
SOURCE: Cowan, James P., Handbook of Environmental Acoustics, 1994.

Whereas **Table 30: Maximum Noise Levels of Common Construction Equipment** shows the noise level of individual pieces of equipment, the noise levels shown in **Table 31: Outdoor Construction Noise Levels** take into account the likelihood that more than one piece of construction equipment would be in operation simultaneously and lists the typical overall noise levels expected for each phase of construction. These noise levels are based on surveys

TABLE 31
OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA Leq)	
	At 50 Feet	At 50 Feet with Mufflers
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: EPA , Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

conducted by the USEPA in the early 1970s. Since 1970, regulations have been enforced to improve noise generated by certain types of construction equipment to meet worker noise exposure standards. However, many older pieces of equipment are still in use. Thus, the construction phase noise levels indicated in **Table 31: Outdoor Construction Noise Levels** represent worst-case conditions. As the table shows, the highest noise levels are expected to occur during the grading/excavation and finishing phases of construction.

Scenario 1: Retail Project Site Only To ascertain worst-case noise impacts at sensitive receptor locations, construction noise has been modeled by introducing the noise level associated with the grading phase of typical development. The noise source is assumed to be active for 40 percent of the eight-hour work day (consistent with the EPA studies of construction noise), generating a noise level of 89 dBA (Leq) at a reference distance of 50 feet.

The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level.[57] The estimated construction noise levels at sensitive receptors are shown in **Table 32: Construction Noise Impact, Project Site Only**.

As indicated in **Table 32: Construction Noise Impact, Project Site Only**, the new ambient noise level during the construction phase of the proposed Project at the Project Site would be approximately 1.7 dBA greater than the existing ambient noise level at N1 (residential uses) and approximately 0.7 dBA greater than existing ambient noise levels at N2 (Washington Mutual Child Care Center). The incremental increase in noise levels is less than the significance threshold of a five decibel increase over the existing ambient noise level. Therefore, the proposed Project at the Project Site.

[57] United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.

TABLE 32
CONSTRUCTION NOISE IMPACT, PROJECT SITE ONLY

Receptor	Distance (feet)[1]	Maximum Construction Sound Level (dBA)[2]	Existing Ambient (dBA, Leq)[3]	New Ambient (dBA, Leq)[4]	Increase	Significance Threshold	Impact?
N1	950	63.4	56.1	57.8	1.7 dBA	$ 5 dBA	No
N2	840	64.5	59.6	60.3	0.7 dBA	$ 5 dBA	No

[1]Distance of noise source from receptor.
[2]Construction noise source's sound level at receptor location, with distance adjustment.
[3]Pre-construction activity ambient sound level at receptor location.
[4]New sound level at receptor location during the construction period, including noise from construction activity.
SOURCE: Terry A. Hayes Associates LLC.

would result in a less than significant impact to noise levels in the project area due to construction activities.

Scenario 2: Office Project Site Only Construction phase impacts similar to those in Scenario 1: Retail Project Site Only.[58]

Scenario 3: Retail/Residential Project Site Only Construction phase impacts similar to those in Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Construction phase impacts similar to those in Scenario 1: Retail Project Site Only.

Operational Phase Impacts

Vehicular Noise

Scenario 1: Retail Project Site Only The predominant noise source for Scenario 1: Retail Project Site Only, as with most urbanized areas, is vehicular traffic. Utilizing the FHWA RD77108 noise calculation formulas, predicted traffic volumes can be used to estimate project-related traffic noise impacts. Based on daily peak hour traffic volumes provided in the project traffic report, a CNEL was calculated for two sensitive receptors (N1 and N2). As indicated in **Table 33: 2005 Estimated Community Noise Equivalent Level, Project Site Only**, vehicular noise at sensitive receptor N1 (single family residential on Plummer Street and Corbin Avenue) is approximately 76.2 dBA (CNEL) under Scenario 1: Retail Project Site Only. Vehicular noise at sensitive receptor N2 (Washington Mutual Child Care Center) is approximately 68.7 dBA (CNEL). According to **Table 29: Land Use Compatibility for Community Noise Environments**, noise

[58]Equipment necessary for construction would be the same for each development scenario. Further, sensitive receptors are the same for each development scenario and would remain in in the same location. Therefore, the noise level at the sensitive receptor locations would not be altered based on the development scenario and construction noise impacts would be the same for each development scenario.

TABLE 33
2005 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL, PROJECT SITE ONLY

Sensitive Receptor	Estimated dBA, CNEL					
	Existing	No Project	Scenario A	Scenario B	Scenario C	Scenario D
N1	75.4	76.0	76.2	76.2	76.2	76.2
N2	67.0	68.7	68.7	68.7	68.7	68.7

Assumptions: Vehicular traffic is the predominate noise source. The 24-hour distribution is 75, 13, and 12 percent for 7:00 a.m. to 7:00 p.m., 7:00 to 10:00 p.m., and 10:00 p.m. to 7:00 a.m., respectively. The vehicle distribution is approximately 87 percent, 7 percent, and 6 percent for auto, medium truck, and heavy truck, respectively.
SOURCE: Terry A. Hayes Associates LLC.

levels at the two sensitive receptors must be 70 dBA or lower in order to be within the "normally compatible" or "conditionally acceptable" category. As shown in **Table 33: 2005 Estimated Community Noise Equivalent Level, Project Site Only**, N2 would remain within the "conditionally acceptable" category of the Land Use Compatibility Chart. Additionally, incremental increase in noise level at N2 is less-than-one decibel when compared to "no project" conditions and approximately 1.7 dBA when compared to "existing" conditions. This incremental increase in noise level would not be perceptible by the general public and would not exceed the significance criteria of a five decibel or more increase in noise level. Therefore, the proposed Project at the Project Site would result in a less than significant impact to noise levels at N2 due to operational activities.

Under "existing," "no project," and Scenario 1: Retail Project Site Only conditions, N1 is within the "normally unacceptable" category of the Land Use Compatibility Chart. According to the significance criteria, areas that are within the "normally unacceptable" or "clearly unacceptable" category would have a significant impact if ambient noise levels incrementally increase by three or more decibels. As shown in **Table 33: 2005 Estimated Community Noise Equivalent Level, Project Site Only**, Scenario 1: Retail Project Site Only would incrementally increase noise levels by less-than-one decibel when compared to "existing" and "no project" conditions, which would not exceed the significance criteria. Therefore, the proposed Project at the Project Site would result in a less than significant impact to noise levels at N1 due to operational activities.

Scenario 2: Office Project Site Only Vehicular operational phase impacts similar to those in Vehicular Noise, Scenario 1: Retail Project Site Only. [59]

[59] Due to the developed nature of the project area, there are few sensitive receptors in the area. The sensitive receptors identified by the noise study are located just west of Corbin Avenue within an industrial and commercial office park and just north of Plummer Street, a Secondary Highway. Both of these locations are heavily traveled currently and are located at least one-quarter mile from the project area. Further, based on the trip distribution determined by the traffic study conducted for this project, trip distribution at these locations will not be substantially altered and will not result in different noise levels.

Scenario 3: Retail/Residential Project Site Only Vehicular operational phase impacts similar to those in Vehicular Noise, Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Vehicular operational phase impacts similar to those in Vehicular Noise, Scenario 1: Retail Project Site Only.

MITIGATION MEASURES

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

38. The project shall comply with the City of Los Angeles Municipal Code Chapter XI - Noise regulations. (O, C, R)

39. Locate any haul routes as far from the noise sensitive land uses as possible to the extent feasible. (O, C, R)

40. The staging of construction equipment shall be conducted as far from noise sensitive land uses as possible to the extent feasible. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS - PROJECT SITE ONLY

Related Projects

When calculating future traffic impacts, related projects in the area were taken into consideration. Thus, future traffic volumes with and without the proposed Project already account for the cumulative impacts from related projects. Since noise impacts are generated directly from the traffic analysis results, future with Project and future without Project noise impacts described in this report already reflect cumulative impacts. See ***Proposed Project, Add Area, and Related Projects*** below.

Proposed Project, Add Area, and Related Projects

When calculating future traffic impacts, the traffic consultant took eight additional projects into consideration. Thus, future traffic volumes with and without the proposed Project already account for the cumulative impacts from these other projects. Since noise impacts are generated directly from the traffic analysis results, future with Project and future without Project noise impacts described in this report already reflect cumulative impacts.

Scenario 1: Retail Project Site Only Scenario 1: Retail Project Site Only would incrementally increase noise levels by less-than-one decibel at N1 when compared to "existing" and "no project" conditions. The incremental increase does not exceed the noise threshold of a three or more decibel increase to or within the "normally unacceptable" or "clearly unacceptable" category. An incremental increase of 1.7 decibels at N2 is anticipated when compared to "existing" conditions. When compared to "no project" conditions, incremental increases of less-than-one decibel is expected at N2. The incremental increase does not exceed the noise threshold of a five or more decibels over ambient noise levels. Therefore, Scenario 1: Retail Project Site Only is not anticipated to exceed the operational phase significance criteria. Thus, the proposed Project at the Project Site will not result in a significant cumulative impact to noise levels in the area.

Scenario 2: Office Project Site Only Cumulative impacts similar to *Proposed Project, Add Area, and Related Projects*, Scenario 1: Retail Project Site Only.

Scenario 3: Retail/Residential Project Site Only Cumulative impacts similar to *Proposed Project, Add Area, and Related Projects*, Scenario 1: Retail Project Site Only.

Scenario 4: Office/Residential Project Site Only Cumulative impacts similar to *Proposed Project, Add Area, and Related Projects*, Scenario 1: Retail Project Site Only.

FULL PROJECT BUILD OUT (PROJECT SITE AND ADD AREA)

Construction Phase Impacts

Construction of any of the Full Build Out scenarios would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby sensitive receptors. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Scenario 1: Retail Full Build Out To ascertain worst-case noise impacts at sensitive receptor locations, construction noise has been modeled by introducing the noise levels associated with the grading phase of a typical development. The noise source is assumed to be active for forty percent of the eight-hour work day (consistent with the EPA studies of construction noise), generating a noise level of 89 dBA (Leq) at a reference distance of 50 feet.

The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically

adding the adjusted construction noise source level to the ambient noise level.[60] Estimated construction noise levels at sensitive receptors are shown in **Table 34: Construction Noise Impact Full Build Out**.

TABLE 34
CONSTRUCTION NOISE IMPACT, FULL BUILD OUT

Receptor	Distance (feet)[1]	Maximum Construction Sound Level (dBA)[2]	Existing Ambient (dBA, Leq)[3]	New Ambient (dBA, Leq)[4]	Increase	Significance Threshold	Impact?
N1	800	64.9	56.1	58.6	2.5 dBA	$ 5 dBA	No
N2	840	64.5	59.6	60.3	0.7 dBA	$ 5 dBA	No

[1]Distance of noise source from receptor.
[2]Construction noise source's sound level at receptor location, with distance adjustment.
[3]Pre-construction activity ambient sound level at receptor location.
[4]New sound level at receptor location during the construction period, including noise from construction activity.
SOURCE: Terry A. Hayes Associates LLC.

As indicated in **Table 34: Construction Noise Impact, Full Build Out**, the new ambient noise level during the construction phase of the proposed Project at the Project Site and development scenarios analyzed for the Add Area would be approximately 2.5 dBA greater than the existing ambient noise level at N1 (residential uses) and approximately 0.7 dBA greater than existing ambient noise levels at N2 (Washington Mutual Child Care Center). The incremental increase in noise levels is less than the significance threshold of a five decibel increase over the existing ambient noise level. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to noise levels at sensitive receptors (N1 and N2) in the area.

Scenario 2: Office Full Build Out Construction phase impacts similar to Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out Construction phase impacts similar to Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Construction phase impacts similar to Scenario 1: Retail Full Build Out.

[60] United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.

Operational Phase Impacts

Vehicular Noise

Scenario 1: Retail Full Build Out The predominant noise source for Scenario 1: Retail Full Build Out, as with most urbanized areas, is vehicular traffic. Utilizing the FHWA RD77108 noise calculation formulas, predicted traffic volumes can be used to estimate project-related traffic noise impacts. Based on daily peak hour traffic volumes provided in the project traffic report, a CNEL was calculated for two sensitive receptors (N1 and N2). As indicated in **Table 35: 2005 Estimated Community Noise Equivalent Level, Full Build Out**, vehicular noise at

TABLE 35
2005 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL, FULL BUILD OUT

Sensitive Receptor	Estimated dBA, CNEL					
	Existing	No Project	Scenario A	Scenario B	Scenario C	Scenario D
N1	75.4	76.0	76.2	76.3	76.2	76.2
N2	67.0	68.7	68.7	68.7	68.7	68.7

Assumptions: Vehicular traffic is the predominate noise source. The 24-hour distribution is 75, 20, and 5 percent for 7:00 a.m. to 7:00 p.m., 7:00 to 10:00 p.m., and 10:00 p.m. to 7:00 a.m., respectively. The vehicle distribution is approximately 91 percent, 6 percent, and 3 percent for auto, medium truck, and heavy truck, respectively.
SOURCE: Terry A. Hayes Associates LLC.

sensitive receptor N1 (single family residential on Plummer Street and Corbin Avenue) is approximately 76.2 dBA (CNEL) under Scenario 1: Retail Full Build Out. Vehicular noise at sensitive receptor N2 (Washington Mutual Child Care Center) is approximately 68.7 dBA (CNEL). According to **Table 29: Land use Compatibility for Community Noise Environments**, noise levels at the two sensitive receptors must be 70 dBA or lower in order to be within the "normally compatible" or "conditionally acceptable" category. As shown in **Table 35: 2005 Estimate Community Noise Equivalent Level, Full Build Out**, N2 would remain within the "conditionally acceptable" category of the Land Use Compatibility Chart. Additionally, incremental increase in noise level at N2 is less-than-one decibel when compared to "no project" conditions and approximately 1.7 dBA when compared to "existing" conditions.

The incremental increase in noise level would not be perceptible by the general public and would not exceed the significance criteria of a five decibel or more increase in noise level. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area would result in a less than significant impact to noise levels at N2.

Under "existing," "no project," and Scenario 1: Retail Full Build Out conditions, N1 is within the "normally unacceptable" category of the Land Use Compatibility Chart. According to the significance criteria, areas that are within the "normally unacceptable" or "clearly unacceptable"

category would have a significant impact if ambient noise levels incrementally increase by three or more decibels. As shown in **Table 35: 2005 Estimate Community Noise Equivalent Level, Full Build Out**, Scenario 1: Retail Full Build Out would incrementally increase noise levels by less-than-one decibel when compared to "existing" and "no project" conditions, which would not exceed the significance criteria. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to noise levels at N1.

Scenario 2: Office Full Build Out The predominant noise source for Scenario 2: Office Full Build Out, as with most urbanized areas, is vehicular traffic. Utilizing the FHWA RD77108 noise calculation formulas, predicted traffic volumes can be used to estimate project-related traffic noise impacts. Based on daily peak hour traffic volumes provided in the project traffic report, a CNEL was calculated for two sensitive receptors (N1 and N2). As indicated in **Table 35: 2005 Estimate Community Noise Equivalent Level, Full Build Out**, vehicular noise at sensitive receptor N1 (single family residential on Plummer Street and Corbin Avenue) is approximately 76.3 dBA (CNEL) under Scenario 2: Office Full Build Out. Vehicular noise at sensitive receptor N2 (Washington Mutual Child Care Center) is approximately 68.7 dBA (CNEL). According to **Table 29: Land use Compatibility for Community Noise Environments**, noise levels at the two sensitive receptors must be 70 dBA or lower in order to be within the "normally compatible" or "conditionally acceptable" category. As shown in **Table 35: 2005 Estimate Community Noise Equivalent Level, Full Build Out**, N2 would remain within the "conditionally acceptable" category of the Land Use Compatibility Chart. Additionally, incremental increase in noise level at N2 is less-than-one decibel when compared to "no project" conditions and approximately 1.7 dBA when compared to "existing" conditions. The incremental increase in noise level would not be perceptible by the general public and would not exceed the significance criteria of a five decibel or more increase in noise level. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to noise levels at N2.

Under "existing," "no project," and Scenario 2: Office Full Build Out conditions, N1 is within the "normally unacceptable" category of the Land Use Compatibility Chart. According to the significance criteria, areas that are within the "normally unacceptable" or "clearly unacceptable" category would have a significant impact if ambient noise levels incrementally increase by three decibel or more. As shown in **Table 35: 2005 Estimate Community Noise Equivalent Level, Full Build Out**, Scenario 2: Office Full Build Out would incrementally increase noise levels by less-than-one decibel when compared to "existing" and "no project" conditions, which would not exceed the significance criteria. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to noise levels at N1.

Scenario 3: Retail/Residential Full Build Out Operational phase impacts are similar to Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Operational phase impacts are similar to Scenario 1: Retail Full Build Out.

MITIGATION MEASURES

Environmental impacts to the sensitive receptors may result due to noise generated from the Project Site and Add Area. However, any potential impacts will be mitigated to a less than significant level by the following measures:

38. The project shall comply with the City of Los Angeles Municipal Code Chapter XI - Noise regulations. (O, C, R)

39. Locate any haul routes as far from the noise sensitive land uses as possible to the extent feasible. (O, C, R)

40. The staging of construction equipment shall be conducted as far from noise sensitive land uses as possible to the extent feasible. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS - FULL BUILD OUT

Related Projects

When calculating future traffic impacts, related projects in the area were taken into consideration. Thus, future traffic volumes with and without the proposed Project already account for the cumulative impacts from related projects. Since noise impacts are generated directly from the traffic analysis results, future with Project and future without Project noise impacts described in this report already reflect cumulative impacts. See Cumulative Impacts Section below.

Proposed Project, Add Area, and Related Projects

When calculating future traffic impacts, the traffic consultant took eight related projects into consideration. Thus, future traffic volumes with and without the proposed Project already account for cumulative impacts from other projects. Since noise impacts are generated directly from the traffic analysis results, future with Project and future without Project noise impacts described in this report already reflect cumulative impacts.

Scenario 1: Retail Full Build Out Scenario 1: Retail Full Build Out would incrementally increase noise levels by less-than-one decibel at N1 when compared to "existing" and "no project" conditions. This incremental increase does not exceed the noise threshold of a three or more decibel increase to or within the "normally unacceptable" or "clearly unacceptable" category. An incremental increase of 1.7 decibels at N2 is anticipated when compared to "existing" conditions. When compared to "no project" conditions, an incremental increase of less-than-one decibel is expected at N2. This incremental increase does not exceed the noise threshold of a five or more decibels over ambient noise levels. Scenario 1: Retail Full Build Out is not anticipated to exceed the operational phase significance criteria. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area in addition to related projects will not result in a significant cumulative impact to noise levels in the area.

Scenario 2: Office Full Build Out Operational phase, cumulative impacts similar to Scenario 1: Retail Full Build Out.

Scenario 3: Retail/Residential Full Build Out Operational phase, cumulative impacts similar to Scenario 1: Retail Full Build Out.

Scenario 4: Office/Residential Full Build Out Operational phase, cumulative impacts similar to Scenario 1: Retail Full Build Out.

I. POPULATION & HOUSING

ENVIRONMENTAL SETTING

The Project Site is located within the Chatsworth - Porter Ranch Community Plan Area in the western San Fernando Valley. According to the 2000 Census, as shown in **Table 36: Existing Housing and Population**, the Chatsworth - Porter Ranch Community Plan Area is home to approximately 84,734 residents.[61] This is an increase of approximately 4,950 residents over the 1990 Census population of 79,784 in the Chatsworth - Porter Ranch Community Planning Area. The City of Los Angeles Citywide General Plan Framework EIR estimates the population of the Chatsworth - Porter Ranch Community Planning Area will reach approximately 102,360 residents by 2010. The Chatsworth - Porter Ranch Community Plan estimates the population capacity in 2010 to be 134,950 residents.

As shown in **Table 36: Existing Housing and Population**, housing estimates provided by the LACPD for 2000 indicate approximately 19,335 single family housing units and approximately 11,730 multiple family housing units within the Chatsworth - Porter Ranch Community Planning Area, totaling approximately 31,065 housing units.[62] The City of Los Angeles Citywide General Plan Framework EIR estimates that there will be approximately 37,290 housing units in the Chatsworth - Porter Ranch Community Plan Area by 2010, including 22,062 single family housing units and 15,288 multiple family housing units.

TABLE 36
EXISTING HOUSING AND POPULATION

Source	Housing		Population
2000 Census	Single Family	19,335	84,734
	Multifamily	11,730	
LA General Plan EIR[1]	Single Family	22,062	102,360
	Multifamily	15,288	

[1]Projected for the year 2010.
SOURCE: Los Angeles Citywide General Plan Framework EIR.

Population in the area is assumed to include only the permanent population, residing within housing units in the Community Plan Area. The Project Site and Add Area are currently occupied by a mix of commercial and industrial development. There are no existing residential units

[61]LADCP, Demographics Research Unit Statistical Information. August 13, 2002. http://www.lacity.org/PLN/DRU/C2K/Cwd/PgCwd.cfm?grfxname=CPHist

[62]LADCP, Demographics Research Unit Statistical Information. August 13, 2002. http://www.lacity.org/PLN/DRU/C2K/Cwd/PgCwd.cfm?grfxname=CPHist

located at the Project Site or Add Area. The Homeplace Retirement Community may be constructed and operational prior to the 2005 buildout date of the proposed Project. This construction would result in an increase of approximately 800 residents on the Project Site.

Project Site

The Project Site is developed with approximately 310,000 square feet of office space used for research and development, approximately 12,500 square feet of industrial space, and 4,000 square feet of warehouse/storage space. The remainder of the Site is covered with either asphalt or landscaping. Current Site development does not include housing units.

The surrounding properties include primarily commercial and industrial land uses. To the north, the Project Site is bordered by the Add Area, a composite of light industrial and commercial buildings. To the west, across Corbin Avenue, the Project Site is bounded by industrial land uses and office buildings. To the south, across Nordhoff Street, the Site is bordered by commercial land uses, such as strip malls and restaurants. To the east, across Shirley Avenue, the Site is bordered by the retail and commercial uses within the Northridge Fashion Center. The closest residential area to the Project Site is located approximately .2 miles to the north, across Plummer Street.

Population at the Project Site is comprised of employees only due to the current industrial land use. The Site has no residential units and, therefore, no residential population. Operations on Site are conducted during business hours and do not include night operations. Therefore, population at the Site includes daytime employees who commute to and from the Site and can be considered a temporary population.

Add Area

The Add Area is currently developed with approximately 125,000 square feet of industrial and manufacturing space, approximately 27,000 square feet of office space, and approximately 128,000 square feet of storage/warehouse space. Current development on the Add Area does not include residential units.

The properties surrounding the Add Area are primarily commercial and industrial in nature. To the north, the Add Area is bounded by a retail shopping center that includes a variety of retail stores. To the west, across Corbin Avenue, the Add Area is bounded by industrial and office buildings. To the south, across Prairie Street, the Add Area is bounded by the Project Site which is industrial land. To the west, across Shirley Avenue, the Add Area is bounded by retail properties including the Northridge Fashion Center.

Population at the Add Area is comprised of employees only due to the current industrial land uses. The Add Area has no residential units and therefore, no residential population. While there is no residential population within the Add Area, the previously approved Homeplace Retirement Community at the Project Site could be constructed and operational prior to any development at the Add Area.

Operations within the Add Area are generally conducted during business hours. However, the existing tennis club has additional evening hours until 8pm Monday through Friday. The existing skate park has additional evening hours until 10pm Monday through Sunday and, if at least 10 riders are present for each session, until 1am on Friday and Saturday nights. Therefore, population within the Add Area consists of employees and visitors and can be considered a temporary population.

THRESHOLDS OF SIGNIFICANCE

Population

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

Housing

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the proposed project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;

- The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and

- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies redevelopment plan, Rent Stabilization Ordinance, and the Regional Comprehensive Plan and Guide (RCP & G).

There are no existing housing units located on the Project Site or Add Area. Due to the need for housing within the City of Los Angeles, the addition of housing units could be considered a beneficial effect of the proposed Project. The thresholds of significance regarding the demolition, conversion, or removal of housing do not apply to the proposed Project and were not analyzed because there are no existing residential units.

ENVIRONMENTAL IMPACTS

Project Site

The residential components of each of the above scenarios are detailed in **Table 37: Proposed Project Site Population**. Based on the scenarios presented above, the potential resident population at the Site will be generated from 389 senior housing units and 35 assisted living units. Additionally, Scenario 3: retail/residential and Scenario 4: office/residential will introduce approximately 300 condominiums that will generate a permanent population at the Site. Scenarios one and two have the potential to increase population by approximately 797 residents while Scenarios three and four have the potential to increase population by approximately 1,547 residents. The maximum potential residential population increase will be generated by Scenarios three and four.

As shown in **Table 37: Proposed Project Site Population**, the proposed Project could increase the population at the Project Site by a maximum of approximately 1,547 residents as a result of Scenarios three and four. Based on a 2000 Census population of 84,734 residents, this increase would result in a total of approximately 86,281 residents in the Chatsworth - Porter Ranch Community Plan Area.

The Los Angeles Citywide General Plan Framework EIR has projected a resident population in the Chatsworth - Porter Ranch Community Plan Area of 102,360 residents by 2010. Therefore, the proposed increase of 1,547 residents to 86,281 residents will result in a less than significant impact to the existing population or public services in the area as a result of the population increase.

TABLE 37
PROPOSED PROJECT SITE POPULATION

Land Use	Unit	Factor	Residents
Scenario 1: Retail Project Site Only			
Senior Housing	211 one bedroom/du	1.5 res/du	317
	178 two bedroom/du	2.5 res/du	445
	35 asst. liv. beds	1 res/bed	35
Total potential population increase			797
Scenario 2: Office Project Site Only			
Senior Housing	211 one bedroom/du	1.5 res/du	317
	178 two bedroom/du	2.5 res/du	445
	35 asst. liv. beds	1 res/bed	35
Total potential population increase			797
Scenario 3: Retail/Residential Project Site Only			
Senior Housing	211 one bedroom/du	1.5 res/du	317
	178 two bedroom/du	2.5 res/du	445
	35 asst. liv. beds	1 res/bed	35
Condominium	300 du	2.5 res/du	750
Total potential population increase			1,547
Scenario 4: Office/Residential Project Site Only			
Senior Housing	211 one bedroom/du	1.5 res/du	317
	178 two bedroom/du	2.5 res/du	445
	35 asst. liv. beds	1 res/bed	35
Condominium	300 du	2.5 res/du	750
Total potential population increase			1,547

As a result of the proposed Project, the housing unit total on the Project Site could increase by a maximum of 724 units under Scenario 3: Retail/Residential and Scenario 4: Office/Residential, each of which proposes 424 Senior units and 300 Condominium units. The City of Los Angeles Citywide General Plan Framework EIR projects approximately 37,290 housing units in the Chatsworth - Porter Ranch Community Plan Area by 2010. As shown in **Table 36: Existing Housing and Population**, the Chatsworth - Porter Ranch Community Plan Area had a total of 31,065 housing units in 2000.[63] An increase of approximately 724 units in the Chatsworth -

[63] Http://www.lacity.org/PLN/DRU/CPAInfo/Valley/ChtInfo.htm. June 5, 2002.

Porter Ranch Community Plan Area would increase the total to 31,789 units as a result of the proposed Project. This projected increase does not exceed the projected 37,290 units. Therefore, the proposed Project will result in a less than significant impact to housing at the Project Site.

The Chatsworth - Porter Ranch Community Plan does not currently include provisions for affordable housing. The proposed Project at the Project Site does not include affordable housing units. However, based on the lack of policies in the Chatsworth - Porter Ranch Community Plan, the proposed Project at the Project Site would not result in a significant impact to the current or future provision of affordable housing units in the project area.

Add Area

The potential resident population within the Add Area could increase by a maximum of 250 residents, as shown in **Table 38: Proposed Add Area Population.** This would increase the Chatsworth - Porter Ranch Community Plan Area population to 84,984 residents excluding residential development on the Project Site.

TABLE 38
PROPOSED ADD AREA POPULATION

UNIT	FACTOR	TOTAL
100 condominiums	2.5 persons/du	250
Chatsworth - Porter Ranch Community Plan Year 2000 population		84,734
Chatsworth - Porter Ranch Population with development at Add Area		84,984

As shown in **Table 36: Existing Housing and Population,** the City of Los Angeles Citywide General Plan Framework EIR projects a total population of 102,360 residents in the Chatsworth - Porter Ranch area by 2010. Based on a year 2000 Census population of 84,734 residents in the Chatsworth - Porter Ranch Community Plan Area, a potential increase of approximately 250 residents at the Add Area will result in a less than significant impact to the existing population.

The City of Los Angeles Citywide General Plan Framework EIR estimates approximately 37,290 housing units in the Chatsworth - Porter Ranch Community Plan Area in 2010. Based on City of Los Angeles data, the Chatsworth - Porter Ranch Community Plan Area had a total of 31,065 housing units in 2000.[64] With an increase of approximately 100 condominium units at the Add Area, the total number of housing units in the Chatsworth - Porter Ranch Community Plan Area would increase to 31,165 units as a result of the proposed Project. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact to housing.

[64] Http://www.lacity.org/PLN/DRU/CPAInfo/Valley/ChtInfo.htm. June 5, 2002.

The Chatsworth - Porter Ranch Community Plan does not currently include provisions for affordable housing. The proposed Project at the Project Site does not include affordable housing units. However, based on the lack of policies in the Chatsworth - Porter Ranch Community Plan, development scenarios analyzed for Add Area would not result in a significant impact to the current or future provision of affordable housing units in the project area.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Of the eleven related projects in the area, only two include housing components that might affect the resident population in the area. Porter Ranch (No. 4) is expected to increase the housing stock in the Chatsworth - Porter Ranch Community Plan Area by approximately 3,845 units. Based on City records and consistent with the traffic analysis conducted for the proposed Project, it is assumed that approximately 1,327 units have been filed, recorded, or are under construction. Therefore, Porter Ranch has the potential to contribute approximately 2,518 additional housing units as a result of this related project. The Porter Ranch project could introduce a maximum of approximately 9,443 residents into the Plan Area.[65] Deer Lake Ranch (No. 5) is expected to increase the housing stock in the Chatsworth - Porter Ranch Community Plan Area by 484 single family dwellings. This development is anticipated to increase the number of residents in the Plan Area by 1,815.[66]

With the addition of both Related Project No. 4 and 5, approximately 11,258 residents will be introduced into the Chatsworth - Porter Ranch Community Plan Area. With the addition of both Related Projects 4 and 5, the population in the Chatsworth - Porter Ranch Community Plan Area will be increased to approximately 95,992 residents. Based on the Citywide General Plan Framework EIR projection of approximately 102,360 residents by 2010, this increase will result in a less than significant impact on population in the area. Additionally, this increase will not result in unplanned infrastructure not previously adopted by the Chatsworth - Porter Ranch

[65] Based on a worst case scenario of all single family units with 3.75 residents per unit.

[66] Based on 3.75 residents per single family dwelling.

Community Plan and will therefore result in a less than significant impact to population in the area.

Related Project No. 4 and 5 would add approximately 3,002 housing units to the Chatsworth - Porter Ranch Community Plan Area. The housing stock in the Chatsworth - Porter Ranch Community Plan Area will be increased to approximately 34,067 units. Based on the Citywide General Plan Framework EIR projection of approximately 37,350 housing units by 2010, this increase will not result in unplanned infrastructure not previously adopted by the Chatsworth - Porter Ranch Community Plan and will therefore result in a less than significant impact to housing in the area.

Proposed Project, Add Area, and Related Projects

The addition of the proposed Project at the Project Site and the development scenarios analyzed for the Add Area, in combination with applicable Related Projects, the population in the area will be increased by approximately 13,055 residents to 97,789 residents. The housing stock in the area will be increased by 3,826 units to approximately 34,891 units. Based on the Citywide General Plan Framework EIR projections of 102,360 residents and 37,290 housing units, combination of the proposed Project and analyzed scenarios with related projects will not result in a significant cumulative impact to population, housing, and associated public services and infrastructure in the area.

J. EMPLOYMENT

ENVIRONMENTAL SETTING

The Add Area area is located within the planning area of the Southern California Association of Governments (SCAG). SCAG is the Southern California region's federally-designated metropolitan planning organization for such issues as transportation, growth management, hazardous waste management, and air quality.

The Project Site and Add Area are located within the Chatsworth - Porter Ranch Community Plan Area of the City of Los Angeles. According to the LADCP - Demographics Division, 51,023 people were employed within the Chatsworth - Porter Ranch Community Plan Area in 2000.

Project Site

The Project Site is currently developed with approximately 310,000 square feet of office space used for research and development, approximately 12,500 square feet of industrial space, and 4,000 square feet of warehouse/storage space. Currently, approximately 1,000 people are employed at the Project Site.[67]

Add Area

The Add Area is currently developed with approximately 125,000 square feet of industrial and manufacturing space, approximately 27,000 square feet of office space, and approximately 128,000 square feet of storage/warehouse space. As shown in **Table 39: Existing Add Area Employees**, approximately 429 people are employed within the Add Area.

TABLE 39
EXISTING ADD AREA EMPLOYEES

Land Use	Unit	Factor	Employees
Industrial	125,000	1.5 emp / 1,000 sf	188
Office	27,000	4.17 emp / 1,000 sf	113
Warehouse	128,000	1.0 emp / 1,000 sf	128
Total			429

SOURCE: LAUSD School Facilities Plan, February 24, 1998. Table 6-1, "Employees per Square Foot of Building Area," Page 6-2.

[67] Letter from Vahan H. Pezeshkian, City of Los Angeles DOT to Darryl Fisher, LADCP. July 9, 1997.

THRESHOLDS OF SIGNIFICANCE

A project would result in a potentially significant impact to employment

- if it exceeds the SCAG forecasts for employment in the project area; or
- if a project substantially reduces employment in the project area.

ENVIRONMENTAL IMPACTS

Project Site

Table 40: Proposed Project Site Employees indicates the number of employees anticipated to be generated as a result of each development scenario of the proposed Project at the Project Site. Scenario 2: Office has the potential to generate the most employees, with an anticipated 4,074 employees as a result of the proposed Project at the Project Site. This is an increase of approximately 3,074 employees at the Project Site. According to the employment data for 2000, an increase of approximately 3,074 employees would create a total of approximately 54,097 jobs within the Chatsworth - Porter Ranch Community Plan Area. This increase does not exceed the SCAG projection of approximately 66,290 jobs by 2010 within the Chatsworth - Porter Ranch Plan Area. Therefore, the proposed Project at the Project Site will result in a less than significant impact to employment.

TABLE 40
PROPOSED PROJECT SITE EMPLOYEES

Scenario	Land Use	Unit	Factor	Employees
1	Retail	340,000 sf	2.5 emp/1,000sf	850
	Senior Housing	588,000 sf	.33 emp/1,000sf	195
	Total			**1,045**
2	Office	930,000 sf	4.17 emp/1,000sf	3,879
	Senior Housing	588,000 sf	.33 emp/1,000sf	195
	Total			**4,074**
3	Retail	250,000 sf	2.5 emp/1,000sf	625
	Senior Housing	588,000 sf	.33 emp/1,000sf	195
	Total			**820**
4	Office	690,000 sf	4.17 emp/1,000sf	2,878
	Senior Housing	588,000 sf	.33 emp/1,000sf	195
	Total			**3,073**

SOURCE: LAUSD School Facilities Plan, February 24, 1998. Table 6-1, "Employees per Square Foot of Building Area," Page 6-2.

Add Area

Table 41: Proposed Add Area Employees indicates the number of employees anticipated to be generated as a result of the development scenarios analyzed for the Add Area. The most significant employee generation results from Scenario 2: Office increasing the number of employees at the Add Area to approximately 2,444 employees. This would be an increase of approximately 2,015 employees at the Add Area. According to employment data for 2000, an increase of approximately 2,015 employees would create a total of approximately 53,038 jobs within the Chatsworth - Porter Ranch Community Plan Area. This increase is within the SCAG projection of approximately 66,290 jobs by 2010 within the Chatsworth - Porter Ranch Plan Area. Therefore, the development scenarios analyzed for the Add Area will not result in a significant employment impact.

TABLE 41
PROPOSED ADD AREA EMPLOYEES

Scenario	Land Use	Unit	Factor	Employees
1	Retail	200,000 sf	2.5 emp/1,000sf	**500**
2	Office	586,000 sf	4.17 emp/1,000sf	**2,444**
3	Retail	150,000 sf	2.5 emp/1,000sf	**375**
4	Office	435,000 sf	4.17 emp/1,000sf	**1,814**

SOURCE: LAUSD School Facilities Plan, February 24, 1998. Table 6-1, "Employees per Square Foot of Building Area," Page 6-2.

MITIGATION MEASURES
None required.

LEVEL OF IMPACT AFTER MITIGATION
Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects in the project area would generate approximately 9,442 employees as a result of their development. Related projects with the potential to generate employees are shown in **Table 42: Related Project Employees**. According to employment data for 2000, an increase of approximately 9,442 employees would create a total of approximately 60,465 jobs within the Chatsworth - Porter Ranch Community Plan Area. This increase is within the SCAG projection of approximately 66,290 jobs by 2010 within the Chatsworth - Porter Ranch Community Plan Area. Therefore, related projects in the area will result in a less than significant impact to employment.

TABLE 42
RELATED PROJECT EMPLOYEES

Project No.	Land Use	Unit	Factor	Employees
1	Retail	28,404 sf	2.5 emp/1,000sf	71
	Total			**71**
2	Retail	16,580 sf	2.5 emp/1,000sf	41
	Total			**41**
3	Church	100,000 sf	1.0 emp/1,000sf	100
	Pre-School	45 students	1.0 emp / 10.0 students	5
	Total			**105**
4	Office	560,000 sf	4.17 emp / 1,000 sf	2,336
	Medical Office	80,000 sf	4.3 emp / 1,000 sf	344
	Hotel	300 room	1.0 emp / room	300
	Retail	2,275,000 sf	2.5 emp / 1,000 sf	5,688
	Commercial	45,000 sf	2.5 emp / 1,000 sf	113
	Total			**8,781**
6	High School	888 students	1.0 emp / 13.0 students	68
	Total			**68**
9	Office	80,000 sf	4.17 emp / 1,000 sf	334
	Total			**334**
10	High School	550 students	1.0 emp / 13.0 students	42
	Total			**42**
Total				**9,442**

SOURCE: LAUSD School Facilities Plan, February 24, 1998. Table 6-1, "Employees per Square Foot of Building Area," Page 6-2.

Proposed Project, Add Area, and Related Projects

As a result of the proposed Project at the Project Site in combination with the development scenarios analyzed for the Add Area and related projects, employment within the Chatsworth - Porter Ranch Community Plan Area could increase by approximately 14,531 jobs. According to 2000 data, this increase would create approximately 65,554 jobs within the Community Plan Area. This total would not exceed the SCAG employment projection of approximately 66,290 jobs within the Planning Area by 2010 and would therefore result in a less than significant cumulative impact to employment.

K. PUBLIC SERVICES

1. FIRE

ENVIRONMENTAL SETTING

As shown in **Table 43: Fire Stations**, the Los Angeles Fire Department (LAFD) has fire stations at the following locations for initial response into the project area:

TABLE 43
FIRE STATIONS

Fire Station No.	Address	Services Available	Staff	Distance from Site
104	8349 Winnetka Ave Canoga Park CA 91306	Single Engine Company Paramedic Rescue Ambulance	6	1.5
103	18143 Parthenia St Northridge CA 91324	Single Engine Company	4	2.0
107	20225 Devonshire St Chatsworth CA 91311	Single Engine Company Paramedic Rescue Ambulance	6	2.2

SOURCE: Letter from William R. Bamattre, Fire Chief, LAFD, to Carrie Riordan, Planning Associates, Inc., July 25, 2002.

Fire stations are shown in **Figure 23: Public Facilities Map**. Currently intersections studied and identified in the **Section IV. M: Traffic** operate at a LOS E or F, which would impede fire response times. These intersections are listed in **Tables 61, 63, 65, 67, 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours**. The remaining intersections operate at a LOS of D or better and do not impede fire response times.

Fire service needs are analyzed by the LAFD on the basis of required fire-flows, minimum distance to fire stations, and the judgement of the LAFD on the need for fire protection services within the project area. Fire-flow is defined as the quantity of water needed for fire protection in a given area, normally measured in both gallons per minute (gpm) and duration of flow. Required fire-flow is defined as the rate of water flow measured in gpm and duration needed for fire-fighting purposes to confine a major fire to the buildings within a block or other group complex.

Figure 23: Public Facilities Map

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if:

- it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service;
- fire service response time is not adequate, including when project implementation increases the number of intersections that operate at LOS E or F;
- when a project does not comply with all applicable LAFD code and ordinance requirements for construction, fire-flow, water mains, fire hydrants, and access; or
- when a project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility in order to meet the demand for additional staff and equipment capabilities.

ENVIRONMENTAL IMPACTS

Project Site

Fire-flow requirements range from 2,000 gpm in residential areas to 12,000 gpm in high density commercial and industrial areas. A minimum residual water pressure of 20 pounds per square inch (psi) must remain in the water system with the required gpm flowing. The LAFD has determined that fire-flow for this Project has been set between 6,000 and 9,000 gpm from four to six fire hydrants flowing simultaneously.[68]

A hydraulic analysis was performed on the existing water distribution system in the vicinity of the proposed development to simulate additional demands at critical locations in the system.[69] It was assumed that additional water and pressure demands would be required at the midpoint of each block on Prairie Street, Nordhoff Street, and Shirley Avenue. These proposed demands were run in pairs to indicate fire services running simultaneously or public fire hydrant demands. The hydraulic analysis indicated that:

- the existing water distribution system is capable of handling an additional 4,000 gpm flow at a minimum pressure of 25 psi from Shirley Avenue, between

[68] Letter from William R. Bamattre, Fire Chief, LAFD, to Carrie Riordan, Planning Associates, Inc., July 25, 2002.

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

Nordhoff Street and Plummer Street, and from Nordhoff Street, between Corbin Avenue and Shirley Avenue. However, compliance with Fire and Building Code requirements at the time of development may impact the available flow

or

- the existing water distribution system is capable of handling an additional 2,500 gpm flow at a minimum pressure of 25 psi from Prairie Street, between Corbin Avenue and Shirley Avenue and an additional 5,000 gpm flow at a minimum pressure of 25 psi from Nordhoff Street, between Corbin Avenue and Shirley Avenue. However, compliance with Fire and Building Code requirements at the time of development may impact the available flow.

Based on the required fire-flow of 6,000 to 9,000 gpm, the first due engine company should be within 1.0 miles of the site and the first due truck company should be within 1.5 miles of the site for industrial properties.[70] Based on response distance criteria, fire protection for the Project Site would be considered inadequate. However, the LAFD has not indicated that a new fire station or expansion of an existing station would be necessary. With incorporation of the following mitigation measures determined by the LAFD, any potential impacts will be mitigated to a less than significant level.

The LAFD has indicated that intersections operating with a Level of Service (LOS) of E or F could have a significant impact on fire protection services. **Column [1] of Tables 61, 63, 65, and 67: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies those intersections existing with a LOS of E or F. **Column [4] of Tables 61, 63, 65, and 67: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies the post-Project LOS at each of the study intersections. **Column [5]** of **Tables 61, 63, 65, and 67: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** show the intersection condition after mitigation incorporation as a result of the proposed Project at the Project Site. As shown in these tables, the proposed Project at the Project Site does not decrease the LOS at any of the intersections identified as having a pre-Project LOS of E or F. Additionally, the number of intersections identified as having a LOS of E or F does not increase as a result of the proposed Project at the Project Site. Therefore, the proposed Project at the Project Site will not result in a significant fire protection services impact as a result of intersection conditions in the project area.

[70] L.A. CEQA Thresholds Guide, Page J2.2. Assumes Regional Land Uses-Commercial Industrial/Commercial.

Add Area

Due to the proximity of the Add Area to the Project Site, fire service needs and fire-flow requirements are similar to those discussed in the Project Site discussion. Refer to text above.

Pursuant to the request of the LADCP, the Add Area north of Prairie Street has been included in the environmental analysis of the proposed Project at the Project Site. The traffic study conducted for the proposed Project analyzed full build out of the proposed Project which includes development scenarios at both the Project Site and Add Area. The information presented in this section does not include LOS for development of the Add Area individually but rather data for full build (Project Site and Add Area).

The LAFD has indicated that intersections operating with a Level of Service (LOS) of E or F could have a significant impact on fire protection services for full build out of the Project. **Column [1] of Tables 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies those intersections existing with a LOS of E or F. **Column [4] of Tables 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies the post-Project LOS at each of the study intersections. **Column [5] of Tables 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** show the intersection conditions after mitigation incorporation as a result of full build out of the Project. As shown in these tables, full build out of the Project does not decrease the LOS at any of the intersections identified as having a pre-Project LOS of E or F. Additionally, the number of intersections identified as having a LOS of E or F does not increase as a result of full Project build out. Therefore, full Project build out will result in a less than significant impact to fire protection services as a result of intersection conditions in the project area.

MITIGATION MEASURES

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

41. Adequate off-site public and on-site private fire hydrants may be required, their number and location to be determined after the LAFD reviews the plot plan. (O, C, R)

42. Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the LAFD. (O, C, R)

43. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07. (O, C, R)

44. Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade. (O, C, R)

45. Private development shall conform to the standard street dimensions shown on DPW Standard Plan D-22549. (O, C, R)

46. Standard cut-corners will be used on all turns. (O, C, R)

47. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. (O, C, R)

48. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. (O, C, R)

49. No proposed development utilizing cluster, group, or condominium design of one- or two-family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane. (R)

50. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. (O, C, R)

51. Where aboveground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley or designated fire lane to the main entrance or exit of individual units. (R)

52. Where access for a given development requires accommodation of LAFD apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway. (O, C, R)

53. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. (O, C, R)

54. Where access for a given development requires accommodation of LAFD apparatus, overhead clearance shall not be less than 14 feet. (O, C, R)

55. Access for LAFD apparatus and personnel to and into all structures shall be required. (O, C, R)

56. The LAFD may require additional vehicular access where buildings exceed 28 feet in height. (O, C, R)

57. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

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

CUMULATIVE IMPACTS

Related Projects

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

Proposed Project, Add Area, and Related Projects

As discussed above, development of the proposed Project at the Project Site and the development scenarios analyzed for the Add Area will result in a less than significant impact to fire protection services. Related project development in the area may result in the need for increased staff at existing fire protection facilities, additional fire protection facilities, or relocation of present fire facilities, which may produce some area-wide cumulative impacts. However, as with the proposed Project and development scenarios analyzed, related projects would be subject to individual review and approval by the LAFD. Therefore, a significant cumulative impact to fire protection services is not anticipated.

2. POLICE

ENVIRONMENTAL SETTING

The Project Site is located within the boundaries of the Los Angeles Police Department (LAPD) Devonshire Division. The Devonshire Police Station is located at 10250 Etiwanda Avenue, approximately three miles northeast of the Project Site. The approximate boundaries of the Devonshire Division are roughly San Fernando Road and the Los Angeles City/County boundary on the north, the Los Angeles City/County boundary on the west, Roscoe Boulevard to the south, and Woodman Avenue and the San Diego Freeway (I-405) to the east.

The project area is located within Reporting District 1754. Reporting District 1754 is roughly bounded by Devonshire Street to the north, Limekiln Canyon Road and Wash to the west, the Southern Pacific Railroad to the south, and Tampa Avenue to the east. Reporting District 1754 is described by detectives at the Devonshire Community Police Station as an area with a high level of gang activity, vandalism (graffiti), auto theft, and theft/burglary from motor vehicle activity. Approximately 351 major (part I) crimes were reported within Reporting District 1754 in 2001; approximately 12,582 part I crimes for 2001 within the Devonshire Division; and approximately 187,069 part I crimes were reported Citywide in 2001.[71] Part 1 crimes include homicide, rape, robbery, aggravated assault, burglary, burglary/theft from a motor vehicle, grand theft, and auto theft. Based on this data, the annual crime rate within Reporting District 1754 is higher than the Citywide average annual crime rate of approximately 186 crimes per Reporting District.[72] Further, the annual crime rate within Reporting District 1754 is higher than the average annual crime rate within the Devonshire Division of approximately 153 crimes per Reporting District.[73]

Average response time to emergency calls for the Devonshire Division in 2001 was approximately 11 minutes. Within Reporting District 1754, the average response time to emergency calls was approximately 9 minutes. The Citywide average response time to emergency calls in 2001 was 9.8 minutes.

The Devonshire Division currently has approximately 324 sworn officers and 27 civilian support staff. Currently, the Devonshire Division is underdeployed by approximately 30 police officers, 18 percent below their authorized strength.

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[71] Letter from Bradley R. Merritt, Captain, Commanding Officer Management Services Division, LAPD, to Carrie Riordan, Planning Associates, Inc.; June 5, 2002.

[72] Based on 1,006 Reporting Districts Citywide.

[73] Based on 82 Reporting Districts within the Devonshire Division.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case, considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

Additionally, increase or decrease in LAPD response time due to traffic congestion during either construction or operation of the project should be considered.

ENVIRONMENTAL IMPACTS

Project Site

As shown in **Section IV, I: Population and Housing, Table 37: Proposed Project Site Population**, the development scenarios could increase the resident or permanent population on the Project Site by approximately1,547 residents. Additionally, as shown in **Section IV, I: Population and Housing, Table 40: Proposed Project Site Employees**, approximately 3,074 new employees could be generated at the Project Site as a result of the proposed Project. The LAPD estimates the need for one officer per 758 people. Therefore, the proposed Project at the Project Site could require approximately seven additional officers. Based on the existing understaffed conditions in the Devonshire Area, a potential increase in the need for officers may result in a significant impact on police services in the project area due to increased staffing needs and subsequent delayed response times.

Ambient traffic increases, as well as potential traffic impacts resulting from the proposed and related projects, could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. **Column [1]** of **Tables 61, 63, 65, and 67: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies intersections within the project area that currently operate at an LOS or E of F.

As identified in the **Section IV. M: Traffic**, the proposed Project at the Project Site will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, the proposed Project at the Project Site will not result in a significant impact on police services due to intersection conditions.

Add Area

As shown in **Section IV, I: Population and Housing, Table 38: Proposed Add Area Population**, the development scenarios could increase the resident or permanent population within the Add Area by approximately 250 residents. Additionally, as shown in **Section IV, J: Employment, Table 41: Proposed Add Area Employees**, approximately 2,015 employees could be generated at the Add Area as a result of the development scenarios analyzed. The LAPD estimates the need for one officer per 758 people. Therefore, the Add Area could require approximately three additional officers. Based on the existing understaffed conditions in the Devonshire Area, the potential increase in the need for officers may result in a significant impact on police services in the project area due to increased staffing needs and subsequent delayed response times.

Pursuant to the request of the LADCP, the "Add Area" north of Prairie Street has been included in the environmental analysis. The traffic study conducted for the proposed Project analyzed full build out which includes development at both the Project Site and Add Area. The information presented in this section does not include LOS for development of the Add Area individually but rather data for full build out (Project Site and Add Area).

Ambient traffic increases as well as potential traffic impacts as a result of the proposed and related projects could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. **Column [1]** of **Tables 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies intersections within the project area that currently operate at a LOS of E of F.

As shown in **Section IV. M: Traffic,** the Add Area will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, the Add Area will not result in a significant impact on police services due to intersection conditions.

MITIGATION MEASURES

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

58. a comprehensive security plan that includes uniformed security and video monitoring; (O, C, R)

59. a graffiti removal plan; (O, C, R)

60. the establishment of a Business Coalition/Neighborhood Watch program; (O, C, R)

61. a comprehensive traffic control plan; and (O, C)

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

LEVEL OF IMPACT AFTER MITIGATION

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

CUMULATIVE IMPACTS

Related Projects

Related projects in the area have the potential to increase the permanent population by approximately 11,258 residents. Further, approximately 9,442 employees could be introduced to

the area as a result of related projects. Based on the LAPD staffing requirements, related projects could result in a significant impact on police services due to increased staffing needs. Due to existing understaffed conditions within the LAPD, the potential for an increased need for officers could result in a significant impact on police protection services due to staffing needs and subsequent delayed response times.

Ambient traffic increases, as well as potential traffic impacts resulting from the related projects, could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. **Column [3] of Tables 61, 63, 65, 67, 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies intersections within the project area that currently operate at an LOS of E or F. As shown in **Section IV. M: Traffic,** the related projects will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, related projects will result in less than significant impact on police services due to intersection conditions.

Proposed Project, Add Area, and Related Projects

Development of the proposed Project at the Project Site and the development scenarios analyzed for the Add Area, in combination with any related project, could result in a significant impact on police services in the western San Fernando Valley. This development could result in an increase in the permanent population of approximately 13,055 people. Additionally, development could introduce approximately 9,442 employees into the area. Due to police staffing requirements of one officer per 758 residents and existing understaffed conditions, an increase in residents and employees could result in a significant cumulative impact on police protection services.

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

3. LIBRARIES

ENVIRONMENTAL SETTING

As shown by **Table 44: Libraries**, the project area is currently served by the following libraries:

TABLE 44
LIBRARIES

Library Branch	Address	Maximum Branch Service Area Existing	Maximum Branch Service Area Proposed	Population Currently Served
Northridge[1]	9051 Darby Ave Northridge CA 91325	49,920	100,000	0
Chatsworth[1]	21052 Devonshire St Chatsworth CA 91311	43,704	100,000	0
Porter Ranch	11371 Tampa Ave Porter Ranch CA 91326	100,000	100,000	~36,000

[1]Currently closed due to renovations. Scheduled to reopen by Fall 2003.
SOURCE: Email from Patricia Kiefer, Director of Branches, LA Public Library, to Carrie Riordan, Planning Assocaites, Inc., May 2, 2002.

According to 2000 Census data, the Chatsworth - Porter Ranch Community Plan Area has approximately 84,734 residents. The Porter Ranch Branch of the Los Angeles Public Library currently has the capacity to serve a population of approximately 100,000 residents. However, the current population served is approximately 36,000.[74]

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The net population increase resulting from the proposed project;
- The demand for library services anticipated at the time of the project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvement to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and

[74]Per email from Patricia Kiefer, Director of Branches, Los Angeles Public Library, to Carrie Riordan, Planning Assocaites, Inc., May 2, 2002.

- Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct support to the LAPL).

ENVIRONMENTAL IMPACTS

Project Site

Library facilities in the Chatsworth - Porter Ranch Community Plan Area have the potential to be adversely affected by a change in the resident population of the Plan Area. Transient and temporary populations such as employees at the Site will not significantly affect library services. As shown in **Section IV, I: Population and Housing, Table 37: Proposed Project Site Population**, the proposed Project at the Project Site would generate a maximum of 1,547 new residents in the area.

As a result of the proposed Project, the resident population in the Chatsworth - Porter Ranch Plan Area will increase from 84,734 residents[75] to 86,281 residents. Based on the current service capacity of the Porter Ranch Library (approximately 100,000 residents), the demand for library services would not exceed the level of service available at the library branch currently serving the project area. Additionally, the Northridge Branch and the Chatsworth Branch Libraries are anticipated to open in late 2003 which will increase the capacity of library services in the project area. Therefore, the proposed Project at the Project Site will result in a less than significant impact on library services in the project area.

Further, the previously approved Homeplace Senior Housing facility will provide a library facility on Site for its residents. This would reduce demand on City of Los Angeles Public Library services.

Therefore, the proposed development at the Project Site will have a less than significant impact on the Los Angeles Public Library branches in the project area.

Add Area

As a result of the development scenarios analyzed for the Add Area, the resident population in the Chatsworth - Porter Ranch Plan Area will increase from 84,734 residents[76] to 84,984 residents. Based on the current service capacity of the Porter Ranch Library (approximately 100,000 residents), the demand for library services would not exceed the level of service available at the library branch currently serving the project area. Additionally, the Northridge Branch and the Chatsworth Branch Libraries are anticipated to open in late 2003 which will

[75] 2000 Census Data.

[76] 2000 Census Data.

increase the capacity of library services in the project area. Therefore, the development scenarios analyzed for the Add Area will result in a less than significant impact to library services in the project area.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Only two of the related projects have residential elements that have the potential to affect library services by altering the permanent population in the area. Related Project No. 5 has the potential to generate approximately 9,443 new residents in the area. Related Project No. 6 has the potential to generate approximately 1,815 new residents. Based on these two related projects, the resident population in the project area could increase by approximately 11,258 resident to approximately 95,992 residents. This population would be accommodated by existing library services and any additional services that will open in the near future such as the Chatsworth and Northridge Library Branches.

Proposed Project, Add Area, and Related Projects

General growth and specific development proposals in the Northridge and Porter Ranch area will contribute to a cumulative increase in the demand for public services such as libraries. As indicated in the above discussion, only resident and permanent populations will affect the demand on library services. The proposed Project at the Project Site and development scenarios analyzed for the Add Area have the potential to generate a maximum of approximately 1,797 new residents. Related projects will increase population by approximately 13,055 residents. This could increase the total population in the Community Plan Area to 97,789 residents.

Based on the current capacity of the Porter Ranch Library Branch of 100,000 residents, demand for library services will not exceed the level of service currently available at the library branch serving the area. Additionally, the Northridge Branch and the Chatsworth Branch Libraries are anticipated to open in Fall 2003. This will increase the level of service available to the community. Therefore, the a significant cumulative impact to library services is not anticipated.

4. SCHOOLS

ENVIRONMENTAL SETTING

Within the City of Los Angeles, the Los Angeles Unified School District (LAUSD) provides public education for grades K-12. There are approximately 426 elementary schools, 74 middle schools, 49 high schools, and 20 Magnet schools.[77] In addition, the LAUSD also operates multilevel, special education schools, and opportunity and continuation schools. The LAUSD provides public education partially or entirely within 26 incorporated Los Angeles County cities. The total enrollment for the LAUSD for the 2001-2002 school year was 736,675.[78]

The Project Site is in an attendance area serviced by Calahan Elementary School, located approximately 1.35 miles east of the Site; Nobel Middle School, located approximately 1.5 miles north-northeast of the Site; and Cleveland High School, located approximately 1.9 miles south of the Site. The location of these schools is shown on **Section IV, K: Public Services, Figure 23: Public Facilities Map**. **Table 45: Schools** summarizes the characteristics of each of these school facilities.

TABLE 45
SCHOOLS

School	Calahan Elementary	Nobel Middle School	Cleveland High School
Address	18722 Knapp St	9950 Tampa Ave	8140 Vanalden Ave
Distance from site	1.35 miles	1.46 miles	1.88 miles
Calendar	Traditional	Traditional	Traditional
2001-2002 Enrollment	480	1,365	2,112
Magnet[1]	no	yes	yes
2001-2002 Magnet Enrollment	0	837	847
Total 2001-2002 Enrollment	480	2,202	2,959
Capacity	500	2,238	3,831
Surplus/Deficiency	20	36	872

[1]Magnet programs are voluntary integration opportunities available to students in grades K-12 in the LAUSD that emphasize a particular subject area, specialty, or teaching approach such as alternative and/or gifted/high ability programs, as well as basic academic skills. There are over 130 magnet programs located throughout the District.
SOURCE: LAUSD website, http://www.lausd.k12.ca.us.

[77]http://search.lausd.k12.ca.us/cgi-bin/fccgi.exe?w3exec=school0. July 10, 2002. Includes Magnet Schools.

[78]http://search.lausd.k12.ca.us/cgi-bin/fccgi.exe?w3exec=school0. July 10, 2002. Includes Magnet Schools.

All three of the attendance area schools currently operate on a traditional, one-track school calendar year. As shown in **Table 45: Schools**, Calahan Elementary School has an operating capacity of 500 students that adequately accommodates the current enrollment of 480. Nobel Middle School has an operating capacity of 2,238 that adequately accommodates the current enrollment of 2,202. Cleveland High School has an operating capacity of 3,831 that can accommodate the current enrollment of 2,959 students.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The population increase resulting from the proposed project, based on the increase in residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvement to LAUSD services (facilities, equipment and personnel) and the project's proportional contribution to the demand;
- Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and
- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

ENVIRONMENTAL IMPACTS

School service needs are related to the size of the residential population, the geographic area served, and community characteristics. The school-aged residential population in the school attendance area could be affected by the construction of residential units associated with Development Scenarios 3 and 4. However, the geographic area served and community characteristics are not expected to change as a result of the proposed Project.[79]
For planning purposes, all condominium units were assumed to have two bedrooms.

[79] Phone conversation between Greg Langan, LAUSD Demographics Department and Carrie Riordan of Planning Associates, Inc. July 10, 2002.

Project Site

The proposed senior housing units are intended for seniors who require daily medical and living assistance and therefore, will not generate school-aged children. According to school generation rates provided by the L.A. CEQA Thresholds Guide, the condominium units proposed at the Project Site would have the potential to generate a maximum of 21 new students: nine elementary school students, six middle school students, and six high school students, as shown in **Table 46: Projected Project Site Student Generation**.

TABLE 46
PROJECTED PROJECT SITE STUDENT GENERATION[1]

Scenario	Elementary School	Middle School	High School
Scenario 1: Retail	0	0	0
Scenario 2: Office	0	0	0
Scenario 3: Retail/Residential	9	6	6
Scenario 4: Office/Residential	9	6	6

[1]Assumes a worst-case scenario of all two bedroom condominiums constructed in a high income area. This results in a generation rate of .03 elementary school students, .02 middle school students, and .02 high school students per two bedroom condominium.

As shown in **Table 47: Projected Project Site School Enrollment**, both Calahan and Nobel schools are anticipated to have the necessary capacity to accommodate the maximum number of potential students generated by the proposed Project at the Project Site. Therefore, the proposed increase of nine and six new students, respectively, would result in a less than significant impact to Calahan Elementary School and Nobel Middle School, respectively.

TABLE 47
PROJECTED PROJECT SITE SCHOOL ENROLLMENT

Enrollment	Calahan Elementary	Nobel Middle School	Cleveland High School
2001-2002 Actual[1]	480	2,202	2,959
2005-2006 Projected[1]	331	1,735	4,227
Project Contribution[2]	9	6	6
2005-2006 Projected with Project	340	1,741	4,233
Operating Capacity[1]	500	2,238	3,831
Surplus/Deficiency	160	497	(402)

[1]Source: Fax from Ray Dippel, LAUSD Office of Environmental Health & Safety, to Carrie Riordan of Planning Associates, Inc., July 10, 2002.
[2]Based on potential project student generation shown in Table 66: Projected Student Generation Project Site.

Cleveland High School is projected to have approximately 4,233 students enrolled by the year 2005 with the proposed Project at the Project Site, 402 students above the operating capacity of 3,831 students, as shown in **Table 47: Projected Project Site School Enrollment**. However, as within other LAUSD schools, Cleveland High School could begin to operate on a four-track, year-round school calendar, as opposed to the current one-track, traditional calendar. The four-track, year-round calendar allows for an increase of approximately 25 percent in the enrollment at a particular school annually. Implementation of a four-track, year round calendar at Cleveland High School could increase from 3,831 students to 4,789 students, which would accommodate the 2005 enrollment projection of 4,233 students. Further, with the incorporation of the proposed mitigation measure, the proposed Project at the Project Site would result in a less than significant impact to Cleveland High School.

The potential generation of 21 students as a result of the proposed Project at the Project Site would not result in a demand for school services that would not be met by LAUSD facilities available at the time of Project buildout. Further, the potential student generation would not require construction of new school facilities. Therefore, the proposed Project at the Project Site will result in a less than significant impact on school facilities or services.

Add Area

According to school generation rates provided by the L.A. CEQA Thresholds Guide, the proposed condominium units in the Add Area would have the potential to generate a maximum of seven new students: three elementary school students, two middle school students, and two high school students as shown in **Table 48: Projected Add Area Student Generation.**[80]

TABLE 48
PROJECTED ADD AREA STUDENT GENERATION[1]

Scenario	Elementary School	Middle School	High School
Scenario 1: Retail	0	0	0
Scenario 2: Office	0	0	0
Scenario 3: Retail/Residential	3	2	2
Scenario 4: Office/Residential	3	2	2

[1]Assumes a worst-case scenario of all two bedroom condominiums constructed in a high income area. This results in a generation rate of .03 elementary school students, .02 middle school students, and .02 high school students per two bedroom condominium.

[80]Assumes a worst-case scenario of all two bedroom condominiums constructed in a high income area. This results in a generation rate of .03 elementary school students, .02 middle school students, and .02 high school students per two bedroom condominium.

As shown in **Table 49: Projected Add Area School Enrollment**, both Calahan and Nobel schools are anticipated to have the necessary capacity to accommodate the maximum number of students that would be generated under the development scenarios analyzed for the Add Area. Therefore, the increase of three and two new students, respectively, would result in a less than significant impact to Calahan Elementary School and Nobel Middle School.

Cleveland High School is projected to have approximately 4,229 students enrolled by 2005 including students generated by development scenarios analyzed for the Add Area, 398 students above the operating capacity of 3,831 students, as shown in **Table 49: Projected Add Area School Enrollment**. However, as within other LAUSD schools, Cleveland High School could begin to operate on a four-track, year-round school calendar, as opposed to the current one-track, traditional calendar. The four-track, year-round calendar allows for an increase of approximately 25 percent in the enrollment at a particular school annually. Implementation of a four-track, year round calendar at Cleveland High School could increase from 3,831 students to 4,789 students, which would accommodate the 2005 enrollment projection of 4,229 students. Further, with incorporation of the proposed mitigation measure, the development scenarios analyzed for the Add Area would result in a less than significant impact to Cleveland High School.

TABLE 49
PROJECTED ADD AREA SCHOOL ENROLLMENT

Enrollment	Calahan Elementary	Nobel Middle School	Cleveland High School
2001-2002 Actual[1]	480	2,202	2,959
2005-2006 Projected[1]	331	1,735	4,227
Project Contribution[2]	3	2	2
2005-2006 Projected with Project	334	1,737	4,229
Operating Capacity[1]	500	2,238	3,831
Surplus/Deficiency	160	497	(402)

[1]Fax from Ray Dippel, LAUSD Office of Environmental Health & Safety, to Carrie Riordan of Planning Associates, Inc. July 10, 2002.
[2]Based on potential project student generation shown in Table 68: Projected Student Generation Add Area.

The potential generation of seven students as a result of development scenarios analyzed for the Add Area would not result in a demand for school services that would not be met by LAUSD facilities available at the time of Project buildout. Further, the potential student generation would not require construction of new school facilities. Therefore, development scenarios analyzed for the Add Area will result in a less than significant impact on school facilities or services.

MITIGATION MEASURES

Although a significant impact to school facilities in the project area has not been identified, environmental impacts may result on school facilities as a result of development scenarios analyzed for the Project Site and Add Area. However, incorporation of the following mitigation measures will help reduce any potential impacts on schools in the area.

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Of the eleven related development projects in the area, only two include a residential component that might have a significant impact on schools: Porter Ranch (No. 4) and Deer Lake Ranch (No. 5). However, due to the location of both of these communities north of the 118 Freeway (SR-118), neither community is located in the same school attendance area as the project area. Further, each related project will pay the required school fees. Therefore, related projects will result in a less than significant impact to schools.

Proposed Project, Add Area, and Related Projects

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

Based on the current and projected attendance and enrollment rates at each of the attendance area schools (Calahan Elementary School, Nobel Middle School, Cleveland High School) as shown in **Table 47: Projected Project Site School Enrollment** and **Table 49: Projected Add Area School Enrollment**, it is anticipated that the potential increase of 28 students could be accommodated. Therefore, a significant cumulative impact on school facilities or services in the project area is not anticipated.

L. PARKS AND RECREATION

PARKLAND

ENVIRONMENTAL SETTING

The Project Site and Add Area are located in the western San Fernando Valley in the Chatsworth - Porter Ranch Community Plan Area of the City of Los Angeles. The operation and management of public parkland and open space in the area is performed by the Department of Recreation and Parks (LADRP). Planning efforts and activities concerning parks, recreation facilities, and open space areas in the City of Los Angeles are governed by the Open Space Plan of the Open Space Element of the General Plan; the Public Recreation Plan of the Services Systems Element of the General Plan; and the Community Plans under the Land Use Element of the General Plan. Currently, the City of Los Angeles operates approximately 123 recreation centers, 52 pools, 28 senior citizen centers, 12 museums and historic sites, 13 golf courses, 18 child care centers, and seven camps.

As established by the State Legislature, "open space" is defined at a broader level than the traditional zones that have been used by the City of Los Angeles.[81] The State's definition encompasses both publicly- and privately-owned properties that are unimproved and used for the preservation of natural resources, managed production of resources, outdoor recreation, and protection of life and property due to natural hazards. For the purposes of this document, "parkland" will include only those open space and parkland areas that are publicly-owned and designated for outdoor recreation and the preservation of natural areas.

For the purposes of this document, active recreational facilities are considered to be both publicly- or privately-owned facilities that provide active recreational opportunities such as tennis, golf, and swimming.

The LADRP uses a ratio of 4.0 acres of parkland per 1,000 residents as a measure of the adequacy of parkland within a given area. The LADRP currently administers approximately 15,686 acres of parkland for its 3,694,820 residents,[82] a ratio of 4.25 acres of parkland per 1,000 residents. **Table 50: Parkland** summarizes the primary open space, parkland, and recreational facilities that currently exist within the Chatsworth - Porter Ranch Community Plan Area. **Figure 24: Parkland**, delineates the location of existing parkland within the Chatsworth - Porter Ranch Community Plan Area. There may be additional parkland within the Chatsworth - Porter Ranch

[81] City of Los Angeles Conservation Element, Section 17: Open Space/Parks, Page II-56. Adopted September 2001.

[82] LADCP, Demographics Research Unit Statistical Information. August 13, 2002. http://www.lacity.org/PLN/DRU/C2K/Cwd/PgCwd.cfm?grfxname=CPHist

TABLE 50
PARKLAND

No.	Parks	Location	Facilities	Acreage
1	Chase Park	22525 Chase Street	Picnic tables, children's play area	6
2	Chatsworth Oaks Park	9301 Valley Circle Blvd	Picnic tables, children's play area	5
3	Chatsworth Park North	22300 Chatsworth	Picnic tables, bbq, children's play area, baseball, basketball, football, soccer, volleyball, horseshoe pit, hiking trail	25
4	Chatsworth Reservoir	Valley Circle Blvd		1294
5	Santa Susana Pass	S. of Santa Susana Pass Rd	Outdoor recreation, hiking trail, equestrian trail	756
6	Mason Park	10500 Mason Ave	Community room, indoor gym, picnic tables, children's play area, baseball, football, basketball, soccer	17
7	Parthenia Park	21444 Parthenia St	Picnic tables, children's play area	1
8	Porter Ranch[1]	Porter Ranch Specific Plan	Various recreational facilities	554
9	South Portion of Limekiln Canyon Park	Southwest corner of SR-118 and Tampa Ave	Picnic area, partially landscaped park	63
10	Topanga Canyon & Santa Susana Pass Road	Southeast corner	Special recreational facilities	17
11	Winnetka Recreation Center	8401 Winnetka Ave	Soccer, football, baseball, children's play area, picnic tables, community room, indoor gym	15
Total Parkland				**2,755**

[1]Includes all parkland within Porter Ranch Specific Plan plus the northern portion of Limekiln Canyon Park

Community Plan Area in the form of small, pocket parks, which are generally less than one acre each in size.

Project Site

There is no parkland located on or adjacent to the Project Site. The closest designated parkland is Vanalden Park, located approximately .7 miles southeast of the Project Site within the Northridge Community Plan Area, which abuts the Chatsworth - Porter Ranch Community Plan to the east. Within the Chatsworth - Porter Ranch Community Plan Area, the closest designated parkland is the Winnetka Recreation Center, located approximately one mile southwest of the Project Site.

Currently, there are no active recreational facilities located on the Project Site. The closest active recreational site is located at the northeast corner of Prairie Street and Shirley Avenue (within the Add Area). This site offers seven privately-owned, outdoor tennis courts, as well as a skate park.

Figure 24. Parkland

Active recreation facilities located within a two mile radius of the Project Site are considered to be within a reasonable walking or travel distance for recreational users. However, according to a study conducted by the City of Los Angeles of all privately-owned golf and tennis facilities open to the public, most facilities draw their customers from a radius of approximately ten miles.[83] A list of public and private recreational facilities within a ten mile radius is provided in **Table 51: Existing Recreational Facilities**.

TABLE 51
EXISTING RECREATIONAL FACILITIES

Facility	Location	Distance (miles)	Recreational activities provided
Northridge Tennis Center	NW Corner of Prairie St and Shirley Ave, Northridge	.1	Seven tennis courts
Skate Park	NW Corner of Prairie St and Shirley Ave, Northridge	.1	Skate park
Winnetka Recreational Center	8401 Winnetka Avenue, Winnetka	1.4	Lit baseball diamond, football field, soccer field
Mitchell's Tennis Center	20737 Parthenia st, Canoga Park	1.9	Tennis Courts
Mason Park	10500 Mason Avenue, Chatsworth	2.0	Lit and unlit baseball diamond, football field, soccer field
Runnymead Park	20200 Runnymede, Winnetka	2.8	Four unlit tennis courts
Northridge Community Center	18300 Lemarsh Street, Northridge	3.0	Four lit tennis courts, lit & unlit baseball diamond, football field, volleyball, swim, basketball court
Lanark Recreation Center	21816 Lanark Street, Canoga Park	3.7	Four lit tennis courts, lit & unlit baseball diamond, football field, volleyball, swim, basketball court
John Quimby Park	7008 De Soto Avenue, Canoga Park	4.2	Two unlit tennis courts
Reseda Recreation Center	18411 Victory Boulevard, Reseda	4.9	Four lit tennis courts, lit & unlit baseball diamond, football field, volleyball, basketball court
Chatsworth Park South	22360 Devonshire, Chatsworth	5.0	Two lit tennis courts, basketball court
Balboa Tennis Center	17015 Burbank Blvd, Encino 91316	8.0	Tennis

[83] City of Los Angeles, Privately-Owned Golf and Tennis Facilities/Study - CF 02-0974, Arts, Health and Humanities Committee. July 9, 2002.

Add Area

There is no parkland located on or adjacent to the Add Area. The closest designated parkland is Vanalden Park, located approximately .7 miles southeast of the Add Area within the Northridge Community Plan Area, which abuts the Chatsworth - Porter Ranch Community Plan to the east. Within the Chatsworth - Porter Ranch Community Plan Area, the closest designated parkland is the Winnetka Recreation Center, located approximately one mile southwest of the Add Area.

Currently, seven outdoor, privately-owned tennis courts and a skate park are located in the Add Area properties. Additional active recreation facilities are located within a ten-mile radius of the Add Area, a distance considered acceptable by the City of Los Angeles for travel to/from recreational activities.[84] These facilities are summarized in **Table 51: Existing Recreational Facilities**.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The net population increase resulting from the proposed project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvement to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for recreation and park services (e.g., on-site recreation facilities, land dedication or direct financial support to the LADRP).

ENVIRONMENTAL IMPACTS

Project Site

The proposed Project at the Project Site will not result in the creation or removal of parkland or active recreational facilities. However, the proposed Project at the Project Site could increase the number of residents in the project area and therefore increase the demand on existing recreational facilities which could result in a significant impact on parklands and active recreational facilities.

[84] City of Los Angeles, Privately-Owned Golf and Tennis Facilities/Study - CF 02-0974, Arts, Health and Humanities Committee. July 9, 2002.

As shown in **Table 50: Parkland**, the Chatsworth - Porter Ranch Community Plan Area currently provides approximately 2,755 acres of parkland for its 84,734 residents,[85] a ratio of 32.5 acres of parkland per 1,000 residents. While the proposed Project will not alter the existing 2,755 acres of parkland within the Chatsworth - Porter Ranch Community Plan, the proposed development does have the potential to increase population in the area by a maximum of 1,547 residents to a total of 86,281 residents, as shown in **Section IV, I: Population and Housing, Table 37: Proposed Project Site Population**. Therefore, the ratio of residents to acres of parkland will decrease to 31.9 acres of parkland per 1,000 residents. However, this ratio of 31.9 acres of parkland per 1,000 residents is still greater than both the City of Los Angeles standard of 4.0 acres of parkland per 1,000 residents and the City of Los Angeles average provision of 4.25 acres per 1,000 residents. Therefore, the proposed Project at the Project Site would result in a less than significant impact to parkland due to increased demand.

As shown in **Table 51: Existing Recreational Facilities**, there are 12 active recreational facilities within a ten-mile radius of the Project Site. Based on the number of public and private facilities available in the project area, an increase in population at the Project Site will not result in an increased demand on recreational facilities that cannot be absorbed by existing facilities. Therefore, the proposed Project at the Project Site would result in a less than significant impact to active recreational facilities.

Further, as determined by the City of Los Angeles CEQA Thresholds Guidelines, consideration should be given to projects that would reduce demand on recreational facilities. This includes on-site recreation facilities, land dedication, and direct financial support to the LADRP. With the incorporation of proposed mitigation measures, development at the Project Site will pay all necessary in-lieu park fees, as required by the City's Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). With this fee, the Project would provide funds for public parks, public park improvements, and recreational services, reducing potential impacts to a less than significant level. Therefore, after incorporation of the identified mitigation measure, the proposed Project at the Project Site would result in a less than significant impact to parkland or active recreational facilities.

Add Area

Currently, there is no parkland on any of the Add Area properties. The development scenarios analyzed for the Add Area do not include the creation or removal of parkland. However, an increase in the permanent population in the area which could increase demand on recreational facilities could result. Therefore, development scenarios analyzed for the Add Area may result in a significant impact to parkland.

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[85] LADCP, Demographics Research Unit Statistical Information. August 13, 2002. http://www.lacity.org/PLN/DRU/C2K/Cwd/PgCwd.cfm?grfxname=CPHist

As shown in **Table 50: Parkland**, the Chatsworth - Porter Ranch Community Plan Area currently provides approximately 2,755 acres of parkland for its 84,734 residents,[86] a ratio of 32.5 acres of parkland per 1,000 residents. While the development scenarios analyzed will not alter the existing 2,755 acres of parkland within the Chatsworth - Porter Ranch Community Plan, the scenarios do have the potential to increase population in the area by a maximum of 250 residents to a total of 84,984 residents, as shown in **Table 38: Proposed Add Area Population**. Therefore, the ratio of acres of parkland to residents will decrease to 32.4 acres of parkland per 1,000 residents. However, this ratio is still greater than both the City of Los Angeles standard of 4.0 acres of parkland per 1,000 residents and the City of Los Angeles average provision of 4.25 acres per 1,000 residents. Therefore, the development scenarios analyzed for the Add Area would result in a less than significant impact to parkland due to increased demand.

Currently, seven outdoor, privately-owned tennis courts and a skate park are located within the Add Area properties. Development scenarios analyzed for the Add Area could result in the removal of all seven tennis courts and the skate park. The development scenarios analyzed for the Add Area does not include the construction of any new or additional active recreational facilities. Therefore, the development scenarios analyzed may result in a significant impact to active recreational facilities due to the removal of the existing facilities. However, the existing tennis courts within the Add Area are not considered to be highly utilized.[87] Therefore, based on the current underutilization of the courts and the number of additional tennis facilities in the area, removal of tennis courts within the Add Area would result in a less than significant impact to recreational facilities.

As stated above, development scenarios analyzed for the Add Area could increase the number of residents in the project area and therefore increase the demand on existing active recreational facilities. As shown in **Table 51: Existing Recreational Facilities**, there are 12 facilities within a ten-mile radius of the Add Area. Based on the number of public and private facilities available in the project area, an increase in population at the Add Area will not result in an increased demand on recreational facilities that cannot be absorbed by existing facilities. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to active recreational facilities.

Further, as determined by the City of Los Angeles CEQA Thresholds Guide, consideration should be given to projects that would reduce demand on recreational facilities. This includes on-site recreation facilities, land dedication, and direct financial support to the LADRP. While development scenarios analyzed for the Add Area include removal of recreational facilities, all in-lieu park fees, otherwise known as Quimby fees, will be paid, as required by the City's

[86] LADCP, Demographics Research Unit Statistical Information. August 13, 2002. http://www.lacity.org/PLN/DRU/C2K/Cwd/PgCwd.cfm?grfxname=CPHist

[87] Per Jerry Keene, owner of the tennis facility, the facility is currently utilized at approximately 30 to 35 percent capacity.

Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). With this fee, funds for public parks, public park improvements, and recreational services would be provided, reducing potential impacts to a less than significant level. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to parkland or active recreational facilities.

MITIGATION MEASURES

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects that could potentially impact existing parkland are those that would increase demand on parkland by either increasing the local population or removing existing facilities. Related projects Nos. 4 and 5, while not disturbing any existing parkland, will increase the resident population of the area by approximately 11,258 residents. Therefore, the ratio of parkland to residents will decrease to 28.7 acres of parkland per 1,000 residents. However, this ratio of 28.7 acres of parkland per 1,000 residents is greater than both the City of Los Angeles standard of 4.0 acres of parkland per 1,000 residents and the City of Los Angeles Citywide average of 4.25 acres per 1,000 residents. Therefore, related projects will result in a less than significant impact on parkland.

The increase in population could result in a potentially significant impact to active recreational facilities. However, recreational impacts of related projects must be determined on a project-specific basis. Further, each project will pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). These fees are based on the number of units and proposed zoning for each site. Credits may also be given for recreational facilities provided as part of a project. As a result of incorporation of in-lieu fees, any significant impacts due to related projects will be reduced to a less than significant level.

Therefore, related projects will result in a less than significant impact to active recreational facilities in the area.

Proposed Project, Add Area, and Related Projects

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

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

M. TRAFFIC

A Traffic Study for the proposed Project was prepared by Linscott, Law & Greenspan Engineers (LLG), dated May 21, 2003. LADOT has reviewed this traffic study and has determined that the analysis adequately describes all transportation impacts associated with the proposed Project and provides adequate measures to mitigate all significant impacts.[88] The traffic study is attached in full as **Appendix F**. The results of the study have been utilized in the preparation of this section.

Due to the the small size of the Add Area properties, LADOT was concerned that development of these parcels individually or collectively might not require a traffic study to be completed. Therefore, at LADOT's request, for purposes of traffic analysis, potential traffic impacts resulting from the Add Area were not analyzed independently. Rather, the Project Site was analyzed independently and the Project Site and Add Area combination was analyzed independently which is referred to in this traffic section as the "Full Build Out Project".

ENVIRONMENTAL SETTING

Existing Street System

Access to the site is provided via Prairie Street, Corbin Avenue, Nordhoff Street, and Shirley Avenue. A brief description of the major roadways in the project area follows.

State Route 118 (Ronald Reagan) Freeway is an east-west oriented freeway that extends from the I-210 Foothill Freeway through the San Fernando Valley to Ventura County. In the project vicinity, SR-118 Freeway generally consists of four mainline travel lanes plus a high occupancy vehicle (HOV) lane in each direction. A full diamond interchange is provided at Tampa Avenue. Interchanges are also provided in the project vicinity at De Soto Avenue and Porter Ranch Road.

De Soto Avenue is a north-south major highway located west of the Project Site. Three through travel lanes are provided on De Soto Avenue in the project vicinity. Dual exclusive left-turn lanes are provided in both directions on De Soto Avenue at the Roscoe Boulevard intersection, while exclusive left-turn pockets are provided in both directions at other major intersections in the project vicinity. Bus stops for MTA Routes 243 and 167 are provided along De Soto Avenue in the project vicinity.

Chatsworth Street is an east-west secondary highway located north of the project area. Two travel lanes are generally provided in the eastbound direction and one travel lane is provided in the westbound direction. Dual exclusive left-turn lanes are provided in the westbound direction at the intersection with Tampa Avenue. At the intersection with Tampa Avenue, a right-turn

[88] Letter from Sergio Valdez, LADOT, to Emily Gabel-Luddy, LADCP, August 27, 2003.

only lane is also provided in the westbound direction. Parking is generally prohibited on both sides of Chatsworth Street. However, curbside parking is provided on the north side of Chatsworth Street west of Tampa Avenue.

Rinaldi Street is an east-west major highway located north of the project area. There are two through travel lanes in each direction on Rinaldi Street. Exclusive left-turn lanes are provided in both directions at the intersection of Corbin Avenue. An exclusive right-turn only lane is also provided in the eastbound direction on Rinaldi Street at the Corbin Avenue intersection. Curbside parking is generally permitted on both sides of Rinaldi Street east of Corbin Avenue, and prohibited on both sides of the roadway west of Corbin Avenue.

Devonshire Street is an east-west major highway located north of the Project Site. Two through travel lanes are generally provided in each direction. Dual left-turn lanes are provided in each direction at the intersection with Tampa Avenue and in the westbound direction at the intersection with Corbin Avenue. Exclusive left-turn lanes are provided in each direction at the intersection with Winnetka Avenue, and in the eastbound direction at the intersection with Corbin Avenue. An exclusive right-turn only lane is provided in the eastbound direction at the intersection with Corbin Avenue. A bike lane is also provided on both the north and south sides of Devonshire Street in the project vicinity. Curbside parking is generally prohibited along both sides of Devonshire Street.

Lassen Street is an east-west secondary highway located north of the Project Site. Two through travel lanes are provided in each direction along Lassen Street. Exclusive left-turn lanes are provided in each direction at the intersections with Winnetka Avenue, Corbin Avenue, and Tampa Avenue. Curbside parking is generally permitted from west of Winnetka Avenue to east of Corbin Avenue. Parking is generally prohibited near the intersection with Tampa Avenue.

Plummer Street is an east-west secondary highway and is located north of the Project Site. Two through travel lanes are provided in each direction on Plummer Street. Exclusive left-turn lanes are provided in both directions at the major intersections in the project vicinity. Dual left-turn lanes are provided in the eastbound direction at the intersection with Tampa Avenue. Bike lanes are provided in both directions along Plummer Street. Curbside parking is generally prohibited on both sides of Plummer Street in the project vicinity. Two-hour parking between 8AM and 6PM is provided on both sides of Plummer Street east of Reseda Boulevard. Bus stops for MTA Routes 167 and 243 are provided along Plummer Street in the project vicinity.

Prairie Street is an east-west collector street that borders the Project Site on the north. Exclusive left-turn lanes are provided in each direction at the intersections with Winnetka Avenue and Corbin Avenue. A right-turn only lane is provided in the eastbound direction along Prairie Street at the intersection with Winnetka Avenue. Curbside parking is prohibited on both sides of Prairie Street in the project vicinity. A bus stop for the LADOT DASH-Chatsworth is provided along Prairie Street near Corbin Avenue.

Nordhoff Street is designated as an east-west major highway and located to the south of the Project Site. Three through travel lanes are generally provided in each direction, except near Shirley Avenue, where two through travel lanes are provided in either direction. Exclusive left-turn lanes are provided in each direction on Nordhoff Street at the major intersections. Dual left-turn lanes are provided in each direction on Nordhoff Street at the intersections with Tampa Avenue and Reseda Boulevard, and in the eastbound direction at Zelzah Avenue. A right-turn only lane is provided on Nordhoff Street in the westbound direction at the intersection with Corbin Avenue. Curbside parking is generally prohibited on both sides of Nordhoff Street during afternoon peak commuter period. Bus stops for MTA Routes 166 and 243, and LADOT DASH are provided at various locations along Nordhoff Street.

Parthenia Street is an east-west secondary highway located to the south of the Project Site. In the project vicinity, two through travel lanes are provided in each direction. Exclusive left-turn lanes are provided in both directions of travel along Parthenia Street at the study intersections. Parking is generally permitted on both sides of Parthenia Street in the project vicinity, except on the north side near Corbin Avenue where parking is prohibited.

Roscoe Boulevard in an east-west major highway located to the south of the Project Site. Three through travel lanes are provided in each direction along Roscoe Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction at the intersections with Winnetka Avenue, Corbin Avenue, and Tampa Avenue. Dual left-turn lanes are provided in each direction at the intersection with De Soto Avenue. Curbside parking is generally prohibited along both sides of Roscoe Boulevard in the project vicinity during the afternoon peak commuter period and also during the morning peak commuter period along the south side of the roadway east of De Soto Avenue. Roscoe Boulevard serves as a transit corridor providing bus stops for MTA Routes 152, 154 and 418, and LADOT-DASH.

Saticoy Street is an east-west secondary highway which is located south of the Project Site. Two through travel lanes are provided in each direction on Saticoy Street. Exclusive left-turn lanes are provided in both directions on Saticoy Street at all major intersections in the project vicinity. Curbside parking is generally permitted along both sides of Saticoy Street in the project vicinity.

Victory Boulevard is a major east-west highway and is located south of the Project Site. Three through lanes are generally provided in each direction on Victory Boulevard in the project vicinity. However, two through lanes are provided in the westbound direction near the intersection with Reseda Boulevard. Exclusive left-turn lanes are provided in both directions on Victory Boulevard at all major intersections in the project vicinity. Curbside parking is generally prohibited along Victory Boulevard in the project vicinity. Bus stops for MTA Route 164 are provided along Victory Boulevard in the project vicinity.

Winnetka Avenue is designated as a north-south major highway and is located west of the Project Site. Three through travel lanes are generally provided in each direction on Winnetka Avenue from its northerly terminus near Devonshire Street to north of Nordhoff Street. South of Nordhoff Street, two through travel lanes are generally provided in each direction on Winnetka Avenue. Exclusive left-turn lanes are provided in both directions at the major intersections in the project vicinity. Dual left-turn lanes are provided in the northbound direction at the intersection with Devonshire Street. Right-turn only lanes are provided in the northbound direction at the Devonshire Street intersection, and in the southbound direction at the Nordhoff Street intersection. Curbside parking is generally prohibited along both sides of Winnetka Avenue north of Nordhoff Street. South of Nordhoff Street curbside parking is generally permitted on both sides of Winnetka Avenue, except immediately adjacent to intersections. Bus stops for MTA Route 243 are provided along Winnetka Avenue.

Corbin Avenue is designated as a north-south secondary highway and borders the Project Site on the west. Two through travel lanes are generally provided in each direction on Corbin Avenue. Exclusive left-turn lanes are provided in both directions at all major intersections in the project vicinity. Right-turn only lanes are provided in the northbound direction on Corbin Avenue at the intersections with Rinaldi Street, Devonshire Street, Lassen Street, and Nordhoff Street/Nordhoff Place. A bike lane is provided on the east side of Corbin Avenue (i.e., northbound direction) north of Rinaldi Street. Curbside parking is generally prohibited along both sides of Corbin Avenue north of Devonshire Street, south of Plummer Street to Prairie Street, and near Nordhoff Street. Curbside parking is prohibited on the east side of Corbin Avenue from Nordhoff Street to south of Roscoe Boulevard. Bus stops for MTA Routes 243 and 166, and LADOT-DASH are provided along Corbin Avenue.

Tampa Avenue is designated as a north-south major highway and is located east of the Project Site. Three through travel lanes are generally provided in each direction along Tampa Avenue. Exclusive left-turn lanes are provided in each direction on Tampa Avenue at major intersections in the project vicinity. Dual left-turn lanes are provided in the northbound direction at the SR-118 Westbound Ramps intersection and in both directions at the Nordhoff Street intersection. Right-turn only lanes are provided in the northbound direction at the SR-118 Freeway Eastbound Ramps and Chatsworth Street intersections and in the southbound direction at the Devonshire Street intersection. Curbside parking is prohibited on both sides of Tampa Avenue from SR-118 Freeway to south of Nordhoff Street. Curbside parking is prohibited on both sides of Tampa Avenue during the afternoon commuter peak period from just north of Roscoe Boulevard to Saticoy Street in the project vicinity.

Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, Mason Avenue extends from Victory Boulevard to the south to the Porter Ranch Project area north of the SR-118 Freeway, however, it does not provide access across the Union Pacific railroad tracks located between Prairie Street and Nordhoff Street. Two through travel lanes are provided in each direction along Mason

Avenue. Exclusive left-turn lanes are provided in each direction on Mason Avenue at major intersections in the project vicinity. Curbside parking is generally allowed on both sides of Mason Avenue north of the railroad tracks, except along the west side of the street immediately north of Lassen Street where parking is prohibited between 7AM and 5PM on schooldays. South of the railroad tracks and north of Nordhoff Street, curbside parking is allowed on both sides of Mason Avenue. South of Nordhoff Street, curbside parking is generally allowed on the east side and prohibited on the west side of Mason Avenue.

Wilbur Avenue is a north-south roadway located east of the Project Site. In the project vicinity, two through travel lanes are generally provided in each direction along Wilbur Avenue. Exclusive left-turn lanes are provided in both directions at the intersections with Plummer Avenue and Nordhoff Street. A right-turn only lane is provided in the southbound direction at the intersection with Nordhoff Street. Parking is generally prohibited on the east side of Wilbur Avenue north of Plummer Street and on the west side south of Nordhoff Street.

Reseda Boulevard is designated as a north-south major highway and is located east of the Project Site. In the project vicinity, two through travel lanes are provided in each direction on Reseda Boulevard. Exclusive left-turn lanes are provided at all major intersections on Reseda Boulevard in the project vicinity. Dual left-turn lanes are provided in the both directions at the intersection with Nordhoff Street. Parking is generally permitted on Reseda Boulevard in the project vicinity, except near the intersection with Nordhoff Street where Tow Away No Stopping Any Time signs are posted. Bus stops for MTA Routes 167 and 240, as well as the LADOT-DASH are provided along Reseda Boulevard.

Zelzah Avenue is a north-south secondary highway east of the Project Site. In the project vicinity, two through travel lanes are provided on Zelzah Avenue in each direction north of Nordhoff Street. South of Nordhoff Street, one through lane is provided on Zelzah Avenue in each direction. Exclusive left-turn lanes are provided in each direction at the Nordhoff Street intersection. Dual right-turn only lanes are provided southbound at the intersection with Nordhoff Street. Curbside parking is generally permitted on both sides of Zelzah Avenue north of Nordhoff Street. Two-hour curbside parking between 8AM and 6PM is provided on both sides of Zelzah Avenue south of Nordhoff Street.

Existing Trip Generation

Project Site

The Project Site is currently developed with a concrete tilt-up main building consisting of approximately 310,000 square feet primarily utilized for research and development purposes. Several small ancillary buildings that support the main building including an approximately 4,000-square-foot storage building, an approximately 4,450-square-foot machine shop, and an approximately 8,000-square-foot maintenance shop are also located on the Project Site. As

shown in **Table 52: Existing Trip Generation**, the existing development on the Project Site generates approximately 2,802 trips daily.

TABLE 52
EXISTING TRIP GENERATION[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
Research & Development[3]	340,000 sf	2,802	329	67	396	55	313	368
Add Area								
Light Industrial[4]	132,665 sf	925	107	15	122	16	144	130
Manufacturing[5]	49,920 sf	191	28	8	36	13	24	37
Mini-Warehouse[6]	97,554 sf	244	9	6	15	13	12	25
Tennis Club[7]	7 courts	284	5	5	10	13	13	26
Multi-purpose Recreation Facility[8]	0.93 acres	84	1	1	2	3	3	3
Total		**4,530**	**479**	**102**	**581**	**113**	**479**	**592**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997.
[2]Trips are one-way traffic movement, entering or leaving.
[3]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[4]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[5]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[6]ITE Land Use Code 151 (mini-Warehouse) average trip generation rates.
[7]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[8]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Add Area

Based on the City of Los Angeles Department of Building and Safety records, the Add Area is currently developed with 42,200 square feet of industrial uses, approximately 83,000 square feet of manufacturing uses, approximately 27,400 square feet of office space, approximately 97,600 square feet of public storage, and approximately 30,200 square feet of warehouse space. As shown in **Table 52: Existing Trip Generation**, existing development at the Add Area generates approximately 1,728 daily trips.

Existing Intersection Conditions

Table 53: Existing Intersection Conditions summarizes the existing conditions of the 39 study intersections.

TABLE 53
EXISTING INTERSECTION CONDITIONS

No	Intersections	Peak Hour	Existing v/c	Existing LOS
1	De Soto Ave/Plummer St	AM PM	1.138 1.070	F F
2	De Soto Ave/Nordhoff St	AM PM	1.032 0.910	F E
3	De Soto Ave/Roscoe Blvd	AM PM	0.825 0.885	D D
4	Winnetka Ave/Devonshire St	AM PM	0.584 0.856	A D
5	Winnetka Ave/Lassen St	AM PM	0.778 0.765	C C
6	Winnetka Ave/Plummer St	AM PM	0.841 0.763	D C
7	Winnetka St/Prairie St	AM PM	0.616 0.642	B B
8	Winnetka Ave/Nordhoff St	AM PM	0.998 0.910	E E
9	Winnetka Ave/Parthenia St	AM PM	1.033 1.118	F F
10	Winnetka Ave/Roscoe Blvd	AM PM	0.989 0.912	E E
11	Winnetka Ave/Victory Blvd	AM PM	0.887 1.057	D F
12	Corbin Ave/Rinaldi St	AM PM	0.612 0.559	B A
13	Corbin Ave/Devonshire St	AM PM	1.051 0.942	F E
14	Corbin Ave/Lassen St	AM PM	1.132 0.947	F E
15	Corbin Ave/Plummer St	AM PM	0.993 1.071	E F
16	Corbin Ave/Prairie st	AM PM	0.631 0.783	B C
17	Corbin Ave/Nordhoff St & Nordhoff Pl	AM PM	0.443 0.984	A E
18	Corbin Ave/Nordhoff St & Nordhoff Way	AM PM	0.923 0.996	E E
19	Corbin Ave/Parthenia St	AM PM	1.070 1.058	F F
20	Corbin Ave/Roscoe Blvd	AM PM	0.877 0.833	D D
21	Corbin Ave/Saticoy St	AM PM	0.953 0.998	E E
22	Shirley Ave/Plummer St	AM PM	0.467 0.704	A C

23	Shirley Ave/Nordhoff St	AM PM	0.208 0.420	A A
24	Nordhoff St/Nordhoff Way	AM PM	0.304 0.537	A A
25	Tampa Ave/SR-118 WB Ramps	AM PM	0.893 0.744	D C
26	Tampa Ave/SR-118 EB Ramps	AM PM	0.880 0.843	D D
27	Tampa Ave/Chatsworth St	AM PM	0.695 0.649	B B
28	Tampa Ave/Devonshire St	AM PM	0.849 0.949	D E
29	Tampa Ave/Lassen St	AM PM	0.967 0.948	E E
30	Tampa Ave/Plummer St	AM PM	0.859 0.915	D E
31	Tampa Ave/Nordhoff St	AM PM	0.978 1.093	E F
32	Tampa Ave/Roscoe Blvd	AM PM	0.949 0.801	E D
33	Tampa Ave/Saticoy St	AM PM	0.942 0.921	E E
34	Wilbur Ave/Plummer St	AM PM	0.652 0.558	B A
35	Wilbur Ave/Nordhoff St	AM PM	0.600 0.582	B A
36	Reseda Blvd/Plummer St	AM PM	0.699 1.195	B F
37	Reseda Blvd/Nordhoff St	AM PM	0.820 0.966	D E
38	Reseda Blvd/Victory Blvd	AM PM	0.993 0.906	E E
39	Zelzah Ave/Nordhoff St	AM PM	0.897 0.875	D D

ENVIRONMENTAL IMPACTS

Project Site

Development at the Project Site could include one of the following scenarios:[89]

Scenario 1: Retail
340,000 square feet Retail
389 Senior Housing Units
35 Assisted Living Units

Scenario 2: Office
930,000 square feet Office
389 Senior Housing Units
35 Assisted Living Units

Scenario 3: Retail/Residential
250,000 square feet Retail
389 Senior Housing Units
35 Assisted Living Units
300 Condominium Units

Scenario 4: Office/Residential
690,000 square feet Office
389 Senior Housing Units
35 Assisted Living Units
300 Condominium Units

For purposes of traffic analysis, potential traffic impacts of the Project Site development were analyzed independently and are referred to in this traffic section as "Project Site Only".

Add Area

Development at the Add Area could include one of the following scenarios:

Scenario 1: Retail
200,000 square feet Retail

Scenario 2: Office
586,000 square feet Office

Scenario 3: Retail/Residential
150,000 square feet Retail
100 Condominium Units

Scenario 4: Office/Residential
435,000 square feet Office
100 Condominium Units

The following 39 study intersections were selected by Los Angeles Department of Transportation (LADOT) staff for analysis of potential impacts due to the proposed Project:

1. De Soto Avenue and Plummer Street
2. De Soto Avenue and Nordhoff Street

[89] The traffic study conducted assumes the Homeplace Retirement development to be approximately 588,000 square feet consisting of 336 Senior Housing units, 100 Nursing Home units, and 50 Assisted Living units. It has been determined by Linscott, Law & Greenspan Traffic Engineers that the proposed Project of 389 Senior Housing units and 35 Assisted Living units is less intensive and generates less daily trips than the project approved for the original traffic study. However, to maintain a worst case scenario for environmental analysis, traffic numbers generated in the original, more intensive traffic study are included in the traffic section. The proposed project will not exceed the trip generation and any potential traffic impacts identified in the original traffic study.

3. De Soto Avenue and Roscoe Boulevard
4. Winnetka Avenue and Devonshire Street
5. Winnetka Avenue and Lassen Street
6. Winnetka Avenue and Plummer Street
7. Winnetka Avenue and Prairie Street
8. Winnetka Avenue and Nordhoff Street
9. Winnetka Avenue and Parthenia Street
10. Winnetka Avenue and Roscoe Boulevard
11. Winnetka Avenue and Victory Boulevard
12. Corbin Avenue and Rinaldi Street
13. Corbin Avenue and Devonshire Street
14. Corbin Avenue and Lassen Street
15. Corbin Avenue and Plummer Street
16. Corbin Avenue and Prairie Street
17. Corbin Avenue and Nordhoff Place
18. Corbin Avenue and Nordhoff Street
19. Corbin Avenue and Parthenia Street
20. Corbin Avenue and Roscoe Boulevard
21. Corbin Avenue and Saticoy Street
22. Shirley Avenue and Plummer Street
23. Shirley Avenue and Nordhoff Street
24. Nordhoff Street and Nordhoff Way
25. Tampa Avenue and SR-118 Westbound Ramps
26. Tampa Avenue and SR-118 Eastbound Ramps
27. Tampa Avenue and Chatsworth Street
28. Tampa Avenue and Devonshire Street
29. Tampa Avenue and Lassen Street
30. Tampa Avenue and Plummer Street
31. Tampa Avenue and Nordhoff Street
32. Tampa Avenue and Roscoe Boulevard
33. Tampa Avenue and Saticoy Street
34. Wilbur Avenue and Plummer Street
35. Wilbur Avenue and Nordhoff Street
36. Reseda Boulevard and Plummer Street
37. Reseda Boulevard and Nordhoff Street
38. Reseda Boulevard and Victory Boulevard
39. Zelzah Avenue and Nordhoff Street

All of the study intersections selected for analysis are controlled by traffic signals.

Traffic Counts

Manual counts of vehicular turning movements were conducted at each of the 39 study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volume. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00AM and 3:00 to 6:00PM generally associated with peak commuter hours.

Existing traffic volumes for the AM and PM peak hours presented in **Table 54: Existing Traffic Volumes** are shown in **Figure 25: Existing Traffic Volumes Peak Hours, AM and PM**.

TABLE 54
EXISTING TRAFFIC VOLUMES

No	Intersection	Date	Dir	AM Peak Hour		PM Peak Hour	
				Began	Volume	Began	Volume
1	De Soto Ave/Plummer St[1]	3/14/02	NB SB EB WB	7:15	1,809 2,225 322 790	4:30	2,710 1,435 355 689
2	De Soto Ave/Nordhoff St[2]	1/25/01	NB SB EB WB	7:00	504 34 1,369 594	5:00	19 87 121 467
3	De Soto Ave/Roscoe Blvd[1]	3/14/02	NB SB EB WB	7:30	1,145 1,884 1,243 1,265	4:45	1,717 1,520 1,811 1,144
4	Winnetka Ave/Devonshire St[1]	3/12/02	NB SB EB WB	7:15	442 23 1,061 1,297	4:30	1,035 30 1,067 955
5	Winnetka Ave/Lassen St[1]	3/12/02	NB SB EB WB	7:15	778 853 1,003 1,140	4:30	1,391 440 1,204 689
6	Winnetka Ave/Plummer St[1]	3/12/02	NB SB EB WB	7:15	1,075 1,742 574 959	4:30	1,659 708 1,096 574
7	Winnetka St/Prairie St[1]	3/12/02	NB SB EB WB	7:15	1,502 2,045 113 149	4:45	1,760 956 248 405
8	Winnetka Ave/Nordhoff St[1]	3/12/02	NB SB EB WB	7:15	1,511 1,843 835 1,293	4:30	1,342 1,504 1,840 892
9	Winnetka Ave/Parthenia St[1]	3/12/02	NB SB EB WB	7:15	1,401 1,725 733 1,186	4:30	1,526 1,666 1,310 1,250
10	Winnetka Ave/Roscoe Blvd[1]	3/14/02	NB SB EB WB	7:30	1,198 1,502 1,077 1,307	4:45	1,254 1,327 1,369 1,109

11	Winnetka Ave/Victory Blvd[2]	3/27/01	NB SB EB WB	7:00	1,789 1,393 1,662 1,322	5:00	1,182 1,544 1,292 1,354
12	Corbin Ave/Rinaldi St[1]	3/13/02	NB SB EB WB	7:30	189 221 628 847	5:00	670 208 870 835
13	Corbin Ave/Devonshire St[1]	4/02/02	NB SB EB WB	7:15	562 1,218 1,178 2,130	4:45	1,395 474 1,641 1,278
14	Corbin Ave/Lassen St[1]	3/12/02	NB SB EB WB	7:15	655 1,698 1,154 1,380	4:45	1,767 730 1,247 706
15	Corbin Ave/Plummer St[1]	4/02/02	NB SB EB WB	7:30	804 1,705 545 1,212	5:00	1,799 820 1,384 606
16	Corbin Ave/Prairie St[1]	3/07/02	NB SB EB WB	7:30	1,329 1,379 56 100	4:30	1,613 1,175 498 196
17	Corbin Ave/Nordhoff St & Nordhoff Pl[2]	2/21/01	NB SB EB WB	7:00	1,384 1,540 1,557 1,663	5:00	968 1,289 1,889 1,903
18	Corbin Ave/Nordhoff St & Nordhoff Way[1]	3/13/02	NB SB EB WB	7:15	1,568 1,258 715 1,213	4:30	1,524 1,715 1,792 694
19	Corbin Ave/Parthenia St[1]	3/12/02	NB SB EB WB	7:15	1,590 1,237 953 1,413	4:45	1,460 1,396 1,255 1,320
20	Corbin Ave/Roscoe Blvd[1]	3/12/02	NB SB EB WB	7:30	1,063 1,407 1,193 1,192	5:00	1,196 1,312 1,406 1,215
21	Corbin Ave/Saticoy St[1]	3/14/02	NB SB EB WB	7:15	1,058 1,390 1,298 1,395	5:00	1,240 1,205 1,422 1,305
22	Shirley Ave/Plummer St[1]	3/07/02	NB SB EB WB	7:15	59 30 535 1,482	4:45	504 34 1,369 594
23	Shirley Ave/Nordhoff St[1]	3/07/02	NB SB EB WB	7:45	19 87 121 467	4:45	88 262 463 531
24	Nordhoff St/Nordhoff Way[1]	4/02/02	NB SB EB WB	7:15	9 62 667 1,174	4:45	105 545 1,370 733
25	Tampa Ave/SR-118 WB Ramps [1]	3/13/02	NB SB EB WB	7:30	618 892 0 1,680	5:00	1,173 597 0 1,531

26	Tampa Ave/SR-118 EB Ramps[1]	3/13/02	NB SB EB WB	7:15	1,540 2,331 664 0	4:45	2,361 1,611 154 303
27	Tampa Ave/Chatsworth St[2]	4/02/02	NB SB EB WB	8:00	1,189 2,363 144 482	5:00	2,158 1,806 154 303
28	Tampa Ave/Devonshire St[1]	3/12/02	NB SB EB WB	7:15	1,051 1,717 916 1,398	4:45	1,843 1,193 1,267 871
29	Tampa Ave/Lassen St[1]	3/13/02	NB SB EB WB	7:15	1,024 1,821 1,068 1,494	4:45	1,815 1,305 1,432 825
30	Tampa Ave/Plummer St[1]	3/13/02	NB SB EB WB	7:15	1,033 1,838 554 1,247	4:30	1,468 1,351 1,888 558
31	Tampa Ave/Nordhoff St[1]	3/13/02	NB SB EB WB	7:15	1,415 1,757 805 1,663	4:30	1,789 1,393 1,662 1,322
32	Tampa Ave/Roscoe Blvd[1]	3/13/02	NB SB EB WB	7:15	1,182 1,544 1,292 1,354	5:00	1,357 1,441 1,497 1,467
33	Tampa Ave/Saticoy St[1]	3/14/02	NB SB EB WB	7:30	1,019 1,469 1,333 1,347	5:00	1,421 1,447 1,499 1,381
34	Wilbur Ave/Plummer St[1]	3/13/02	NB SB EB WB	7:15	427 1,154 503 609	4:45	598 481 1,207 506
35	Wilbur Ave/Nordhoff St[1]	3/14/02	NB SB EB WB	7:15	174 690 1,138 1,445	4:45	254 352 1,747 1,339
36	Reseda Blvd/Plummer St[1]	3/14/02	NB SB EB WB	7:15	970 1,600 588 92	4:30	1,512 2,665 731 487
37	Reseda Blvd/Nordhoff St[1]	3/14/02	NB SB EB WB	7:30	1,014 1,264 1,172 1,673	3:30	1,384 1,540 1,557 1,663
38	Reseda Blvd/Victory Blvd[1]	3/14/02	NB SB EB WB	7:30	968 1,289 1,889 1,903	5:00	1,250 1,089 2,067 1,612
39	Zelzah Ave/Nordhoff St[1]	3/14/02	NB SB EB WB	7:30	245 1,091 1,291 2,203	5:00	306 970 2,360 1,477

[1]Count conducted by Accutek
[2]Count conducted by LADOT

Figure 25: Existing Traffic Volumes AM and PM Peak Hours (Page 1 of 2)

Figure 25: Existing Traffic Volumes AM and PM Peak Hours (Page 2 of 2)

THRESHOLDS OF SIGNIFICANCE

The 39 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines the Volume to Capacity (v/c) ratio on a critical lane basis. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service vary from LOS A (free flow) to LOS F (jammed condition).

The significance of the potential impacts of project generated traffic at each study intersection was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures*, November 1993. According to the City's published traffic study guidelines, a significant transportation impact is determined based on the sliding scale criteria presented in **Table 55: Significant Intersection Impact Thresholds**.

TABLE 55
SIGNIFICANT INTERSECTIONS IMPACT THRESHOLDS[1]

Final v/c	Level of Service	Project Related Increase in v/c
> 0.700 - 0.800	C	Equal to or greater than 0.04
> 0.800 - 0.900	D	Equal to or greater than 0.02
> 0.900	E-F	Equal to or greater than 0.01

[1]**SOURCE:** LADOT's *Traffic Study Policies and Procedures*, November, 1993.

ENVIRONMENTAL IMPACTS

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

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

Project Site Traffic Generation

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

A 20 percent pass-by adjustment has been applied to the traffic volumes forecasts for the retail component of Scenarios 1 and 3 for both the Project Site Only and Full Build Out Projects. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. The pass-by traffic forecast has been estimated based on existing traffic volumes at the study intersection, on recommended practice in Chapter 5 of the ITE *Trip Generation Handbook*, October, 1998, and on LADOT policy. A 10 percent internal capture adjustment has been applied to the traffic volume forecasts for the residential component of Scenarios 3 and 4 for both the Project Site Only and Full Build Out Projects. Trips otherwise made from residential land uses to an office or retail land use destination would be captured internally by the proposed mixed-use development because residents would be able to walk, rather than drive, to their destination..

Scenario 1: Retail Project Site Only

As shown in **Table 56: Scenario 1 Retail Trip Generation, Project Site Only**, Scenario 1: Retail Project Site Only is expected to generate a net reduction of 87 vehicle trips (140 fewer inbound and 53 more outbound) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate 821 net new vehicle trips (519 inbound and 303 outbound). Over a 24-hour period, the proposed Project is forecast to generate 10,714 net new daily trip ends during a typical weekday (5,357 inbound and 5,357 outbound trips).

Scenario 2: Office Project Site Only

As shown in **Table 57: Scenario 2 Office Trip Generation, Project Site Only**, Scenario 2: Office Project Site Only is expected to generate a total of 750 net new vehicle trips (668 inbound and 82 outbound) during the AM peak hour. During the PM peak hour, Scenario 2: Office Project Site Only is expected to generate 817 net new vehicle trips (169 inbound and 648 outbound). Over a 24-hour period, Scenario 2: Office Project Site Only is forecast to generate 6,094 net new daily trip ends during a typical weekday (3,047 inbound and 3,047 outbound trips).

Scenario 3: Retail/Residential Project Site Only

As shown in **Table 58: Scenario 3 Retail/Residential Trip Generation Project Site Only**, Scenario 3: Retail/Residential Project Site Only is expected to generate a net reduction of 21 vehicle trips (149 fewer inbound and 127 outbound) during the AM peak hour. During the PM peak hour, Scenario 3: Retail/Residential Project Site Only is expected to generate 752 net new vehicle trips (511 inbound and 240 outbound). Over a 24-hour period, Scenario 3: Retail/Residential Project Site Only is forecast to generate 10,056 net new daily trip ends during a typical weekday (5,028 inbound and 5,028 outbound trips).

TABLE 56
SCENARIO 1: RETAIL TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
Shopping Center[3]	340,000 sf	14,973	202	129	331	676	732	1,408
Less 20% Pass-By[4]		(2,995)	(40)	(26)	(66)	(135)	(146)	(282)
Subtotal		11,978	162	103	265	541	586	1,126
Homeplace facility[5]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[6]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**10,714**	**(140)**	**53**	**(87)**	**519**	**303**	**821**
Trips at Adjacent Intersections		**13,709**	**(100)**	**79**	**(21)**	**654**	**449**	**1,103**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will be applied to the study intersections located immediately adjacent to the project site.
[5]Source: "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[6]ITE Land Use Code 760 (Research & Development) trip generation equation rates

TABLE 57
SCENARIO 2: OFFICE TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site General Office[3]	930,000 sf	7,358	970	132	1,102	191	931	1,122
Subtotal		7,358	970	132	1,102	191	931	1,122
Homeplace facility[4] Elder Housing Nursing Home Assisted Living	 336 du 100 beds 50 du	 1,169 261 108	 15 10 2	 9 7 1	 24 17 3	 20 8 5	 14 12 4	 34 20 9
Subtotal		1,538	27	17	44	33	30	63
Existing Use Research & Development[5]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**6,094**	**668**	**82**	**750**	**169**	**648**	**817**
Trips at Adjacent Intersections		**6,094**	**668**	**82**	**750**	**169**	**648**	**817**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[5]ITE Land Use Code 760 (Research & Development) trip generation equation rates

TABLE 58
SCENARIO 3: RETAIL/RESIDENTIAL TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
Shopping Center[3]	250,000 sf	12,288	168	108	276	552	598	1,150
Less 20% Pass-By[4]		(2,458)	(34)	(22)	(55)	(110)	(120)	(230)
Condominiums[5]	300 du	1,656	21	101	122	102	50	152
Less 10% Internal Capture[6]		(166)	(2)	(10)	(12)	(10)	(5)	(15)
Subtotal		11,320	153	177	331	533	523	1,057
Homeplace facility[7]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[8]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**10,056**	**(149)**	**127**	**(21)**	**511**	**240**	**752**
Trips at Adjacent Intersections		**12,514**	**(115)**	**149**	**34**	**622**	**360**	**982**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will be applied to the study intersections located immediately adjacent to the project site.
[5]ITE Land Use Code 230 (Condominiums) trip generation equation rates
[6]Internal trip capture reduction based on synergy between retail and residential land uses
[7]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[8]ITE Land Use Code 760 (Research & Development) trip generation equation rates

Scenario 4: Office/Residential Project Site Only

As shown in **Table 59: Scenario 4 Office/Residential Trip Generation, Project Site Only**, Scenario 4: Office/Residential Project Site Only is expected to generate a total of 627 net new vehicle trips (482 inbound and 145 outbound) during the AM peak hour. During the PM peak hour, Scenario 4: Office/Residential Project Site Only is expected to generate 685 net new vehicle trips (215 inbound and 471 outbound). Over a 24-hour period, Scenario 4: Office/Residential Project Site Only is forecast to generate 6,076 net new daily trip ends during a typical weekday (3,038 inbound and 3,038 outbound trips).

TABLE 59
SCENARIO 4: OFFICE/RESIDENTIAL TRIP GENERATION, PROJECT SITE ONLY[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site								
General Office[3]	690,000 sf	5,850	765	104	869	145	708	853
Condominiums[4]	300 du	1,656	21	101	122	102	50	152
Less 10% Internal Capture[5]		(166)	(2)	(10)	(12)	(10)	(5)	(15)
Subtotal		7,340	784	195	979	237	753	990
Homeplace facility[6]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[7]	340,000 glsf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Subtotal		(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Trips at Non-Adjacent Intersections		**6,076**	**482**	**145**	**627**	**215**	**471**	**685**
Trips at Adjacent Intersections		**6,076**	**482**	**145**	**627**	**215**	**471**	**685**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]ITE Land Use Code 230 (Condominium) trip generation equation rates
[5]Internal trip capture reduction based on synergy between office and residential land uses
[6]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[7]ITE Land Use Code 760 (Research & Development) trip generation equation rates

Based on discussions with LADOT staff, a generalized distribution pattern was developed for development scenarios determined for the Project Site Only. Project traffic was assigned to the local roadway system based on a traffic distribution pattern which reflected the proposed Project Site Only land uses, the anticipated vehicular site access scheme, existing traffic movements, characteristics of the surrounding roadway system, and nearby residential areas. The distribution

pattern was developed in consultation with City staff and was submitted for review and approval by LADOT staff before finalization.

The corresponding forecast AM and PM peak hour traffic volumes at the study intersections for each of the Project Site Only scenarios are shown in **Figures 26** thru **29, Project Traffic Volumes AM and PM Peak Hours, Project Site Only**.

Future Traffic Conditions

A forecast of on-street traffic conditions prior to development of the site was prepared by incorporating potential trips associated with other known development projects (related projects) in the area.

Pursuant to the direction of LADOT's traffic study guidelines, Level of Service calculations have been prepared for the following scenarios:

(a) Existing traffic conditions.
(b) Condition (a) plus two percent (2%) ambient traffic growth through 2005.
(c) Condition (b) with completion and occupancy of the related projects.
(d) Condition (c) with completion and occupancy of the proposed development scenarios (2005).
(e) Condition (d) with implementation of mitigation measures, where necessary.

Traffic volumes for each new condition were added to volumes in the prior condition to determine the change in capacity utilization at the study intersections.

Future Conditions with Ambient Growth

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors was assumed to be two percent (2%) per year through 2005. This ambient growth incrementally increases the volume to capacity ratios at all of the study intersections.

An annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the site. Additionally, it was assumed that all new development on the site will be complete and occupied by 2005.

It should be noted that installation of LADOT's Automated Traffic Surveillance and Control System (ATSAC)/Adaptive Traffic Control System (ATCS) is assumed to be complete by 2005 at study intersections located within the Ronald Reagan Freeway Corridor System (i.e., from Devonshire Street to Rinaldi Street). LADOT estimates that the ATSAC system reduces the critical Volume to Capacity (v/c) ratios by seven percent (0.07) and ATCS system upgrades

Figure 26: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Project Site Only (Page 1 of 2)

Figure 26: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Project Site Only (Page 2 of 2)

Figure 27: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Project Site Only (Page 1 of 2)

Figure 27: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Project Site Only (Page 2 of 2)

Figure 28: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Project Site Only (Page 1 of 2)

Figure 28: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Project Site Only (Page 2 of 2)

Figure 29: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Project Site Only (Page 1 of 2)

Figure 29: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Project Site Only (Page 2 of 2)

further reduces the critical v/c ratios by three percent (0.03). Therefore, a 0.10 reduction in the v/c ratios was assumed in the future pre-Project conditions (i.e., with ambient growth). The Reseda and Canoga Park Systems are not anticipated to be complete until 2006, which is after the anticipated build out of the proposed Project. Accordingly, reductions in the v/c ratios have not been assumed in the future pre-project conditions at study intersections located within the Reseda and Canoga Park Systems.

Future Conditions with Related Projects

The Levels of Service at all of the study intersections are incrementally increased by the addition of traffic generated by related projects. Summaries of the v/c ratios and LOS values for the study intersections during the AM and PM peak hours as a result of ambient growth, related project traffic, and the proposed Project Site Only development scenarios are shown in **Tables 59** through **62, Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours.**

As shown in Column [2] of the Level of Service Summary Tables, 14 of the 39 study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of ambient growth traffic. Twenty five study intersections are expected to operate at LOS E or F during peak hours with the addition of ambient growth traffic.

As presented in Column [3] of the Level of Service Summary Tables, 13 of the 39 study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of growth in ambient traffic and traffic due to related projects. Twenty six study intersections are anticipated to operate at LOS E or F with the addition of growth in ambient traffic and related project traffic during peak hours.

Roadway improvements associated with the Porter Ranch development project at Intersections 12, 13, and 27 have been assumed in the future pre-project conditions. Porter Ranch project mitigation at the Corbin Avenue and Rinaldi Street intersection (Intersection 12) includes restriping the northbound and southbound approaches to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. The Porter Ranch project mitigation at the Corbin Avenue and Devonshire Street (Intersection 13) intersection includes restriping the southbound approach to provide one left-turn lane, two through lanes, and one shared through/right-turn lane. The Porter Ranch project mitigation at the Tampa Avenue and Chatsworth Street intersection (Intersection 27) includes restriping the northbound Tampa Avenue approach to provide one left-turn lane, three through lanes, and one shared through/right-turn lane.

Traffic generation for related projects for the AM and PM peak hours and a typical weekday is presented in **Table 60: Related Project Trip Generation.** The anticipated distribution of related project traffic volumes at study intersections during AM and PM peak hours is shown in **Figure 30: Related Project Traffic Volumes AM and PM Peak Hours.**

TABLE 60
RELATED PROJECT TRIP GENERATION[1]

Project No	Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
				In	Out	Total	In	Out	Total
1	Courthouse[3]	8 courts	n/a	490	65	555	15	330	345
2	Shopping Center[3] Less 50% Pass-by[4]	28,404 gsf	3,035 (1,519)	46 (23)	29 (15)	75 (38)	131 (66)	142 (71)	273 (137)
3	Drug Store[5]	16,580 gsf	(170)	(26)	(2)	(28)	16	(14)	2
4	Church[4] Senior Residential Facility[7] Nursery School[8]	6,700 gsf 58 du 45 students	61 50 203	3 3 19	2 2 17	5 5 36	2 3 18	2 2 21	4 5 39
5	Porter Ranch[9] Apartments Office Medical Office Hotel Rooms Retail Restaurant Church	3,395 du 560,000 sf 80,000 sf 300 rooms 2,275,000 sf 45,000 sf 193,000 sf	129,250	2,653	2,821	5,474	6,330	6,226	12,556
6	Deer Lake Ranch[10]	484 du	4,632	91	272	363	313	176	489
7	LAUSD[11]	888 students	1,288	233	176	409	67	75	142
8	Office[12]	80,000 sf	1,118	137	19	156	29	140	169
9	Las Lomas Project[13]								
10	CSUN Masterplan[14]								
11	Private High School[15]	550 students	1,925	304	202	506	42	68	110
	Total		**139,874**	**3,930**	**3,589**	**7,519**	**6,901**	**7,097**	**13,998**

[1]Source: ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]LADOT trip generation forecast
[4]Pass-by trips are attracted from traffic passing the site on an adjacent street containing direct access to the site. The pass-by reductions were based on LADOT policy on pass-by trips.
[5]Source: Northridge Sav-On (Store #9643) Project Traffic Impact Study prepared by LLG Engineers, February, 2002
[6]ITE Land Use Code 560 (church) average trip generation rates. The 600 seat sanctuary was assumed to be 6,700 sf
[7]ITE Land Use Code 253 (Senior Houfing Attached) average trip generation rates
[8]ITE Land Use Code 565 (Day Care) average trip generation rates
[9]Source: Porter Ranch Specific Plan Traffic Impact Study, prepared by Crain & Associates, March 2000. Pursuant to the direction of LADOT staff, approximately one-third of the development is anticipated to be complete by 2005.
[10]Source: Deer Lake Ranch Traffic Impact Study, prepared by LLG Engineers, revised November, 2001
[11]ITE Land Use Code 522 (High School) average trip generation rates
[12]ITE Land Use Code 710 (Office) trip generation equation rates
[13]The Las Lomas project is located in the County of Los Angeles and is not anticipated to commence construction until after 2005 (after the proposed Project completion)
[14]This phase of the CSUN Masterplan project is currently in planning stages and is not anticipated to be built and occupied until after 2005 (after the proposed Project completion)
[15]ITE Land Use Code 521 (Private High School) average trip generation rates

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of two percent (2.0%) per year to 2005 (i.e., the anticipated year of completion). Application of this annual ambient growth factor allows for a

Figure 30: Related Project Traffic Volumes AM and PM Peak Hours (Page 1 of 2)

Figure 30: Related Project Traffic Volumes AM and PM Peak Hours (Page 2 of 2)

conservative worst case forecast of future traffic volumes in the area. The ambient growth factor was determined by LADOT staff.

Future Conditions with Project – Scenario 1: Retail, Project Site Only

As shown in Column [4] of **Table 61: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours, Scenario 1 Retail, Project Site Only,** application of the City's significant traffic impact thresholds to the future with Scenario 1: Retail Project Site Only would result in a significant impact to 13 study intersections. According to the LADOT impact criteria, Scenario 1: Retail Project Site Only would create significant impacts during the peak hours at the intersections identified in **Table 62: Level of Service Summary Before Mitigation Scenario 1 Retail, Project Site Only.**

TABLE 61
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS SCENARIO 1: RETAIL, PROJECT SITE ONLY

No.	Intersection	Peak Hour	[1] 2002 Existing V/C	[1] 2002 Existing LOS	[2] 2005 W/ Ambient Growth V/C	[2] 2005 W/ Ambient Growth LOS	[3] 2005 W/ Related Projects V/C	[3] 2005 W/ Related Projects LOS	[4] 2005 W/ Scenario 1 V/C	[4] 2005 W/ Scenario 1 LOS	[4] Change v/c [(4)-(3)]	[4] Sig. Imp	[5] 2005 W/ Project Mitigation V/C	[5] 2005 W/ Project Mitigation LOS	[5] Change v/c [(5)-(3)]	[5] Mit.
1	De Soto Ave./ Plummer St.	AM	1.138	F	1.206	F	1.226	F	1.226	F	0.000	NO	1.072	F	-0.154	---
		PM	1.070	F	1.134	F	1.170	F	1.179	F	0.009	NO	1.060	F	-0.110	---
2	De Soto Ave./ Nordhoff St.	AM	1.032	F	1.093	F	1.139	F	1.140	F	0.001	NO	1.023	F	-0.116	---
		PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.937	E	-0.053	---
3	De Soto Ave./ Roscoe Blvd.	AM	0.825	D	0.874	D	0.886	D	0.887	D	0.001	NO	0.839	D	-0.047	---
		PM	0.885	D	0.939	E	0.970	E	0.978	E	0.008	NO	0.905	E	-0.065	---
4	Winnetka Ave./ Devonshire St.	AM	0.584	A	0.519	A	0.519	A	0.519	A	0.000	NO	0.516	A	-0.003	---
		PM	0.856	D	0.807	D	0.828	D	0.832	D	0.004	NO	0.807	D	-0.021	---
5	Winnetka Ave./ Lassen St.	AM	0.778	C	0.825	D	0.844	D	0.843	D	-0.001	NO	0.832	D	-0.012	---
		PM	0.765	C	0.811	D	0.833	D	0.836	D	0.003	NO	0.825	D	-0.008	---
6	Winnetka Ave./ Plummer St.	AM	0.841	D	0.891	D	0.910	E	0.909	E	-0.001	NO	0.855	D	-0.055	---
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.807	D	-0.022	---
7	Winnetka Ave./ Prairie St.	AM	0.616	B	0.653	B	0.755	C	0.748	C	-0.007	NO	0.726	C	-0.029	---
		PM	0.642	B	0.681	B	0.739	C	0.758	C	0.019	NO	0.736	C	-0.003	---
8	**Winnetka Ave./ Nordhoff St.**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.117**	**F**	**-0.001**	**NO**	**1.071**	**F**	**-0.047**	**---**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.984**	**E**	**0.013**	**YES**	**0.964**	**E**	**-0.007**	**YES**
9	**Winnetka Ave./ Parthenia St.**	**AM**	**1.033**	**F**	**1.095**	**F**	**1.097**	**F**	**1.098**	**F**	**0.001**	**NO**	**1.079**	**F**	**-0.018**	**---**
		PM	**1.118**	**F**	**1.185**	**F**	**1.191**	**F**	**1.202**	**F**	**0.011**	**YES**	**1.183**	**F**	**-0.008**	**YES**
10	Winnetka Ave./ Roscoe Blvd.	AM	0.989	E	1.048	F	1.051	F	1.052	F	0.001	NO	1.034	F	-0.017	---
		PM	0.912	E	0.966	E	0.979	E	0.988	E	0.009	NO	0.970	E	-0.009	---
11	Winnetka Ave./ Victory Blvd.	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	---
		PM	1.057	F	1.095	F	1.095	F	1.098	F	0.003	NO	1.091	F	-0.004	---
12	Corbin Ave./ Rinaldi St.	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	---
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—
13	**Corbin Ave./ Devonshire St.**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.927**	**E**	**-0.002**	**NO**	**0.906**	**E**	**-0.023**	**---**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.978**	**E**	**0.013**	**YES**	**0.947**	**E**	**-0.018**	**YES**
14	**Corbin Ave./ Lassen St.**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.255**	**F**	**-0.008**	**NO**	**1.218**	**F**	**-0.045**	**---**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.064**	**F**	**0.020**	**YES**	**1.027**	**F**	**-0.017**	**YES**
15	**Corbin Ave./ Plummer St.**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.106**	**F**	**-0.013**	**NO**	**1.040**	**F**	**-0.079**	**---**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.228**	**F**	**0.043**	**YES**	**1.080**	**F**	**-0.105**	**YES**
16	**Corbin Ave./ Praire St.**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.750**	**C**	**0.013**	**NO**	**0.700**	**C**	**-0.037**	**---**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.012**	**F**	**0.140**	**YES**	**0.786**	**C**	**-0.086**	**YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.626**	**B**	**-0.002**	**NO**	**0.589**	**A**	**-0.039**	**---**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.182**	**F**	**0.074**	**YES**	**0.929**	**E**	**-0.179**	**YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.025**	**F**	**-0.001**	**NO**	**0.965**	**E**	**-0.061**	**---**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.133**	**F**	**0.041**	**YES**	**1.074**	**F**	**-0.018**	**YES**
19	**Corbin Ave./ Parthenia St.**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.141**	**F**	**-0.010**	**NO**	**1.085**	**F**	**-0.066**	**---**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.199**	**F**	**0.049**	**YES**	**1.143**	**F**	**-0.007**	**YES**

20	**Corbin Ave./ Roscoe Blvd.**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.957**	**E**	**-0.003**	**NO**	**0.921**	**E**	**-0.039**	**---**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.947**	**E**	**0.036**	**YES**	**0.910**	**E**	**-0.001**	**YES**
21	Corbin Ave./ Saticoy St.	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	---
		PM	0.998	E	1.058	F	1.074	F	1.081	F	0.007	NO	1.051	F	-0.023	---
22	Shirley Ave./ Plummer St.	AM	0.467	A	0.495	A	0.499	A	0.497	A	-0.002	NO	0.497	A	-0.002	---
		PM	0.704	C	0.747	C	0.750	C	0.785	C	0.035	NO	0.785	C	0.035	---
23	Shirley Ave./ Nordhoff St.	AM	0.208	A	0.220	A	0.298	A	0.290	A	-0.008	NO	0.290	A	-0.008	---
		PM	0.420	A	0.445	A	0.451	A	0.544	A	0.093	NO	0.544	A	0.093	---
24	Nordhoff St./ Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.332	A	0.004	NO	0.332	A	0.004	---
		PM	0.537	A	0.569	A	0.572	A	0.596	A	0.024	NO	0.596	A	0.024	---
25	Tampa Ave./SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.851	D	-0.004	NO	0.844	D	-0.011	---
		PM	0.744	C	0.689	B	0.702	C	0.718	C	0.016	NO	0.711	C	0.009	---
26	Tampa Ave./SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.842	D	0.001	NO	0.842	D	0.001	---
		PM	0.843	D	0.794	C	0.821	D	0.826	D	0.005	NO	0.826	D	0.005	---
27	Tampa Ave./ Chatsworth St.	AM	0.695	B	0.637	B	0.684	B	0.681	B	-0.003	NO	0.674	B	-0.010	---
		PM	0.649	B	0.588	A	0.553	A	0.558	A	0.005	NO	0.553	A	0.000	---
28	Tampa Ave./ Devonshire St.	AM	0.849	D	0.800	D	0.844	D	0.840	D	-0.004	NO	0.821	D	-0.023	---
		PM	0.949	E	0.906	E	0.950	E	0.959	E	0.009	NO	0.944	E	-0.006	---
29	Tampa Ave./ Lassen St.	AM	0.967	E	1.025	F	1.047	F	1.043	F	-0.004	NO	1.028	F	-0.019	---
		PM	0.948	E	1.005	F	1.027	F	1.036	F	0.009	NO	1.022	F	-0.005	---
30	**Tampa Ave./ Plummer St.**	**AM**	**0.859**	**D**	**0.911**	**E**	**0.937**	**E**	**0.932**	**E**	**-0.005**	**NO**	**0.914**	**E**	**-0.023**	**---**
		PM	**0.915**	**E**	**0.970**	**E**	**0.980**	**E**	**1.001**	**F**	**0.021**	**YES**	**0.982**	**E**	**0.002**	**YES**
31	**Tampa Ave./ Nordhoff St.**	**AM**	**0.978**	**E**	**1.036**	**F**	**1.122**	**F**	**1.111**	**F**	**-0.011**	**NO**	**1.087**	**F**	**-0.035**	**---**
		PM	**1.093**	**F**	**1.158**	**F**	**1.181**	**F**	**1.194**	**F**	**0.013**	**YES**	**1.168**	**F**	**-0.013**	**YES**
32	Tampa Ave./ Roscoe Blvd.	AM	0.949	E	1.006	F	1.010	F	1.009	F	-0.001	NO	0.993	E	-0.017	---
		PM	0.801	D	0.849	D	0.854	D	0.865	D	0.011	NO	0.853	D	-0.001	---
33	Tampa Ave./ Saticoy St.	AM	0.942	E	0.998	E	1.002	F	1.002	F	0.000	NO	0.989	E	-0.013	---
		PM	0.921	E	0.976	E	0.978	E	0.983	E	0.005	NO	0.974	E	-0.004	---
34	Wilbur Ave./ Plummer St.	AM	0.652	B	0.691	B	0.700	C	0.698	B	-0.002	NO	0.698	B	-0.002	---
		PM	0.558	A	0.592	A	0.590	A	0.602	B	0.012	NO	0.602	B	0.012	---
35	Wilbur Ave./ Nordhoff St.	AM	0.600	B	0.636	B	0.659	B	0.656	B	-0.003	NO	0.656	B	-0.003	---
		PM	0.582	A	0.617	B	0.618	B	0.633	B	0.015	NO	0.633	B	0.015	---
36	**Reseda Blvd./ Plummer St.**	**AM**	**0.699**	**B**	**0.741**	**C**	**0.739**	**C**	**0.739**	**C**	**0.000**	**NO**	**0.668**	**B**	**-0.071**	**---**
		PM	**1.195**	**F**	**1.266**	**F**	**1.291**	**F**	**1.301**	**F**	**0.010**	**YES**	**1.269**	**F**	**-0.022**	**YES**
37	Reseda Blvd./ Nordhoff St.	AM	0.820	D	0.869	D	0.898	D	0.896	D	-0.002	NO	0.896	D	-0.002	---
		PM	0.966	E	1.024	F	1.035	F	1.042	F	0.007	NO	1.042	F	0.007	---
38	Reseda Blvd./ Victory Blvd.	AM	0.993	E	1.026	F	1.028	F	1.028	F	0.000	NO	1.028	F	0.000	---
		PM	0.906	E	0.935	E	0.940	E	0.944	E	0.004	NO	0.944	E	0.004	---
39	Zelzah Ave./ Nordhoff St.	AM	0.897	D	0.851	D	0.913	E	0.910	E	-0.003	NO	0.910	E	-0.003	---
		PM	0.875	D	0.928	E	0.945	E	0.953	E	0.008	NO	0.953	E	0.008	---

TABLE 62
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 1: RETAIL PROJECT SITE ONLY

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
8	PM	Winnetka Ave/Nordhoff Street	0.971	0.984	0.013	E	E
9	PM	Winnetka Ave/Parthenia st	1.191	1.202	0.011	F	F
13	PM	Corbin Ave/Devonshire St	0.965	0.978	0.013	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.064	0.020	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.228	0.043	F	F
16	PM	Corbin Ave/Prairie St	0.872	1.012	0.140	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.182	0.074	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.133	0.041	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.199	0.049	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.947	0.036	E	E
30	PM	Tampa Ave/Plummer St	0.980	1.001	0.021	E	F
31	PM	Tampa Ave/Nordhoff St	1.181	1.194	0.013	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.301	0.010	F	F

As indicated in **Table 61: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1 Retail, Project Site Only,** incremental but not significant impacts are noted at the remaining study intersections due to the development of Scenario 1: Retail Project Site Only. Traffic volumes in the future resulting from Scenario 1: Retail Project Site Only (existing, ambient growth, related projects, and Scenario 1: Retail Project Site Only) for the AM and PM peak hours are shown in **Figure 31: Future Traffic Volumes with Scenario 1 Retail, Project Site Only.**

Future Conditions with Project – Scenario 2: Office Project Site Only

As shown in Column [4] of **Table 63: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Project Site Only** application of the City's significant traffic impact thresholds to the future with Scenario 2: Office Project Site Only would result in a significant impact to 19 study intersections. According to the LADOT impact criteria, Scenario 2: Office Project Site Only would create significant impacts during peak hours at the intersections identified in **Table 64: Level of Service Summary Before Mitigation Scenario 2 Office, Project Site Only.**

Figure 31: Future Traffic Volumes AM and PM Peak Hour With Scenario 1: Retail, Project Site Only (Page 1 of 2)

Figure 31: Future Traffic Volumes AM and PM Peak Hour With Scenario 1: Retail, Project Site Only (Page 2 of 2)

TABLE 63
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS SCENARIO 2 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.233**	**F**	**0.007**	**NO**	**1.079**	**F**	**-0.147**	**—**	**1.077**	**F**	**-0.149**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.084**	**F**	**0.014**	**YES**	**0.964**	**E**	**-0.106**	**YES**	**0.962**	**E**	**-0.108**	**—**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.140	F	0.001	NO	1.023	F	-0.116	—	1.023	F	-0.116	—
		PM	0.910	E	0.964	E	0.990	E	0.995	E	0.005	NO	0.938	E	-0.052	—	0.935	E	-0.055	—
3	De Soto Ave/ Roscoe Blvd	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.839	D	-0.047	—	0.839	D	-0.047	—
		PM	0.885	D	0.939	E	0.970	E	0.977	E	0.007	NO	0.904	E	-0.066	—	0.903	E	-0.067	—
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.829	D	0.001	NO	0.805	D	-0.023	—	0.805	D	-0.023	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.849	D	0.005	NO	0.838	D	-0.006	—	0.837	D	-0.007	—
		PM	0.765	C	0.811	D	0.833	D	0.834	D	0.001	NO	0.823	D	-0.010	—	0.822	D	-0.011	—
6	Winnetka Ave/ Plummer St	AM	0.841	D	0.891	D	0.910	E	0.917	E	0.007	NO	0.864	D	-0.046	—	0.863	D	-0.047	—
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.806	D	-0.023	—	0.805	D	-0.024	—
7	**Winnetka Ave/ Prairie St**	**AM**	**0.616**	**B**	**0.653**	**B**	**0.755**	**C**	**0.797**	**C**	**0.042**	**YES**	**0.775**	**C**	**-0.020**	**YES**	**0.766**	**C**	**0.011**	**—**
		PM	**0.642**	**B**	**0.681**	**B**	**0.739**	**C**	**0.760**	**C**	**0.021**	**NO**	**0.737**	**C**	**-0.002**	**—**	**0.733**	**C**	**-0.006**	**—**
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.129**	**F**	**0.011**	**YES**	**1.082**	**F**	**-0.036**	**YES**	**1.080**	**F**	**-0.038**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.975**	**E**	**0.004**	**NO**	**0.955**	**E**	**-0.016**	**—**	**0.955**	**E**	**-0.016**	**—**
9	Winnetka Ave/ Parthenia St	AM	1.033	F	1.095	F	1.097	F	1.098	F	0.001	NO	1.080	F	-0.017	—	1.080	F	-0.017	—
		PM	1.118	F	1.185	F	1.191	F	1.195	F	0.004	NO	1.176	F	-0.015	—	1.176	F	-0.015	—
10	Winnetka Ave/ Roscoe Blvd	AM	0.989	E	1.048	F	1.051	F	1.053	F	0.002	NO	1.034	F	-0.017	—	1.034	F	-0.017	—
		PM	0.912	E	0.966	E	0.979	E	0.987	E	0.008	NO	0.969	E	-0.010	—	0.968	E	-0.011	—
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	—	0.908	E	-0.149	—
		PM	1.057	F	1.095	F	1.095	F	1.096	F	0.001	NO	1.089	F	-0.006	—	1.089	F	-0.108	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—	0.693	B	-0.116	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—	0.686	B	-0.055	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.947**	**E**	**0.018**	**YES**	**0.926**	**E**	**-0.003**	**YES**	**0.922**	**E**	**-0.047**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.986**	**E**	**0.021**	**YES**	**0.954**	**E**	**-0.011**	**YES**	**0.950**	**E**	**-0.067**	**—**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.300**	**F**	**0.037**	**YES**	**1.264**	**F**	**0.001**	**YES**	**1.255**	**F**	**-0.002**	**—**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.074**	**F**	**0.030**	**YES**	**1.037**	**F**	**-0.007**	**YES**	**1.031**	**F**	**-0.023**	**—**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.184**	**F**	**0.065**	**YES**	**1.117**	**F**	**-0.002**	**YES**	**1.103**	**F**	**-0.007**	**—**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.237**	**F**	**0.052**	**YES**	**1.083**	**F**	**-0.102**	**YES**	**1.075**	**F**	**-0.011**	**—**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.797**	**C**	**0.060**	**YES**	**0.747**	**C**	**0.010**	**YES**	**0.727**	**C**	**-0.047**	**—**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.001**	**F**	**0.129**	**YES**	**0.812**	**D**	**-0.060**	**YES**	**0.785**	**C**	**-0.024**	**—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.651**	**B**	**0.023**	**NO**	**0.589**	**A**	**-0.039**	**—**	**0.589**	**A**	**0.011**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.187**	**F**	**0.079**	**YES**	**0.921**	**E**	**-0.187**	**YES**	**0.903**	**E**	**-0.006**	**—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.055**	**F**	**0.029**	**YES**	**0.996**	**E**	**-0.030**	**YES**	**0.989**	**E**	**-0.038**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.147**	**F**	**0.055**	**YES**	**1.088**	**F**	**-0.004**	**YES**	**1.076**	**F**	**-0.016**	**—**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.208**	**F**	**0.057**	**YES**	**1.152**	**F**	**0.001**	**YES**	**1.139**	**F**	**-0.017**	**—**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.176**	**F**	**0.026**	**YES**	**1.120**	**F**	**-0.030**	**YES**	**1.115**	**F**	**-0.015**	**—**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.985**	**E**	**0.025**	**YES**	**0.948**	**E**	**-0.012**	**YES**	**0.943**	**E**	**-0.017**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.941**	**E**	**0.030**	**YES**	**0.904**	**E**	**-0.007**	**YES**	**0.898**	**D**	**-0.011**	**—**
21	Corbin Ave/ Saticoy St	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	—	1.002	F	-0.029	—
		PM	0.998	E	1.058	F	1.074	F	1.079	F	0.005	NO	1.049	F	-0.025	—	1.048	F	-0.026	—

22	**Shirley Ave/ Plummer St**	**AM**	**0.467**	**A**	**0.495**	**A**	**0.499**	**A**	**0.516**	**A**	**0.017**	**NO**	**0.543**	**A**	**0.044**	**—**	**0.539**	**A**	**0.040**	**—**
		PM	**0.704**	**C**	**0.747**	**C**	**0.750**	**C**	**0.800**	**D**	**0.050**	**YES**	**0.785**	**C**	**0.035**	**YES**	**0.775**	**C**	**0.025**	**—**
23	Shirley Ave/ Nordhoff St	AM	0.208	A	0.220	A	0.298	A	0.354	A	0.056	NO	0.354	A	0.056	—	0.342	A	0.044	—
		PM	0.420	A	0.445	A	0.451	A	0.521	A	0.070	NO	0.521	A	0.070	—	0.507	A	0.056	—
24	Nordhoff St/ Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.334	A	0.006	NO	0.334	A	0.006	—	0.333	A	0.005	—
		PM	0.537	A	0.569	A	0.572	A	0.623	B	0.051	NO	0.623	B	0.051	—	0.612	B	0.040	—
25	**Tampa Ave/ SR-118 WB Ramps**	**AM**	**0.893**	**D**	**0.846**	**D**	**0.855**	**D**	**0.876**	**D**	**0.021**	**YES**	**0.869**	**D**	**0.014**	**YES**	**0.864**	**D**	**0.009**	**—**
		PM	**0.744**	**C**	**0.689**	**B**	**0.702**	**C**	**0.707**	**C**	**0.005**	**NO**	**0.700**	**C**	**-0.002**	**—**	**0.699**	**B**	**-0.003**	**—**
26	Tampa Ave/ SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.842	D	0.001	NO	0.842	F	0.001	—	0.842	D	0.001	—
		PM	0.843	D	0.794	C	0.821	D	0.832	D	0.011	NO	0.832	F	0.011	—	0.830	D	0.009	—
27	Tampa Ave/ Chatsworth St	AM	0.695	B	0.637	B	0.684	B	0.700	C	0.016	NO	0.693	B	0.009	—	0.690	B	0.006	—
		PM	0.649	B	0.588	A	0.553	A	0.564	A	0.011	NO	0.559	A	0.006	—	0.557	A	0.004	—
28	**Tampa Ave/ Devonshire ST**	**AM**	**0.849**	**D**	**0.800**	**D**	**0.844**	**D**	**0.864**	**D**	**0.020**	**YES**	**0.846**	**D**	**0.002**	**YES**	**0.841**	**D**	**-0.003**	**—**
		PM	**0.949**	**E**	**0.906**	**E**	**0.950**	**E**	**0.969**	**E**	**0.019**	**YES**	**0.954**	**E**	**0.004**	**YES**	**0.950**	**E**	**0.000**	**—**
29	**Tampa Ave/ Lassen St**	**AM**	**0.967**	**E**	**1.025**	**F**	**1.047**	**F**	**1.066**	**F**	**0.019**	**YES**	**1.052**	**F**	**0.005**	**YES**	**1.048**	**F**	**0.001**	**—**
		PM	**0.948**	**E**	**1.005**	**F**	**1.027**	**F**	**1.046**	**F**	**0.019**	**YES**	**1.032**	**F**	**0.005**	**YES**	**1.028**	**F**	**0.001**	**—**
30	**Tampa Ave/ Plummer St**	**AM**	**0.859**	**D**	**0.911**	**E**	**0.937**	**E**	**0.973**	**E**	**0.036**	**YES**	**0.954**	**E**	**0.017**	**NO**	**0.946**	**E**	**0.009**	**YES**
		PM	**0.915**	**E**	**0.970**	**E**	**0.980**	**E**	**0.999**	**E**	**0.019**	**YES**	**0.980**	**E**	**0.000**	**YES**	**0.976**	**E**	**-0.004**	**—**
31	**Tampa Ave/ Nordhoff St**	**AM**	**0.978**	**E**	**1.036**	**F**	**1.122**	**F**	**1.182**	**F**	**0.060**	**YES**	**1.058**	**F**	**-0.064**	**YES**	**1.045**	**F**	**-0.077**	**—**
		PM	**1.093**	**F**	**1.158**	**F**	**1.181**	**F**	**1.209**	**F**	**0.028**	**YES**	**1.083**	**F**	**-0.098**	**YES**	**1.077**	**F**	**-0.104**	**—**
32	**Tampa Ave/ Roscoe Blvd**	**AM**	**0.949**	**E**	**1.006**	**F**	**1.010**	**F**	**1.021**	**F**	**0.011**	**YES**	**1.004**	**F**	**-0.006**	**YES**	**1.002**	**F**	**-0.008**	**—**
		PM	**0.801**	**D**	**0.849**	**D**	**0.854**	**D**	**0.857**	**D**	**0.003**	**NO**	**0.846**	**D**	**-0.008**	**—**	**0.846**	**D**	**-0.008**	**—**
33	Tampa Ave/ Saticoy St	AM	0.942	E	0.998	E	1.002	F	1.002	F	0.000	NO	0.989	E	-0.013	—	0.989	E	-0.013	—
		PM	0.921	E	0.976	E	0.978	E	0.983	E	0.005	NO	0.974	E	-0.004	—	0.973	E	-0.005	—
34	Wilbur Ave/ Plummer St	AM	0.652	B	0.691	B	0.700	C	0.716	C	0.016	NO	0.716	C	0.016	—	0.713	C	0.013	—
		PM	0.558	A	0.592	A	0.590	A	0.599	A	0.009	NO	0.599	A	0.009	—	0.597	A	0.007	—
35	Wilbur Ave/ Nordhoff St	AM	0.600	B	0.636	B	0.659	B	0.673	B	0.014	NO	0.673	B	0.014	—	0.670	B	0.011	—
		PM	0.582	A	0.617	B	0.618	B	0.630	B	0.012	NO	0.630	B	0.012	—	0.628	B	0.010	—
36	**Reseda Blvd/ Plummer St**	**AM**	**0.699**	**B**	**0.741**	**C**	**0.739**	**C**	**0.745**	**C**	**0.006**	**NO**	**0.745**	**C**	**0.006**	**—**	**0.743**	**C**	**0.004**	**—**
		PM	**1.195**	**F**	**1.266**	**F**	**1.291**	**F**	**1.301**	**F**	**0.010**	**YES**	**1.301**	**F**	**0.010**	**NO**	**1.299**	**F**	**0.008**	**YES**
37	Reseda Blvd/ Nordhoff St	AM	0.820	D	0.869	D	0.898	D	0.906	E	0.008	NO	0.906	E	0.008	—	0.904	E	0.006	—
		PM	0.966	E	1.024	F	1.035	F	1.037	F	0.002	NO	1.037	F	0.002	—	1.037	F	0.002	—
38	Reseda Blvd/ Victory Blvd	AM	0.993	E	1.026	F	1.028	F	1.028	F	0.000	NO	1.028	F	0.000	—	1.028	F	0.000	—
		PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	—	0.940	E	0.000	—
39	Zelzah Ave/ Nordhoff St	AM	0.897	D	0.951	E	1.013	F	1.021	F	0.008	NO	1.021	F	0.008	—	1.019	F	0.006	—
		PM	0.875	D	0.928	E	0.945	E	0.947	E	0.002	NO	0.947	E	0.002	—	0.946	E	0.001	—

TABLE 64
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 2: OFFICE PROJECT SITE ONLY

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	PM	De Soto Ave/Plummer St	1.070	1.084	0.014	F	F
7	AM	Winnetka Ave/Prairie St	0.755	0.797	0.042	C	C
8	AM	Winnetka Ave/Nordhoff St	1.118	1.129	0.011	F	F
13	AM	Corbin Ave/Devonshire St	0.929	0.947	0.018	E	E
	PM	Corbin Ave/Devonshire St	0.965	0.986	0.021	E	E
14	AM	Corbin Ave/Lassen St	1.263	1.300	0.037	F	F
	PM	Corbin Ave/Lassen St	1.044	1.074	0.030	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.184	0.065	F	F
	PM	Corbin Ave/Plummer St	1.185	1.237	0.052	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.797	0.060	C	C
	PM	Corbin Ave/Prairie St	0.872	1.001	0.129	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.187	0.079	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.055	0.029	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.147	0.055	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.208	0.057	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.176	0.026	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.985	0.025	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.941	0.030	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.800	0.050	C	D
25	AM	Tampa Ave/SR-118 WB Ramps	0.855	0.876	0.021	D	D
28	AM	Tampa Ave/Devonshire St	0.844	0.864	0.020	D	D
	PM	Tampa Ave/Devonshire St	0.950	0.969	0.019	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.066	0.019	F	F
	PM	Tampa Ave/Lassen St	1.027	1.046	0.019	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.973	0.036	E	E
	PM	Tampa Ave/Plummer St	0.980	0.999	0.019	E	E
31	AM	Tampa Ave/Nordhoff St	1.122	1.182	0.060	F	F
	PM	Tampa Ave/Nordhoff St	1.181	1.209	0.028	F	F
32	AM	Tampa Ave/Roscoe Blvd	1.010	1.021	0.011	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.301	0.010	F	F

As indicated in **Table 63: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Project Site Only,** incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 2: Office Project Site Only. Traffic volumes in the future resulting from Scenario 2: Office Project Site Only (existing, ambient growth, related projects, and Scenario 2: Office Project Site Only) for the AM and PM peak hours are shown in **Figure 32: Future Traffic Volumes with Scenario 2 Office, Project Site Only.**

Future Conditions with Project – Scenario 3: Retail/Residential Project Site Only

As shown in Column [4] of **Table 65: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Project Site Only,** application of the City's significant traffic impact thresholds to the future with Scenario 3: Retail/Residential Project Site Only would result in a significant impact to 13 study intersections. According to the LADOT impact criteria, Scenario 3: Retail/Residential Project Site Only would create significant impacts during peak hours at the intersections identified in **Table 66: Level of Service Summary Before Mitigation Scenario 3 Retail/Residential, Project Site Only**.

As indicated in **Table 65: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Project Site Only**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 3: Retail/Residential Project Site Only. Traffic volumes in the future resulting from Scenario 3: Retail/Residential Project Site Only (existing, ambient growth, related projects, and Scenario 3: Retail/Residential at the Project Site) for AM and PM peak hours are shown in **Figure 33: Future Traffic Volumes with Scenario 3 Retail/Residential, Project Site Only.**

Figure 32: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Project Site Only (Page 1 of 2)

Figure 32: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Project Site Only (Page 2 of 2)

TABLE 65
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 3 RETAIL/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing v/c	[1] LOS	[2] 2005 w/ Ambient Growth v/c	[2] LOS	[3] 2005 w/ Related Projects v/c	[3] LOS	[4] 2005 w/ Scenario 3 v/c	[4] LOS	[4] Change v/c [(4)-(3)]	[4] Sig. Imp.	[5] 2005 w/ Project Mitigation v/c	[5] LOS	[5] Change v/c [(5)-(3)]	[5] Mit
1	De Soto Ave./ Plummer St.	AM	1.138	F	1.206	F	1.226	F	1.228	F	0.002	NO	1.074	F	-0.152	---
		PM	1.070	F	1.134	F	1.170	F	1.178	F	0.008	NO	1.059	F	-0.111	---
2	De Soto Ave./ Nordhoff St.	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.024	F	-0.115	---
		PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.936	E	-0.054	---
3	De Soto Ave./ Roscoe Blvd.	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.840	D	-0.046	---
		PM	0.885	D	0.939	E	0.970	E	0.977	E	0.007	NO	0.904	E	-0.066	---
4	Winnetka Ave./ Devonshire St.	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	---
		PM	0.856	D	0.807	D	0.828	D	0.832	D	0.004	NO	0.807	D	-0.021	---
5	Winnetka Ave./ Lassen St.	AM	0.778	C	0.825	D	0.844	D	0.845	D	0.001	NO	0.833	D	-0.011	---
		PM	0.765	C	0.811	D	0.833	D	0.836	D	0.003	NO	0.825	D	-0.008	---
6	Winnetka Ave./ Plummer St.	AM	0.841	D	0.891	D	0.910	E	0.909	E	-0.001	NO	0.855	D	-0.055	---
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.806	D	-0.023	---
7	Winnetka Ave./ Prairie St.	AM	0.616	B	0.653	B	0.755	C	0.750	C	-0.005	NO	0.728	C	-0.027	---
		PM	0.642	B	0.681	B	0.739	C	0.757	C	0.018	NO	0.734	C	-0.005	---
8	**Winnetka Ave./ Nordhoff St.**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.118**	**F**	**0.000**	**NO**	**1.072**	**F**	**-0.046**	**---**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.984**	**E**	**0.013**	**YES**	**0.964**	**E**	**-0.007**	**YES**
9	**Winnetka Ave./ Parthenia St.**	**AM**	**1.033**	**F**	**1.095**	**F**	**1.097**	**F**	**1.099**	**F**	**0.002**	**NO**	**1.081**	**F**	**-0.016**	**---**
		PM	**1.118**	**F**	**1.185**	**F**	**1.191**	**F**	**1.201**	**F**	**0.010**	**YES**	**1.183**	**F**	**-0.008**	**YES**
10	Winnetka Ave./ Roscoe Blvd.	AM	0.989	E	1.048	F	1.051	F	1.054	F	0.003	NO	1.036	F	-0.015	---
		PM	0.912	E	0.966	E	0.979	E	0.987	E	0.008	NO	0.969	E	-0.010	---
11	Winnetka Ave./ Victory Blvd.	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	---
		PM	1.057	F	1.095	F	1.095	F	1.098	F	0.003	NO	1.091	F	-0.004	---
12	Corbin Ave./ Rinaldi St.	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	---
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—
13	**Corbin Ave./ Devonshire St.**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.928**	**E**	**-0.001**	**NO**	**0.907**	**E**	**-0.022**	**---**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.976**	**E**	**0.011**	**YES**	**0.945**	**E**	**-0.020**	**YES**
14	**Corbin Ave./ Lassen St.**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.254**	**F**	**-0.009**	**NO**	**1.218**	**F**	**-0.045**	**---**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.061**	**F**	**0.017**	**YES**	**1.024**	**F**	**-0.020**	**YES**
15	**Corbin Ave./ Plummer St.**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.106**	**F**	**-0.013**	**NO**	**1.039**	**F**	**-0.080**	**---**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.224**	**F**	**0.039**	**YES**	**1.077**	**F**	**-0.108**	**YES**
16	**Corbin Ave./ Praire St.**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.763**	**C**	**0.026**	**NO**	**0.713**	**C**	**-0.024**	**---**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**0.995**	**E**	**0.123**	**YES**	**0.770**	**C**	**-0.102**	**YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.626**	**B**	**-0.002**	**NO**	**0.591**	**A**	**-0.037**	**---**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.171**	**F**	**0.063**	**YES**	**0.917**	**E**	**-0.191**	**YES**

18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**0.923 0.996**	**E E**	**0.978 1.056**	**E F**	**1.026 1.092**	**F F**	**1.031 1.128**	**F F**	**0.005 0.036**	**NO YES**	**0.971 1.069**	**E F**	**-0.055 -0.023**	**--- YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.070 1.058**	**F F**	**1.134 1.121**	**F F**	**1.151 1.150**	**F F**	**1.142 1.197**	**F F**	**-0.009 0.047**	**NO YES**	**1.085 1.140**	**F F**	**-0.066 -0.010**	**--- YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.877 0.833**	**D D**	**0.929 0.883**	**E D**	**0.960 0.911**	**E E**	**0.960 0.945**	**E E**	**0.000 0.034**	**NO YES**	**0.923 0.908**	**E E**	**-0.037 -0.003**	**--- YES**
21	Corbin Ave./ Saticoy St.	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.033 1.080	F F	0.002 0.006	NO NO	1.003 1.050	F F	-0.028 -0.024	--- ---
22	Shirley Ave./ Plummer St.	AM PM	0.467 0.704	A C	0.495 0.747	A C	0.499 0.750	A C	0.498 0.781	A C	-0.001 0.031	NO NO	0.477 0.781	A C	-0.022 0.031	--- ---
23	Shirley Ave./ Nordhoff St.	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.289 0.535	A A	-0.009 0.084	NO NO	0.289 0.535	A A	-0.009 0.084	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.338 0.591	A A	0.010 0.019	NO NO	0.338 0.591	A A	0.010 0.019	--- ---
25	Tampa Ave./SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.851 0.718	D C	-0.004 0.016	NO NO	0.844 0.711	D C	-0.011 0.009	--- ---
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.825	D D	0.002 0.004	NO NO	0.843 0.825	D D	0.002 0.004	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.681 0.557	B A	-0.003 0.004	NO NO	0.674 0.552	B A	-0.010 0.001	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.849 0.949	D E	0.800 0.906	D E	0.844 0.950	D E	0.839 0.957	D E	-0.005 0.007	NO NO	0.821 0.942	D E	-0.023 -0.008	--- ---
29	Tampa Ave./ Lassen St.	AM PM	0.967 0.948	E E	1.025 1.005	F F	1.047 1.027	F F	1.043 1.034	F F	-0.004 0.007	NO NO	1.028 1.020	F F	-0.019 -0.007	--- ---
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.934 0.999**	**E E**	**-0.003 0.019**	**NO YES**	**1.915 0.981**	**E E**	**-0.022 0.001**	**--- YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.111 1.191**	**F F**	**-0.011 0.010**	**NO YES**	**1.088 1.165**	**F F**	**-0.034 -0.016**	**--- YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.010 0.864	F D	0.000 0.010	NO NO	0.994 0.853	E D	-0.016 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.982	F E	0.001 0.004	NO NO	0.990 0.974	E E	-0.012 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.698 0.601	B B	-0.002 0.011	NO NO	0.698 0.601	B B	-0.002 0.011	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.658 0.632	B B	-0.001 0.014	NO NO	0.658 0.632	B B	-0.001 0.014	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.740 1.301**	**C F**	**0.001 0.010**	**NO YES**	**0.670 1.268**	**B F**	**-0.069 -0.023**	**--- YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.896 1.042	D F	-0.002 0.007	NO NO	0.896 1.042	D F	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.029 0.943	F E	0.001 0.003	NO NO	1.029 0.943	F E	0.000 0.003	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.011 0.951	F E	-0.002 0.006	NO NO	1.011 0.951	F E	-0.002 0.006	--- ---

TABLE 66
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 3 RETAIL/RESIDENTIAL PROJECT SITE ONLY

No.		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
8	PM	Winnetka Ave/Nordhoff St	0.971	0.984	0.013	E	E
9	PM	Winnetka Ave/Parthenia St	1.191	1.201	0.010	F	F
13	PM	Corbin Ave/Devonshire St	0.965	0.976	0.011	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.061	0.017	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.224	0.039	F	F
16	PM	Corbin Ave/Prairie St	0.872	0.995	0.123	D	E
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.171	0.063	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.128	0.036	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.197	0.047	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.945	0.034	E	E
30	PM	Tampa Ave/Plummer St	0.980	0.999	0.019	E	E
31	PM	Tampa Ave/Nordhoff St	1.181	1.191	0.010	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.301	0.010	F	F

Future Conditions with Project – Scenario 4: Office/Residential, Project Site Only

As shown in Column [4] of **Table 67: Summary of Volume to Capacity Ratios and Levels of Service AM/PM Peak Hours Scenario 4 Office/Residential, Project Site Only,** application of the City's significant traffic impact thresholds to the future with Scenario 4: Office/Residential Project Site Only would result in a significant impact to 13 study intersections. According to the LADOT impact criteria, Scenario 4: Office/Residential Project Site Only would create significant impacts during peak hours at the intersections identified in **Table 68: Level of Service Summary Before Mitigation Scenario 4 Office/Residential, Project Site Only.**

As indicated in **Table 67: Summary of Volume to Capacity Ratios and Levels of Service AM/PM Peak Hours Scenario 4 Office/Residential, Project Site Only**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 4: Office/Residential Project Site Only. Traffic volumes in the future resulting from Scenario 4: Office/Residential Project Site Only (existing, ambient growth, related projects, and Scenario 4: Office/Residential at the Project Site) for AM and PM peak hours are shown in **Figure 34: Future Traffic Volumes With Scenario 4 Office/Residential, Project Site Only.**

Figure 33: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Project Site Only (Page 1 of 2)

Figure 33: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Project Site Only (Page 2 of 2)

TABLE 67
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 4 OFFICE/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.233**	**F**	**0.007**	**NO**	**1.079**	**F**	**-0.147**	**—**	**1.078**	**F**	**-0.148**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.180**	**F**	**0.010**	**YES**	**1.061**	**F**	**-0.109**	**YES**	**1.059**	**F**	**-0.111**	**—**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.024	F	-0.115	—	1.024	F	-0.115	—
		PM	0.910	E	0.964	E	0.990	E	0.994	E	0.004	NO	0.935	E	-0.055	—	0.934	E	-0.056	—
3	De Soto Ave/ Roscoe Blvd	AM	0.825	D	0.874	D	0.886	D	0.888	D	0.002	NO	0.840	D	-0.046	—	0.840	D	-0.046	—
		PM	0.885	D	0.939	E	0.970	E	0.976	E	0.006	NO	0.903	E	-0.067	—	0.902	E	-0.068	—
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.830	D	0.002	NO	0.805	D	-0.023	—	0.805	D	-0.023	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.849	D	0.005	NO	0.838	D	-0.006	—	0.837	D	-0.007	—
		PM	0.765	C	0.811	D	0.833	D	0.834	D	0.001	NO	0.823	D	-0.010	—	0.823	D	-0.010	—
6	Winnetka Ave/ Plummer St	AM	0.841	D	0.891	D	0.910	E	0.916	E	0.006	NO	0.862	D	-0.048	—	0.861	D	-0.049	—
		PM	0.763	C	0.808	D	0.829	D	0.832	D	0.003	NO	0.805	D	-0.024	—	0.805	D	-0.024	—
7	Winnetka Ave/ Prairie St	AM	0.616	B	0.653	B	0.755	C	0.788	C	0.033	NO	0.766	C	0.011	—	0.758	C	0.003	—
		PM	0.642	B	0.681	B	0.739	C	0.756	C	0.017	NO	0.734	C	-0.005	—	0.731	C	-0.008	—
8	Winnetka Ave/ Nordhoff St	AM	0.998	E	1.058	F	1.118	F	1.127	F	0.009	NO	1.080	F	-0.038	—	1.078	F	-0.040	—
		PM	0.910	E	0.965	E	0.971	E	0.977	E	0.006	NO	0.957	E	-0.014	—	0.956	E	-0.015	—
9	Winnetka Ave/ Parthenia St	AM	1.033	F	1.095	F	1.097	F	1.100	F	0.003	NO	1.081	F	-0.016	—	1.081	F	-0.016	—
		PM	1.118	F	1.185	F	1.191	F	1.196	F	0.005	NO	1.177	F	-0.014	—	1.177	F	-0.014	—
10	Winnetka Ave/ Roscoe Blvd	AM	0.989	E	1.048	F	1.051	F	1.054	F	0.003	NO	1.036	F	-0.015	—	1.035	F	-0.016	—
		PM	0.912	E	0.966	E	0.979	E	0.986	E	0.007	NO	0.968	E	-0.011	—	0.967	E	-0.012	—
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	—	0.908	E	-0.006	—
		PM	1.057	F	1.095	F	1.095	F	1.096	F	0.001	NO	1.089	F	-0.006	—	1.089	F	-0.006	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—	0.686	B	0.000	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.943**	**E**	**0.014**	**YES**	**0.922**	**E**	**-0.007**	**YES**	**0.919**	**E**	**-0.010**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.981**	**E**	**0.016**	**YES**	**0.949**	**E**	**-0.016**	**YES**	**0.946**	**E**	**-0.019**	**—**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.290**	**F**	**0.027**	**YES**	**1.254**	**F**	**-0.009**	**YES**	**1.247**	**F**	**-0.016**	**—**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.067**	**F**	**0.023**	**YES**	**1.030**	**F**	**-0.014**	**YES**	**1.026**	**F**	**-0.018**	**—**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.166**	**F**	**0.047**	**YES**	**1.100**	**F**	**-0.019**	**YES**	**1.088**	**F**	**-0.031**	**—**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.227**	**F**	**0.042**	**YES**	**1.076**	**F**	**-0.019**	**YES**	**1.069**	**F**	**-0.116**	**—**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.778**	**C**	**0.041**	**YES**	**0.728**	**C**	**-0.009**	**YES**	**0.722**	**C**	**-0.015**	**—**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**0.974**	**E**	**0.102**	**YES**	**0.779**	**C**	**-0.093**	**YES**	**0.758**	**C**	**-0.114**	**—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.645**	**B**	**0.017**	**NO**	**0.591**	**A**	**-0.037**	**—**	**0.590**	**A**	**-0.038**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.169**	**F**	**0.061**	**YES**	**0.904**	**E**	**-0.204**	**YES**	**0.890**	**D**	**-0.218**	**—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.054**	**F**	**0.028**	**YES**	**0.994**	**E**	**-0.032**	**YES**	**0.989**	**E**	**-0.037**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.136**	**F**	**0.044**	**YES**	**1.076**	**F**	**-0.016**	**YES**	**1.067**	**F**	**-0.025**	**—**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.194**	**F**	**0.043**	**YES**	**1.137**	**F**	**-0.014**	**YES**	**1.127**	**F**	**-0.024**	**—**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.176**	**F**	**0.026**	**YES**	**1.120**	**F**	**-0.030**	**YES**	**1.116**	**F**	**-0.034**	**—**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.981**	**E**	**0.021**	**YES**	**0.945**	**E**	**-0.015**	**YES**	**0.940**	**E**	**-0.020**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.937**	**E**	**0.026**	**YES**	**0.901**	**E**	**-0.010**	**YES**	**0.896**	**D**	**-0.015**	**—**

21	Corbin Ave/ Saticoy St	AM	0.953	E	1.010	F	1.031	F	1.033	F	0.002	NO	1.003	F	-0.028	—	1.002	F	-0.029	—
		PM	0.998	E	1.058	F	1.074	F	1.079	F	0.005	NO	1.049	F	-0.025	—	1.048	F	-0.026	—
22	Shirley Ave/ Plummer St	AM	0.467	A	0.495	A	0.499	A	0.512	A	0.013	NO	0.512	A	0.013	—	0.509	A	0.010	—
		PM	0.704	C	0.747	C	0.750	C	0.789	C	0.039	NO	0.789	C	0.039	—	0.781	C	0.031	—
23	Shirley Ave/ Nordhoff St	AM	0.208	A	0.220	A	0.298	A	0.339	A	0.041	NO	0.339	A	0.041	—	0.329	A	0.031	—
		PM	0.420	A	0.445	A	0.451	A	0.510	A	0.059	NO	0.510	A	0.059	—	0.499	A	0.048	—
24	Nordhoff St/ Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.339	A	0.011	NO	0.339	A	0.011	—	0.338	A	0.010	—
		PM	0.537	A	0.569	A	0.572	A	0.609	B	0.037	NO	0.609	B	0.037	—	0.601	B	0.029	—
25	Tampa Ave/ SR-118 WB Ramps	AM	0.893	D	0.846	D	0.855	D	0.870	D	0.015	NO	0.863	D	0.008	—	0.859	D	0.004	—
		PM	0.744	C	0.689	B	0.702	C	0.709	C	0.007	NO	0.702	C	0.000	—	0.701	C	-0.001	—
26	Tampa Ave/ SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.843	D	0.002	NO	0.843	D	0.002	—	0.843	D	0.002	—
		PM	0.843	D	0.794	C	0.821	D	0.829	D	0.008	NO	0.829	D	0.008	—	0.827	D	0.006	—
27	Tampa Ave/ Chatsworth St	AM	0.695	B	0.637	B	0.684	B	0.696	B	0.012	NO	0.688	B	0.004	—	0.686	B	0.002	—
		PM	0.649	B	0.588	A	0.553	A	0.561	A	0.008	NO	0.556	A	0.003	—	0.554	A	0.001	—
28	**Tampa Ave/ Devonshire ST**	**AM**	**0.849**	**D**	**0.800**	**D**	**0.844**	**D**	**0.859**	**D**	**0.015**	**NO**	**0.840**	**D**	**-0.004**	**—**	**0.837**	**D**	**-0.007**	**—**
		PM	**0.949**	**E**	**0.906**	**E**	**0.950**	**E**	**0.964**	**E**	**0.014**	**YES**	**0.949**	**E**	**-0.001**	**YES**	**0.945**	**E**	**-0.005**	**—**
29	**Tampa Ave/ Lassen St**	**AM**	**0.967**	**E**	**1.025**	**F**	**1.047**	**F**	**1.061**	**F**	**0.014**	**YES**	**1.047**	**F**	**0.000**	**YES**	**1.043**	**F**	**-0.004**	**—**
		PM	**0.948**	**E**	**1.005**	**F**	**1.027**	**F**	**1.041**	**F**	**0.014**	**YES**	**1.026**	**F**	**-0.001**	**YES**	**1.023**	**F**	**-0.004**	**—**
30	**Tampa Ave/ Plummer St**	**AM**	**0.859**	**D**	**0.911**	**E**	**0.937**	**E**	**0.965**	**E**	**0.028**	**YES**	**0.946**	**E**	**0.009**	**YES**	**0.940**	**E**	**0.003**	**—**
		PM	**0.915**	**E**	**0.970**	**E**	**0.980**	**E**	**0.996**	**E**	**0.016**	**YES**	**0.977**	**E**	**-0.003**	**YES**	**0.974**	**E**	**-0.006**	**—**
31	**Tampa Ave/ Nordhoff St**	**AM**	**0.978**	**E**	**1.036**	**F**	**1.122**	**F**	**1.167**	**F**	**0.045**	**YES**	**1.044**	**F**	**-0.078**	**YES**	**1.033**	**F**	**-0.089**	**—**
		PM	**1.093**	**F**	**1.158**	**F**	**1.181**	**F**	**1.201**	**F**	**0.020**	**YES**	**1.076**	**F**	**-0.105**	**YES**	**1.071**	**F**	**-0.110**	**—**
32	Tampa Ave/ Roscoe Blvd	AM	0.949	E	1.006	F	1.010	F	1.019	F	0.009	NO	1.002	F	-0.008	—	1.000	F	-0.010	—
		PM	0.801	D	0.849	D	0.854	D	0.859	D	0.005	NO	0.847	D	-0.007	—	0.847	D	-0.007	—
33	Tampa Ave/ Saticoy St	AM	0.942	E	0.998	E	1.002	F	1.003	F	0.001	NO	0.990	E	-0.012	—	0.989	E	-0.013	—
		PM	0.921	E	0.976	E	0.978	E	0.982	E	0.004	NO	0.974	E	-0.004	—	0.973	E	-0.005	—
34	Wilbur Ave/ Plummer St	AM	0.652	B	0.691	B	0.700	C	0.712	C	0.012	NO	0.712	C	0.012	—	0.709	C	0.009	—
		PM	0.558	A	0.592	A	0.590	A	0.599	A	0.009	NO	0.599	A	0.009	—	0.597	A	0.007	—
35	Wilbur Ave/ Nordhoff St	AM	0.600	B	0.636	B	0.659	B	0.670	B	0.011	NO	0.670	B	0.011	—	0.668	B	0.009	—
		PM	0.582	A	0.617	B	0.618	B	0.629	B	0.011	NO	0.629	B	0.011	—	0.627	B	0.009	—
36	Reseda Blvd/ Plummer St	AM	0.699	B	0.741	C	0.739	C	0.744	C	0.005	NO	0.744	C	0.005	—	0.743	C	0.004	—
		PM	1.195	F	1.266	F	1.291	F	1.299	F	0.008	NO	1.299	F	0.008	—	1.297	F	0.006	—
37	Reseda Blvd/ Nordhoff St	AM	0.820	D	0.869	D	0.898	D	0.904	E	0.006	NO	0.904	E	0.006	—	0.902	E	0.004	—
		PM	0.966	E	1.024	F	1.035	F	1.038	F	0.003	NO	1.038	F	0.003	—	1.038	F	0.003	—
38	Reseda Blvd/ Victory Blvd	AM	0.993	E	1.026	F	1.028	F	1.029	F	0.001	NO	1.029	F	0.001	—	1.028	F	0.000	—
		PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	—	0.941	E	0.001	—
39	Zelzah Ave/ Nordhoff St	AM	0.897	D	0.951	E	1.013	F	1.018	F	0.005	NO	1.018	F	0.005	—	1.017	F	0.004	—
		PM	0.875	D	0.928	E	0.945	E	0.947	E	0.002	NO	0.947	E	0.002	—	0.947	E	0.002	—

TABLE 68
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 4: OFFICE/RESIDENTIAL PROJECT SITE ONLY

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	PM	De Soto Ave/Plummer St	1.170	1.180	.010	F	F
13	AM	Corbin Ave/Devonshire St	.929	.943	.014	E	E
	PM	Corbin Ave/Devonshire St	.965	.981	0.016	E	E
14	AM	Corbin Ave/Lassen St	1.263	1.290	0.027	F	F
	PM	Corbin Ave/Lassen St	1.044	1.067	0.023	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.166	0.047	F	F
	PM	Corbin Ave/Plummer St	1.185	1.227	0.042	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.778	0.041	C	C
	PM	Corbin Ave/Prairie St	0.872	0.974	0.102	D	E
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.169	.061	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.054	0.028	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.136	.044	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.194	.043	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.176	.026	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.981	.021	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.937	.026	E	E
28	PM	Tampa Ave/Devonshire St	.950	.964	.014	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.061	.014	F	F
	PM	Tampa Ave/Lassen St	1.027	1.041	.014	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.965	.028	E	E
	PM	Tampa Ave/Plummer St	0.980	0.996	0.016	E	E
31	AM	Tampa Ave/Nordhoff St	1.122	1.167	.045	F	F
	PM	Tampa Ave/Nordhoff St	1.181	1.201	.020	F	F

Full Build Out Project

Trip Generation

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

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

Scenario 1: Retail Full Build Out

As shown in **Table 69: Scenario 1 Retail Full Build Out Trip Generation**, Scenario 1: Retail Full Build Out is expected to generate a net reduction of 188 vehicle trips (239 fewer inbound and 51 outbound) during the AM peak hour. During the PM peak hour, Scenario 1: Retail Full Build Out is expected to generate 1,000 net new vehicle trips (654 inbound and 346 outbound). Over a 24-hour period, Scenario 1: Retail Full Build Out is forecast to generate 13,136 net new daily trip ends during a typical weekday (6,568 inbound and 6,568 outbound trips).

Scenario 2: Office Full Build Out

As shown in **Table 70: Scenario 2 Office Full Build Out Trip Generation**, Scenario 2: Office Full Build Out is expected to generate a total of 1,091 net new vehicle trips (981 inbound and 110 outbound) during the AM peak hour. During the PM peak hour, Scenario 2: Office Full Build Out is expected to generate 1,249 net new vehicle trips (222 inbound and 1,027 outbound). Over a 24-hour period, Scenario 2: Office Full Build Out is forecast to generate 7,716 net new daily trip ends during a typical weekday (3,858 inbound and 3,858 outbound trips).

Scenario 3: Retail/Residential Full Build Out

As shown in **Table 71: Scenario 3 Retail/Residential Full Build Out Trip Generation**, Scenario 3: Retail/Residential Full Build Out is expected to generate a net reduction of 107 vehicle trips (251 fewer inbound and 143 outbound) during the AM peak hour. During the PM peak hour, Scenario 3: Retail/Residential Full Build Out is expected to generate 898 net new vehicle trips (638 inbound and 260 outbound). Over a 24-hour period, Scenario 3: Retail/Residential Full Build Out is forecast to generate 12,210 net new daily trip ends during a typical weekday (6,105 inbound and 6,105 outbound trips).

Figure 34: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Project Site Only (Page 1 of 2)

Figure 34: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Project Site Only (Page 2 of 2)

TABLE 69
SCENARIO 1 RETAIL TRIP GENERATION, FULL BUILD OUT[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
Shopping Center[3]	540,000 sf	20,160	266	170	436	917	994	1,911
Less 20% Pass-By[4]		(4,032)	(53)	(34)	(87)	(183)	(199)	(382)
Subtotal		16,128	213	136	349	734	795	1,529
Homeplace facility[5]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[6]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[7]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[8]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[9]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[10]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[11]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**13,136**	**(239)**	**51**	**(188)**	**654**	**346**	**1,000**
Trips at Adjacent Intersections		**17,169**	**(186)**	**85**	**(101)**	**837**	**545**	**1,382**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will be applied to the study intersections located immediately adjacent to the project site.
[5]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[6]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[7]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[8]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[9]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[10]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[11]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

TABLE 70
SCENARIO 2 OFFICE TRIP GENERATION, FULL BUILD OUT[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
General Office[3]	1,516,000 sf	10,708	1,433	195	1,628	302	1,476	1,778
Subtotal		10,708	1,433	195	1,628	302	1,476	1,778
Homeplace facility[4]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[5]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[6]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[7]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[8]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[9]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[10]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**7,716**	**981**	**110**	**1,091**	**222**	**1,027**	**1,249**
Trips at Adjacent Intersections		**7,716**	**981**	**110**	**1,091**	**222**	**1,027**	**1,249**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[5]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[6]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[7]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[8]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[9]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[10]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

TABLE 71
SCENARIO 3 RETAIL/RESIDENTIAL TRIP GENERATION, FULL BUILD OUT[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
Shopping Center[3]	400,000 sf	16,623	223	142	365	752	815	1,567
Less 20% Pass-By[4]		(3,325)	(45)	(28)	(73)	(150)	(163)	(313)
Condominiums[5]	400 du	2,115	26	127	153	129	64	193
Less 10% Internal Capture[6]		(211)	(3)	(13)	(15)	(13)	(6)	(19)
Subtotal		15,202	202	228	430	718	710	1,427
Homeplace facility[7]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[8]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[9]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[10]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[11]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[12]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[13]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**12,210**	**(251)**	**143**	**(107)**	**638**	**260**	**898**
Trips at Adjacent Intersections		**15,534**	**(206)**	**172**	**(34)**	**788**	**423**	**1,212**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 820 (Shopping Center) trip generation equation rates
[4]Pass-by trip reduction based on LADOT policy on pass-by trips. The pass-by trip reduction will not be applied to the study intersections located immediately adjacent to the Project Site.
[5]Land Use Code 230 (Condominiums) trip generation equation rates.
[6]Internal capture reduction based on synergy between retail and residential land uses.
[7]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[8]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[9]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[10]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[11]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[12]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[13]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Scenario 4: Office/Residential Full Build Out

As shown in **Table 72: Scenario 4 Office/Residential Full Build Out Trip Generation**, Scenario 4: Office/Residential Full Build Out is expected to generate a total of 884 net new vehicle trips (700 inbound and 184 outbound) during the AM peak hour. During the PM peak hour, Scenario 4: Office/Residential Full Build Out is expected to generate 986 net new vehicle trips (264 inbound and 722 outbound). Over a 24-hour period, Scenario 4: Office/Residential

Full Build Out is forecast to generate 7,428 net new daily trip ends during a typical weekday (3,714 inbound and 3,714 outbound trips).

TABLE 72
SCENARIO 4 OFFICE/RESIDENTIAL FULL BUILD OUT TRIP GENERATION[1]

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Project Site & Add Area								
General Office[3]	1,125,000 sf	8,516	1,129	154	1,283	228	1,113	1,341
Condominiums[4]	400 du	2,115	26	127	153	129	64	193
Less 10% Internal Capture[5]		(211)	(3)	(13)	(15)	(13)	(6)	(19)
Subtotal		10,420	1,152	268	1,421	344	1,171	1,515
Homeplace facility[6]								
Elder Housing	336 du	1,169	15	9	24	20	14	34
Nursing Home	100 beds	261	10	7	17	8	12	20
Assisted Living	50 du	108	2	1	3	5	4	9
Subtotal		1,538	27	17	44	33	30	63
Existing Use								
Research & Development[7]	340,000 sf	(2,802)	(329)	(67)	(396)	(55)	(313)	(368)
Light Industrial[8]	132,665 sf	(925)	(107)	(15)	(122)	(16)	(114)	(130)
Manufacturing[9]	49,920 sf	(191)	(28)	(8)	(36)	(13)	(24)	(37)
Mini-Warehouse[10]	97,554 sf	(244)	(9)	(6)	(15)	(13)	(12)	(25)
Tennis Club[11]	7 courts	(284)	(5)	(5)	(10)	(13)	(13)	(26)
Multipurpose Recreation[12]	0.93 acres	(84)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal		(4,530)	(479)	(102)	(581)	(113)	(479)	(592)
Trips at Non-Adjacent Intersections		**7,428**	**700**	**184**	**884**	**264**	**722**	**986**
Trips at Adjacent Intersections		**7,428**	**700**	**184**	**884**	**264**	**722**	**986**

[1]**SOURCE:** ITE "Trip Generation", 6th Edition, 1997
[2]Trips are one-way traffic movements, entering or leaving
[3]ITE Land Use Code 710 (Office) trip generation equation rates
[4]ITE Land Use Code 230 (Condominiums) trip generation equation rates.
[5]Internal capture reduction based on synergy between office and residential land uses.
[6]**SOURCE:** "Traffic Assessment for the proposed Homeplace Retirement Community", prepared by LLG Engineers, July 26, 1999.
[7]ITE Land Use Code 760 (Research & Development) trip generation equation rates.
[8]ITE Land Use Code 110 (Light Industrial) average trip generation rates.
[9]ITE Land Use Code 140 (Manufacturing) average trip generation rates.
[10]ITE Land Use Code 151 (Mini-Warehouse) average trip generation rates.
[11]ITE Land Use Code 492 (Racquet Club) average trip generation rates.
[12]ITE Land Use Code 435 (Multipurpose Recreational Facility) average trip generation rates.

Trip Distribution

Based on discussions with LADOT staff, a generalized distribution pattern was created for development scenarios determined for the Full Build Out development. Traffic was assigned to the local roadway system based on a traffic distribution pattern which reflected the Full Build Out Project land uses, the anticipated vehicular site access scheme, existing traffic movements, characteristics of the surrounding roadway system, and nearby residential areas.

The corresponding forecast AM and PM peak hour traffic volumes at the study intersections for each of the Full Build Out scenarios are shown in **Figures 35** thru **38, Project Traffic Volumes AM and PM Peak Hours, Full Build Out**.

Future with Scenario 1: Retail Full Build Out

As shown in Column [4] of **Table 73: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1 Retail, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 1: Retail Full Build Out would result in a significant impact to 18 study intersections. According to the LADOT impact criteria, Scenario 1: Retail Full Build Out would create significant impacts during peak hours at the intersections identified in **Table 74: Level of Service Summary Before Mitigation Scenario 1 Retail, Full Build Out**.

Figure 35: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Full Build Out (Page 1 of 2)

Figure 35: Project Traffic Volumes AM and PM Peak Hours Scenario 1: Retail, Full Build Out (Page 2 of 2)

Figure 36: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Full Build Out (Page 1 of 2)

Figure 36: Project Traffic Volumes AM and PM Peak Hours Scenario 2: Office, Full Build Out (Page 2 of 2)

Figure 37: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Full Build Out (Page 1 of 2)

Figure 37: Project Traffic Volumes AM and PM Peak Hours Scenario 3: Retail/Residential, Full Build Out (Page 2 of 2)

Figure 38: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Full Build Out (Page 1 of 2)

Figure 38: Project Traffic Volumes AM and PM Peak Hours Scenario 4: Office/Residential, Full Build Out (Page 2 of 2)

TABLE 73
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 1 RETAIL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig Imp	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mit
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.226**	**F**	**0.000**	**NO**	**1.071**	**F**	**-0.155**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.182**	**F**	**0.012**	**YES**	**1.062**	**F**	**-0.108**	**YES**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.140	F	0.001	NO	1.023	F	-0.116	—
		PM	0.910	E	0.964	E	0.990	E	0.995	E	0.005	NO	0.939	E	-0.051	—
3	De Soto Ave/ Roscoe Blvd	AM	0.825	D	0.874	D	0.886	D	0.887	D	0.001	NO	0.839	D	-0.047	—
		PM	0.885	D	0.939	E	0.970	E	0.979	E	0.009	NO	0.906	E	-0.064	—
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.519	A	0.000	NO	0.516	A	-0.003	—
		PM	0.856	D	0.807	D	0.828	D	0.833	D	0.005	NO	0.808	D	-0.020	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.843	D	-0.001	NO	0.831	D	-0.013	—
		PM	0.765	C	0.811	D	0.833	D	0.837	D	0.004	NO	0.826	D	-0.007	—
6	Winnetka Ave/ Plummer St	AM	0.841	D	0.891	D	0.910	E	0.907	E	-0.003	NO	0.854	D	-0.056	—
		PM	0.763	C	0.808	D	0.829	D	0.835	D	0.006	NO	0.808	D	-0.021	—
7	Winnetka Ave/ Prairie St	AM	0.616	B	0.653	B	0.755	C	0.742	C	-0.013	NO	0.720	C	-0.035	—
		PM	0.642	B	0.681	B	0.739	C	0.763	C	0.024	NO	0.740	C	0.001	—
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.116**	**F**	**-0.002**	**NO**	**1.069**	**F**	**-0.049**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.987**	**E**	**0.016**	**YES**	**0.967**	**E**	**-0.004**	**YES**
9	**Winnetka Ave/ Parthenia St**	**AM**	**1.033**	**F**	**1.095**	**F**	**1.097**	**F**	**1.098**	**F**	**0.001**	**NO**	**1.079**	**F**	**-0.018**	**—**
		PM	**1.118**	**F**	**1.185**	**F**	**1.191**	**F**	**1.204**	**F**	**0.013**	**YES**	**1.186**	**F**	**-0.005**	**YES**
10	**Winnetka Ave/ Roscoe Blvd**	**AM**	**0.989**	**E**	**1.048**	**F**	**1.051**	**F**	**1.052**	**F**	**0.001**	**NO**	**1.034**	**F**	**-0.017**	**—**
		PM	**0.912**	**E**	**0.966**	**E**	**0.979**	**E**	**0.990**	**E**	**0.011**	**YES**	**0.972**	**E**	**-0.007**	**YES**
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	—
		PM	1.057	F	1.095	F	1.095	F	1.100	F	0.005	NO	1.092	F	-0.003	---
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	YES
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.925**	**E**	**-0.004**	**NO**	**0.904**	**E**	**-0.025**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.981**	**E**	**0.16**	**YES**	**0.949**	**E**	**-0.016**	**YES**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.249**	**F**	**-0.014**	**NO**	**1.212**	**F**	**-0.051**	**—**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.068**	**F**	**0.024**	**YES**	**1.031**	**F**	**-0.013**	**YES**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.097**	**F**	**-0.022**	**NO**	**1.030**	**F**	**-0.089**	**—**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.237**	**F**	**0.052**	**YES**	**1.089**	**F**	**-0.096**	**YES**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.749**	**C**	**0.012**	**NO**	**0.699**	**B**	**-0.038**	**—**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.045**	**F**	**0.173**	**YES**	**0.811**	**D**	**-0.061**	**YES**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.625**	**B**	**-0.003**	**NO**	**0.590**	**A**	**-0.038**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.200**	**F**	**0.092**	**YES**	**0.952**	**E**	**-0.156**	**YES**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.021**	**F**	**-0.005**	**NO**	**0.962**	**E**	**-0.064**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.141**	**F**	**0.049**	**YES**	**1.082**	**F**	**-0.010**	**YES**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.133**	**F**	**-0.018**	**NO**	**1.076**	**F**	**-0.075**	**—**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.211**	**F**	**0.061**	**YES**	**1.55**	**F**	**0.005**	**YES**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.954**	**E**	**-0.006**	**NO**	**0.917**	**E**	**-0.043**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.956**	**E**	**0.045**	**YES**	**0.920**	**E**	**0.009**	**YES**
21	Corbin Ave/ Saticoy St	AM	0.953	E	1.010	F	1.031	F	1.032	F	0.001	NO	1.002	F	-0.029	—
		PM	0.998	E	1.058	F	1.074	F	1.082	F	0.008	NO	1.052	F	-0.022	---
22	**Shirley Ave/ Plummer St**	**AM**	**0.467**	**A**	**0.495**	**A**	**0.499**	**A**	**0.494**	**A**	**-0.005**	**NO**	**0.520**	**A**	**0.021**	**—**
		PM	**0.704**	**C**	**0.747**	**C**	**0.750**	**C**	**0.792**	**C**	**0.042**	**YES**	**0.763**	**C**	**0.013**	**YES**

23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.283 0.568	A A	-0.015 0.117	NO NO	0.283 0.568	A A	-0.015 0.117	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.332 0.599	A A	0.004 0.027	NO NO	0.332 0.599	A A	0.004 0.027	— ---
25	Tampa Ave/ SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.848 0.722	D C	-0.007 0.020	NO NO	0.841 0.715	D C	-0.014 0.013	— ---
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.842 0.827	D D	0.001 0.006	NO NO	0.842 0.827	D D	0.001 0.006	— ---
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.679 0.559	B A	-0.005 0.006	NO NO	0.672 0.554	B A	-0.012 0.001	— ---
28	**Tampa Ave/ Devonshire ST**	**AM PM**	**0.849 0.949**	**D E**	**0.800 0.906**	**D E**	**0.844 0.950**	**D E**	**0.837 0.960**	**D E**	**-0.007 0.010**	**NO YES**	**0.818 0.945**	**D E**	**-0.026 -0.005**	**— YES**
29	**Tampa Ave/ Lassen St**	**AM PM**	**0.967 0.948**	**E E**	**1.025 1.005**	**F F**	**1.047 1.027**	**F F**	**1.040 1.037**	**F F**	**-0.007 0.010**	**NO YES**	**1.026 1.023**	**F F**	**-0.021 -0.004**	**— YES**
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.927 1.006**	**E F**	**-0.010 0.026**	**NO YES**	**0.909 0.959**	**E E**	**-0.028 -0.021**	**— YES**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.102 1.196**	**F F**	**-0.020 0.015**	**NO YES**	**1.079 1.170**	**F F**	**-0.043 -0.011**	**— YES**
32	Tampa Ave/ Roscoe Blvd	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.008 0.867	F D	-0.002 0.013	NO NO	0.991 0.856	E D	-0.019 0.002	— —
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.002 0.984	F E	0.000 0.006	NO NO	0.989 0.975	E E	-0.013 -0.003	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.695 0.604	B B	-0.005 0.014	NO NO	0.695 0.604	B B	-0.005 0.014	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.654 0.636	B B	-0.005 0.018	NO NO	0.654 0.636	B B	-0.005 0.018	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.738 1.304**	**C F**	**-0.001 0.013**	**NO YES**	**0.668 1.271**	**B F**	**-0.071 -0.020**	**— YES**
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.895 1.043	D F	-0.003 0.008	NO NO	0.895 1.043	D F	-0.003 0.008	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.028 0.944	F E	0.000 0.004	NO NO	1.028 0.944	F E	0.000 0.004	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.010 0.953	F E	-0.003 0.008	NO NO	1.010 0.953	F E	-0.003 0.008	— —

TABLE 74
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 1: RETAIL FULL BUILD OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	PM	De Soto Ave/Plummer St	1.170	1.182	0.012	F	F
8	PM	Winnetka Ave/Nordhoff St	0.971	0.987	0.016	E	E
9	PM	Winnetka Ave/Parthenia st	1.191	1.204	0.013	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.990	0.011	E	E
13	PM	Corbin Ave/Devonshire St	0.965	0.981	0.016	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.068	0.024	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.237	0.052	F	F
16	PM	Corbin Ave/Prairie St	0.872	1.045	0.173	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.200	0.092	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.141	0.049	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.211	0.061	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.956	0.045	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.792	0.042	C	C
28	PM	Tampa Ave/Devonshire St	0.950	0.960	0.010	E	E
29	PM	Tampa Ave/Lassen St	1.027	1.037	0.010	F	F
30	PM	Tampa Ave/Plummer St	0.980	1.006	0.026	E	F
31	PM	Tampa Ave/Nordhoff St	1.181	1.196	0.015	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.304	0.013	F	F

As indicated in **Table 73: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 1 Retail, Full Build Out,** incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 1: Retail Full Build Out. Traffic volumes in the future resulting from Scenario 1: Retail Full Build Out (existing, ambient growth, related projects, and Scenario 1: Retail Full Build Out) for AM and PM peak hours are shown in **Figure 39: Future Traffic Volumes With Scenario 1 Retail, Full Build Out.**

Figure 39: Future Traffic Volumes AM And PM Peak Hour With Scenario 1: Retail, Full Build Out (Page 1 of 2)

Figure 39: Future Traffic Volumes AM And PM Peak Hour With Scenario 1: Retail, Full Build Out (Page 2 of 2)

Future with Scenario 2:Office Full Build Out

As shown in Column [4] of **Table 75: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 2: Office Full Build Out would result in a significant impact to 24 study intersections. According to the LADOT impact criteria, Scenario 2: Office Full Build Out would create significant impacts during the peak hours at the intersections identified in **Table 76: Level of Service Summary Before Mitigation Scenario 2 Office, Full Build Out**.

As indicated in **Table 75: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 2 Office, Full Build Out**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 2: Office Full Build Out. Traffic volumes in the future resulting from Scenario 2: Office Full Build Out(existing, ambient growth, related projects, and Scenario 2: office Full Build Out) for the AM and PM peak hours are shown in **Figure 40: Future Traffic Volumes With Scenario 2 Office, Full Build Out.**

Future with Scenario 3:Retail/Residential Full Build Out

As shown in Column [4] of **Table 77: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 3: Retail/Residential Full Build Out would result in a significant impact to 14 study intersections. According to the LADOT impact criteria, Scenario 3: Retail/Residential Full Build Out would create significant impacts during peak hours at the intersections identified in **Table 78: Level of Service Summary Before Mitigation Scenario 3 Retail/Residential, Full Build Out**.

As indicated in **Table 77: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours Scenario 3 Retail/Residential, Full Build Out**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 3: Retail/Residential Full Build Out. Traffic volumes in the future as a result of Scenario 3: Retail/Residential Full Build Out(existing, ambient growth, related projects, and Scenario 3: Retail/Residential Full Build Out) for AM and PM peak hours are shown in **Figure 41: Future Traffic Volumes With Scenario 3: Retail/Residential, Full Build Out.**

TABLE 75
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS SCENARIO 2 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.236**	**F**	**0.010**	**YES**	**1.081**	**F**	**-0.145**	**YES**	**1.079**	**F**	**-0.147**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.191**	**F**	**0.021**	**YES**	**1.071**	**F**	**-0.099**	**YES**	**1.067**	**F**	**-0.103**	**—**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.140	F	0.001	NO	1.024	F	-0.115	—	1.023	F	-0.116	—
		PM	0.910	E	0.964	E	0.990	E	0.999	E	0.009	NO	0.944	E	-0.046	—	0.940	E	-0.050	—
3	**De Soto Ave/ Roscoe Blvd**	**AM**	**0.825**	**D**	**0.874**	**D**	**0.886**	**D**	**0.888**	**D**	**0.002**	**NO**	**0.839**	**D**	**-0.047**	**—**	**0.839**	**D**	**-0.047**	**—**
		PM	**0.885**	**D**	**0.939**	**E**	**0.970**	**E**	**0.980**	**E**	**0.010**	**YES**	**0.907**	**E**	**-0.063**	**YES**	**0.905**	**E**	**-0.065**	**—**
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.830	D	0.002	NO	0.805	D	-0.023	—	0.805	D	-0.023	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.852	D	0.008	NO	0.840	D	-0.004	—	0.839	D	-0.005	—
		PM	0.765	C	0.811	D	0.833	D	0.834	D	0.001	NO	0.823	D	-0.010	—	0.823	D	-0.010	—
6	**Winnetka Ave/ Plummer St**	**AM**	**0.841**	**D**	**0.891**	**D**	**0.910**	**E**	**0.921**	**E**	**0.011**	**YES**	**0.868**	**D**	**-0.042**	**YES**	**0.866**	**D**	**-0.044**	**—**
		PM	**0.763**	**C**	**0.808**	**D**	**0.829**	**D**	**0.835**	**D**	**0.006**	**NO**	**0.808**	**D**	**-0.021**	**—**	**0.807**	**D**	**-0.022**	**—**
7	**Winnetka Ave/ Prairie St**	**AM**	**0.616**	**B**	**0.653**	**B**	**0.755**	**C**	**0.816**	**D**	**0.061**	**YES**	**0.794**	**C**	**0.039**	**YES**	**0.780**	**C**	**0.025**	**—**
		PM	**0.642**	**B**	**0.681**	**B**	**0.739**	**C**	**0.785**	**C**	**0.046**	**YES**	**0.763**	**C**	**0.024**	**YES**	**0.746**	**C**	**0.007**	**—**
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.133**	**F**	**0.015**	**YES**	**1.087**	**F**	**-0.031**	**YES**	**1.083**	**F**	**-0.035**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.977**	**E**	**0.006**	**NO**	**0.957**	**E**	**-0.014**	**—**	**0.956**	**E**	**-0.015**	**—**
9	Winnetka Ave/ Parthenia St	AM	1.033	F	1.095	F	1.097	F	1.099	F	0.002	NO	1.080	F	-0.017	—	1.080	F	-0.017	—
		PM	1.118	F	1.185	F	1.191	F	1.196	F	0.005	NO	1.177	F	-0.014	--	1.176	F	-0.015	—
10	**Winnetka Ave/ Roscoe Blvd**	**AM**	**0.989**	**E**	**1.048**	**F**	**1.051**	**F**	**1.053**	**F**	**0.002**	**NO**	**1.035**	**F**	**-0.016**	**—**	**1.035**	**F**	**-0.016**	**—**
		PM	**0.912**	**E**	**0.966**	**E**	**0.979**	**E**	**0.993**	**E**	**0.014**	**YES**	**0.974**	**E**	**-0.005**	**YES**	**0.972**	**E**	**-0.007**	**—**
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.915	E	0.001	NO	0.908	E	-0.006	—	0.908	E	-0.006	—
		PM	1.057	F	1.095	F	1.095	F	1.096	F	0.001	NO	1.089	F	-0.006	—	1.089	F	-0.006	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—	0.686	B	0.000	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.956**	**E**	**0.027**	**YES**	**0.935**	**E**	**0.006**	**YES**	**0.928**	**E**	**-0.001**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.998**	**E**	**0.033**	**YES**	**0.966**	**E**	**0.001**	**YES**	**0.959**	**E**	**-0.006**	**—**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.319**	**F**	**0.056**	**YES**	**1.282**	**F**	**0.019**	**NO**	**1.270**	**F**	**0.007**	**YES**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.091**	**F**	**0.047**	**YES**	**1.055**	**F**	**0.011**	**NO**	**1.045**	**F**	**0.001**	**YES**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.215**	**F**	**0.096**	**YES**	**1.148**	**F**	**0.029**	**NO**	**1.127**	**F**	**0.008**	**YES**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.266**	**F**	**0.081**	**YES**	**1.106**	**F**	**-0.079**	**YES**	**1.092**	**F**	**-0.093**	**—**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.838**	**D**	**0.101**	**YES**	**0.788**	**C**	**0.051**	**NO**	**0.759**	**C**	**0.022**	**YES**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.071**	**F**	**0.199**	**YES**	**0.887**	**D**	**0.015**	**YES**	**0.843**	**D**	**-0.029**	**—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.662**	**B**	**0.034**	**NO**	**0.590**	**A**	**-0.038**	**—**	**0.589**	**A**	**-0.039**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.232**	**F**	**0.124**	**YES**	**0.967**	**E**	**-0.141**	**YES**	**0.939**	**E**	**-0.169**	**—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.069**	**F**	**0.043**	**YES**	**1.009**	**F**	**-0.017**	**YES**	**0.999**	**E**	**-0.027**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.179**	**F**	**0.087**	**YES**	**1.119**	**F**	**0.027**	**NO**	**1.100**	**F**	**0.008**	**YES**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.235**	**F**	**0.084**	**YES**	**1.178**	**F**	**0.027**	**NO**	**1.159**	**F**	**0.008**	**YES**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.189**	**F**	**0.039**	**YES**	**1.133**	**F**	**-0.017**	**YES**	**1.125**	**F**	**-0.025**	**—**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.997**	**E**	**0.037**	**YES**	**0.960**	**E**	**0.000**	**YES**	**0.952**	**E**	**-0.008**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.958**	**E**	**0.047**	**YES**	**0.921**	**E**	**0.010**	**NO**	**0.911**	**E**	**0.000**	**YES**

21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.032 1.083	F F	0.001 0.009	NO NO	1.002 1.053	F F	-0.029 -0.021	— —	1.002 1.051	F F	-0.029 -0.023	— —
22	**Shirley Ave/ Plummer St**	**AM PM**	**0.467 0.704**	**A C**	**0.495 0.747**	**A C**	**0.499 0.750**	**A C**	**0.523 0.828**	**A D**	**0.024 0.078**	**NO YES**	**0.423 0.728**	**A C**	**-0.076 -0.022**	**— YES**	**0.418 0.711**	**A C**	**-0.081 -0.039**	**— —**
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.380 0.559	A A	0.082 0.108	NO NO	0.380 0.559	A A	0.082 0.108	— —	0.362 0.536	A A	0.064 0.085	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.336 0.653	A B	0.008 0.081	NO NO	0.336 0.653	A B	0.008 0.081	— —	0.334 0.636	A B	0.006 0.064	— —
25	**Tampa Ave/ SR-118 WB Ramps**	**AM PM**	**0.893 0.744**	**D C**	**0.846 0.689**	**D B**	**0.855 0.702**	**D C**	**0.885 0.709**	**D C**	**0.030 0.007**	**YES NO**	**0.878 0.702**	**D C**	**0.023 0.000**	**NO —**	**0.872 0.700**	**D C**	**0.017 -0.002**	**YES —**
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.839	D D	0.002 0.018	NO NO	0.843 0.839	D D	0.002 0.018	— —	0.842 0.835	D D	0.001 0.014	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.707 0.571	C A	0.023 0.018	NO NO	0.700 0.566	C A	0.016 0.013	— —	0.695 0.562	B A	0.011 0.009	— —
28	**Tampa Ave/ Devonshire ST**	**AM PM**	**0.849 0.949**	**D E**	**0.800 0.906**	**D E**	**0.844 0.950**	**D E**	**0.874 0.981**	**D E**	**0.030 0.031**	**YES YES**	**0.855 0.966**	**D E**	**0.011 0.016**	**YES NO**	**0.849 0.959**	**D E**	**0.005 0.009**	**— YES**
29	**Tampa Ave/ Lassen St**	**AM PM**	**0.967 0.948**	**E E**	**1.025 1.005**	**F F**	**1.047 1.027**	**F F**	**1.075 1.057**	**F F**	**0.028 0.030**	**YES YES**	**1.061 1.043**	**F F**	**0.014 0.016**	**NO NO**	**1.055 1.036**	**F F**	**0.008 0.009**	**YES YES**
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.989 1.011**	**E F**	**0.052 0.031**	**YES YES**	**0.870 0.893**	**D D**	**-0.067 -0.087**	**YES YES**	**0.859 0.885**	**D D**	**-0.078 -0.095**	**— —**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.210 1.225**	**F F**	**0.088 0.044**	**YES YES**	**1.087 1.100**	**F F**	**-0.035 -0.081**	**YES YES**	**1.067 1.090**	**F F**	**-0.055 -0.091**	**— —**
32	**Tampa Ave/ Roscoe Blvd**	**AM PM**	**0.949 0.801**	**E D**	**1.006 0.849**	**F D**	**1.010 0.854**	**F D**	**1.025 0.859**	**F D**	**0.015 0.005**	**YES NO**	**1.009 0.847**	**F D**	**-0.001 -0.007**	**YES —**	**1.005 0.847**	**F D**	**-0.005 -0.007**	**— —**
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.986	F E	0.001 0.008	NO NO	0.989 0.977	E E	-0.013 -0.001	— —	0.989 0.975	E E	-0.013 -0.003	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.724 0.604	C B	0.024 0.014	NO NO	0.724 0.604	C B	0.024 0.014	— —	0.719 0.601	C B	0.019 0.011	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.680 0.637	B B	0.021 0.019	NO NO	0.680 0.637	B B	0.021 0.019	— —	0.675 0.633	B B	0.016 0.015	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.747 1.307**	**C F**	**0.008 0.016**	**NO YES**	**0.669 1.277**	**B F**	**-0.070 -0.014**	**— YES**	**0.669 1.274**	**B F**	**-0.070 -0.017**	**— —**
37	**Reseda Blvd/ Nordhoff St**	**AM PM**	**0.820 0.966**	**D E**	**0.869 1.024**	**D F**	**0.898 1.035**	**D F**	**0.910 1.038**	**E F**	**0.012 0.003**	**YES NO**	**0.910 1.038**	**E F**	**0.012 0.003**	**NO —**	**0.907 1.038**	**E F**	**0.009 0.003**	**YES —**
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.028 0.941	F E	0.000 0.001	NO NO	1.028 0.941	F E	0.000 0.001	— —	1.028 0.941	F E	0.000 0.001	— —
39	**Zelzah Ave/ Nordhoff St**	**AM PM**	**0.897 0.875**	**D D**	**0.951 0.928**	**E E**	**1.013 0.945**	**F E**	**1.024 0.947**	**F E**	**0.011 0.002**	**YES NO**	**1.024 0.947**	**F E**	**0.011 0.002**	**NO —**	**1.022 0.947**	**F E**	**0.009 0.002**	**YES —**

TABLE 76
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 2: OFFICE FULL BUILD-OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	AM	De Soto Ave/Plummer St	1.226	1.236	0.10	F	F
	PM	De Soto Ave/Plummer St	1.170	1.191	.021	F	F
3	PM	De Soto Ave/Roscoe Blvd	0.970	0.980	0.010	E	E
6	AM	Winnetka Ave/Plummer St	0.910	0.921	0.011	D	D
7	AM	Winnetka Ave/Prairie St	0.755	0.816	.061	C	D
	PM	Winnetka Ave/Prairie St	0.739	0.785	0.046	C	C
8	AM	Winnetka Ave/Nordhoff St	1.118	1.133	.015	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.993	0.014	E	E
13	AM	Corbin Ave/Devonshire St	.929	.956	.027	E	E
	PM	Corbin Ave/Devonshire St	.965	.998	.033	E	E
14	AM	Corbin Ave/Lassen St	1.263	1.319	.056	F	F
	PM	Corbin Ave/Lassen St	1.044	1.091	.047	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.215	.096	F	F
	PM	Corbin Ave/Plummer St	1.185	1.266	.081	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.838	.101	C	D
	PM	Corbin Ave/Prairie St	0.872	1.071	.199	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.232	.124	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.069	.043	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.179	.087	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.235	.084	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.189	.039	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.997	.037	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.958	.047	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.828	.078	C	D
25	AM	Tampa Ave/SR-118 WB RAmps	.855	.885	.030	D	D
28	AM	Tampa Ave/Devonshire St	.844	.874	.030	D	D
	PM	Tampa Ave/Devonshire St	.950	.981	.031	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.075	.028	F	F
	PM	Tampa Ave/Lassen St	1.027	1.057	.030	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.989	.052	E	E
	PM	Tampa Ave/Plummer St	0.980	1.011	.031	E	F
31	AM	Tampa Ave/Nordhoff St	1.122	1.210	.088	F	F
	PM	Tampa Ave/Nordhoff St	1.181	1.225	.044	F	F
32	AM	Tampa Ave/Roscoe Blvd	1.010	1.025	.015	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.307	.016	F	F
37	AM	Rededа Blvd/Nordhoff St	0.898	0.910	0.012	D	E
39	AM	Zelzah Ave/Nordhoff St	1.013	1.024	.011	F	F

Figure 40: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Full Build Out (Page 1 of 2)

Figure 40: Future Traffic Volumes AM and PM Peak Hour With Scenario 2: Office, Full Build Out (Page 2 of 2)

TABLE 77
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS
SCENARIO 3 RETAIL/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig Imp	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mit
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
1	De Soto Ave/ Plummer St	AM PM	1.138 1.070	F F	1.206 1.134	F F	1.226 1.170	F F	1.227 1.179	F F	0.001 0.009	NO NO	1.073 1.060	F F	-0.153 -0.110	— —
2	De Soto Ave/ Nordhoff St	AM PM	1.032 0.910	F E	1.093 0.964	F E	1.139 0.990	F E	1.141 0.994	F E	0.002 0.004	NO NO	1.024 0.938	F E	-0.115 -0.052	— —
3	De Soto Ave/ Roscoe Blvd	AM PM	0.825 0.885	D D	0.874 0.939	D E	0.886 0.970	D E	0.888 0.978	D E	0.002 0.008	NO NO	0.840 0.906	D E	-0.046 -0.064	— —
4	Winnetka Ave/ Devonshire St	AM PM	0.584 0.856	A D	0.519 0.807	A D	0.519 0.828	A D	0.520 0.833	A D	0.001 0.005	NO NO	0.517 0.808	A D	-0.002 -0.020	— —
5	Winnetka Ave/ Lassen St	AM PM	0.778 0.765	C C	0.825 0.811	D D	0.844 0.833	D D	0.844 0.837	D D	0.000 0.004	NO NO	0.833 0.826	D D	-0.011 -0.007	— —
6	Winnetka Ave/ Plummer St	AM PM	0.841 0.763	D C	0.891 0.808	D D	0.910 0.829	E D	0.907 0.834	E D	-0.003 0.005	NO NO	0.854 0.807	D D	-0.056 -0.022	— —
7	Winnetka Ave/ Prairie St	AM PM	0.616 0.642	B B	0.653 0.681	B B	0.755 0.739	C C	0.744 0.760	C C	-0.011 0.021	NO NO	0.722 0.738	C C	-0.033 -0.001	— —
8	**Winnetka Ave/ Nordhoff St**	**AM PM**	**0.998 0.910**	**E E**	**1.058 0.965**	**F E**	**1.118 0.971**	**F E**	**1.117 0.987**	**F E**	**-0.001 0.016**	**NO YES**	**1.071 0.967**	**F E**	**-0.047 -0.004**	**— YES**
9	**Winnetka Ave/ Parthenia St**	**AM PM**	**1.033 1.118**	**F F**	**1.095 1.185**	**F F**	**1.097 1.191**	**F F**	**1.100 1.204**	**F F**	**0.003 0.013**	**NO YES**	**1.081 1.186**	**F F**	**-0.016 -0.005**	**— YES**
10	**Winnetka Ave/ Roscoe Blvd**	**AM PM**	**0.989 0.912**	**E E**	**1.048 0.966**	**F E**	**1.051 0.979**	**F E**	**1.054 0.989**	**F E**	**0.003 0.010**	**NO YES**	**1.036 0.971**	**F E**	**-0.015 -0.008**	**— YES**
11	Winnetka Ave/ Victory Blvd	AM PM	0.887 1.057	D F	0.914 1.095	E F	0.914 1.095	E F	0.915 1.100	E F	0.915 1.100	NO NO	0.908 1.092	E F	-0.006 -0.003	— —
12	Corbin Ave/ Rinaldi St	AM PM	0.612 0.559	B A	0.549 0.493	A A	0.693 0.686	B B	0.693 0.686	B B	0.693 0.686	NO NO	0.693 0.686	B B	0.000 0.000	— —
13	**Corbin Ave/ Devonshire St**	**AM PM**	**1.051 0.942**	**F E**	**1.014 0.899**	**F D**	**0.929 0.965**	**E E**	**0.927 0.978**	**E E**	**0.927 0.978**	**NO YES**	**0.906 0.947**	**E E**	**-0.023 -0.018**	**— YES**
14	**Corbin Ave/ Lassen St**	**AM PM**	**1.132 0.947**	**F E**	**1.200 1.003**	**F F**	**1.263 1.044**	**F F**	**1.248 1.064**	**F F**	**1.248 1.064**	**NO YES**	**1.212 1.027**	**F F**	**-0.051 -0.017**	**— YES**
15	**Corbin Ave/ Plummer St**	**AM PM**	**0.993 1.071**	**E F**	**1.053 1.136**	**F F**	**1.119 1.185**	**F F**	**1.095 1.231**	**F F**	**1.095 1.231**	**NO YES**	**1.028 1.083**	**F F**	**-0.091 -0.102**	**— YES**
16	**Corbin Ave/ Prairie St**	**AM PM**	**0.631 0.783**	**B C**	**0.669 0.830**	**B D**	**0.737 0.872**	**C D**	**0.765 1.028**	**C F**	**0.765 1.028**	**NO YES**	**0.715 0.795**	**C C**	**-0.022 -0.077**	**— YES**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM PM**	**0.443 0.984**	**A E**	**0.470 1.043**	**A F**	**0.628 1.108**	**B F**	**0.628 1.185**	**B F**	**0.628 1.185**	**NO YES**	**0.592 0.935**	**A E**	**-0.036 -0.173**	**— YES**
18	**Corbin Ave/ Nordhoff St & Way**	**AM PM**	**0.923 0.996**	**E E**	**0.978 1.056**	**E F**	**1.026 1.092**	**F F**	**1.027 1.134**	**F F**	**1.027 1.134**	**NO YES**	**0.968 1.074**	**E F**	**-0.058 -0.018**	**— YES**
19	**Corbin Ave/ Parthenia St**	**AM PM**	**1.070 1.058**	**F F**	**1.134 1.121**	**F F**	**1.151 1.150**	**F F**	**1.133 1.208**	**F F**	**1.133 1.208**	**NO YES**	**1.076 1.151**	**F F**	**-0.075 0.001**	**— YES**

20	**Corbin Ave/ Roscoe Blvd**	**AM PM**	**0.877 0.833**	**D D**	**0.929 0.883**	**E D**	**0.960 0.911**	**E E**	**0.957 0.953**	**E E**	**0.957 0.953**	**NO YES**	**0.920 0.916**	**E E**	**-0.040 0.005**	**— YES**
21	Corbin Ave/ Saticoy St	AM PM	0.953 0.998	E E	1.010 1.058	F F	1.031 1.074	F F	1.033 1.082	F F	1.033 1.082	NO NO	1.003 1.052	F F	-0.028 -0.022	— —
22	Shirley Ave/ Plummer St	AM PM	0.467 0.704	A C	0.495 0.747	A C	0.499 0.750	A C	0.495 0.786	A C	0.495 0.786	NO NO	0.475 0.786	A C	-0.024 0.036	— —
23	Shirley Ave/ Nordhoff St	AM PM	0.208 0.420	A A	0.220 0.445	A A	0.298 0.451	A A	0.281 0.554	A A	0.281 0.554	NO NO	0.281 0.554	A A	-0.017 0.103	— —
24	Nordhoff St/ Nordhoff Way	AM PM	0.304 0.537	A A	0.322 0.569	A A	0.328 0.572	A A	0.339 0.592	A A	0.339 0.592	NO NO	0.339 0.592	A A	0.011 0.020	— —
25	Tampa Ave/ SR-118 WB Ramps	AM PM	0.893 0.744	D C	0.846 0.689	D B	0.855 0.702	D C	0.847 0.722	D C	0.847 0.722	NO NO	0.840 0.715	D C	-0.015 0.013	— —
26	Tampa Ave/ SR-118 EB Ramps	AM PM	0.880 0.843	D D	0.833 0.794	D C	0.841 0.821	D D	0.843 0.825	D D	0.843 0.825	NO NO	0.843 0.825	D D	0.002 0.004	— —
27	Tampa Ave/ Chatsworth St	AM PM	0.695 0.649	B B	0.637 0.588	B A	0.684 0.553	B A	0.678 0.557	B A	0.678 0.557	NO NO	0.671 0.552	B A	-0.013 -0.001	— —
28	Tampa Ave/ Devonshire ST	AM PM	0.849 0.949	D E	0.800 0.906	D E	0.844 0.950	D E	0.836 0.957	D E	0.836 0.957	NO NO	0.818 0.942	D E	-0.026 -0.008	— —
29	Tampa Ave/ Lassen St	AM PM	0.967 0.948	E E	1.025 1.005	F F	1.047 1.027	F F	1.040 1.035	F F	1.040 1.035	NO NO	1.025 1.020	F F	-0.022 -0.007	— —
30	**Tampa Ave/ Plummer St**	**AM PM**	**0.859 0.915**	**D E**	**0.911 0.970**	**E E**	**0.937 0.980**	**E E**	**0.929 1.004**	**E F**	**0.929 1.004**	**NO YES**	**0.910 0.985**	**E E**	**-0.027 0.005**	**— YES**
31	**Tampa Ave/ Nordhoff St**	**AM PM**	**0.978 1.093**	**E F**	**1.036 1.158**	**F F**	**1.122 1.181**	**F F**	**1.103 1.192**	**F F**	**1.103 1.192**	**NO YES**	**1.079 1.166**	**F F**	**-0.043 -0.015**	**— YES**
32	Tampa Ave/ Roscoe Blvd	AM PM	0.949 0.801	E D	1.006 0.849	F D	1.010 0.854	F D	1.009 0.867	F D	1.009 0.867	NO NO	0.993 0.856	E D	-0.017 0.002	— —
33	Tampa Ave/ Saticoy St	AM PM	0.942 0.921	E E	0.998 0.976	E E	1.002 0.978	F E	1.003 0.984	F E	1.003 0.984	NO NO	0.990 0.975	E E	-0.012 -0.003	— —
34	Wilbur Ave/ Plummer St	AM PM	0.652 0.558	B A	0.691 0.592	B A	0.700 0.590	C A	0.694 0.604	B B	0.694 0.604	NO NO	0.694 0.604	B B	-0.006 0.014	— —
35	Wilbur Ave/ Nordhoff St	AM PM	0.600 0.582	B A	0.636 0.617	B B	0.659 0.618	B B	0.656 0.634	B B	0.656 0.634	NO NO	0.656 0.634	B B	-0.003 0.016	— —
36	**Reseda Blvd/ Plummer St**	**AM PM**	**0.699 1.195**	**B F**	**0.741 1.266**	**C F**	**0.739 1.291**	**C F**	**0.739 1.303**	**C F**	**0.739 1.303**	**NO YES**	**0.670 1.269**	**B F**	**-0.069 -0.022**	**— YES**
37	Reseda Blvd/ Nordhoff St	AM PM	0.820 0.966	D E	0.869 1.024	D F	0.898 1.035	D F	0.895 1.043	D F	0.895 1.043	NO NO	0.895 1.043	D F	-0.003 0.008	— —
38	Reseda Blvd/ Victory Blvd	AM PM	0.993 0.906	E E	1.026 0.935	F E	1.028 0.940	F E	1.029 0.944	F E	1.029 0.944	NO NO	1.029 0.944	F E	0.001 0.004	— —
39	Zelzah Ave/ Nordhoff St	AM PM	0.897 0.875	D D	0.951 0.928	E E	1.013 0.945	F E	1.009 0.952	F E	1.009 0.952	NO NO	1.009 0.952	F E	-0.004 0.007	— —

TABLE 78
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 3: RETAIL/RESIDENTIAL FULL BUILD OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
8	PM	Winnetka Ave/Nordhoff St	0.971	0.987	0.016	E	E
9	PM	Winnetka Ave/parthenia	1.191	1.204	0.013	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.989	0.010	E	E
13	PM	Corbin Ave/Devonshire St	0.965	0.978	0.013	E	E
14	PM	Corbin Ave/Lassen St	1.044	1.064	0.020	F	F
15	PM	Corbin Ave/Plummer St	1.185	1.231	0.046	F	F
16	PM	Corbin Ave/Prairie St	0.872	1.028	0.156	D	F
17	PM	Corbin Ave/Nordhoff Pl/Nordhoff St	1.108	1.185	0.077	F	F
18	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.134	0.042	F	F
19	PM	Corbin Ave/Parthenia St	1.150	1.208	0.058	F	F
20	PM	Corbin Ave/Roscoe Blvd	0.911	0.953	0.042	E	E
30	PM	Tampa Ave/Plummer St	0.980	1.004	0.024	E	F
31	PM	Tampa Ave/Nordhoff St	1.181	1.192	0.011	F	F
36	PM	Reseda Blve/Plummer St	1.291	1.303	0.012	F	F

Figure 41: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Full Build Out (Page 1 of 2)

Figure 41: Future Traffic Volumes AM and PM Peak Hour With Scenario 3: Retail/Residential, Full Build Out (Page 2 of 2)

Future with Scenario 4:Office/Residential Full Build Out

As shown in Column [4] of **Table 79: Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours Scenario 4 Office/Residential, Full Build Out,** application of the City's significant traffic impact thresholds to the future with Scenario 4: Office/Residential Full Build Out would result in a significant impact to 20 study intersections. According to the LADOT impact criteria, Scenario 4: Office/Residential Full Build Out would create significant impacts during peak hours at the intersections identified in **Table 80: Level of Service Summary Before Mitigation Scenario 4 Office/Residential, Full Build Out.**

As indicated in **Table 79: Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours Scenario 4 Office/Residential, Full Build Out**, incremental but not significant impacts are noted at the remaining study intersections due to development of Scenario 4: Office/Residential Full Build Out. Traffic volumes in the future as a result of Scenario 4: Office/Residential Full Build Out(existing, ambient growth, related projects, and Scenario 4: Office/Residential Full Build Out) for AM and PM peak hours are shown in **Figure 42: Future Traffic Volumes With Scenario 4: Office/Residential, Full Build Out.**

TABLE 79
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE AM AND PM PEAK HOURS SCENARIO 4 OFFICE/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w/ Ambient Growth		[3] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Sig. Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
1	**De Soto Ave/ Plummer St**	**AM**	**1.138**	**F**	**1.206**	**F**	**1.226**	**F**	**1.236**	**F**	**0.010**	**YES**	**1.081**	**F**	**-0.145**	**YES**	**1.080**	**F**	**-0.146**	**—**
		PM	**1.070**	**F**	**1.134**	**F**	**1.170**	**F**	**1.186**	**F**	**0.016**	**YES**	**1.067**	**F**	**-0.103**	**YES**	**1.063**	**F**	**-0.107**	**—**
2	De Soto Ave/ Nordhoff St	AM	1.032	F	1.093	F	1.139	F	1.141	F	0.002	NO	1.025	F	-0.114	—	1.025	F	-0.114	—
		PM	0.910	E	0.964	E	0.990	E	0.996	E	0.006	NO	0.939	E	-0.051	—	0.937	E	-0.053	—
3	De Soto Ave/ Roscoe Blvd	AM	0.825	D	0.874	D	0.886	D	0.889	D	0.003	NO	0.840	D	-0.046	—	0.840	D	-0.046	—
		PM	0.885	D	0.939	E	0.970	E	0.978	E	0.008	NO	0.905	E	-0.065	—	0.904	E	-0.066	—
4	Winnetka Ave/ Devonshire St	AM	0.584	A	0.519	A	0.519	A	0.520	A	0.001	NO	0.517	A	-0.002	—	0.517	A	-0.002	—
		PM	0.856	D	0.807	D	0.828	D	0.830	D	0.002	NO	0.805	D	-0.023	—	0.805	D	-0.023	—
5	Winnetka Ave/ Lassen St	AM	0.778	C	0.825	D	0.844	D	0.851	D	0.007	NO	0.840	D	-0.004	—	0.838	D	-0.006	—
		PM	0.765	C	0.811	D	0.833	D	0.834	D	0.001	NO	0.823	D	-0.010	—	0.823	D	-0.010	—
6	Winnetka Ave/ Plummer St	AM	0.841	D	0.891	D	0.910	E	0.918	E	0.008	NO	0.865	D	-0.045	—	0.863	D	-0.047	—
		PM	0.763	C	0.808	D	0.829	D	0.833	D	0.004	NO	0.807	D	-0.022	—	0.806	D	-0.023	—
7	**Winnetka Ave/ Prairie St**	**AM**	**0.616**	**B**	**0.653**	**B**	**0.755**	**C**	**0.802**	**D**	**0.047**	**YES**	**0.780**	**C**	**0.025**	**YES**	**0.769**	**C**	**0.014**	**—**
		PM	**0.642**	**B**	**0.681**	**B**	**0.739**	**C**	**0.764**	**C**	**0.025**	**NO**	**0.742**	**C**	**0.003**	**—**	**0.736**	**C**	**-0.003**	**—**
8	**Winnetka Ave/ Nordhoff St**	**AM**	**0.998**	**E**	**1.058**	**F**	**1.118**	**F**	**1.131**	**F**	**0.013**	**YES**	**1.084**	**F**	**-0.034**	**YES**	**1.081**	**F**	**-0.037**	**—**
		PM	**0.910**	**E**	**0.965**	**E**	**0.971**	**E**	**0.978**	**E**	**0.007**	**NO**	**0.958**	**E**	**-0.013**	**—**	**0.957**	**E**	**-0.014**	**—**
9	Winnetka Ave/ Parthenia St	AM	1.033	F	1.095	F	1.097	F	1.100	F	0.003	NO	1.082	F	-0.015	—	1.082	F	-0.015	—
		PM	1.118	F	1.185	F	1.191	F	1.197	F	0.006	NO	1.178	F	-0.013	—	1.178	F	-0.013	—
10	**Winnetka Ave/ Roscoe Blvd**	**AM**	**0.989**	**E**	**1.048**	**F**	**1.051**	**F**	**1.055**	**F**	**0.004**	**NO**	**1.037**	**F**	**-0.014**	**—**	**1.036**	**F**	**-0.015**	**—**
		PM	**0.912**	**E**	**0.966**	**E**	**0.979**	**E**	**0.990**	**E**	**0.011**	**YES**	**0.972**	**E**	**-0.007**	**YES**	**0.969**	**E**	**-0.010**	**—**
11	Winnetka Ave/ Victory Blvd	AM	0.887	D	0.914	E	0.914	E	0.916	E	0.002	NO	0.909	E	-0.005	—	0.909	E	-0.005	—
		PM	1.057	F	1.095	F	1.095	F	1.097	F	0.002	NO	1.090	F	-0.005	—	1.089	F	-0.006	—
12	Corbin Ave/ Rinaldi St	AM	0.612	B	0.549	A	0.693	B	0.693	B	0.000	NO	0.693	B	0.000	—	0.693	B	0.000	—
		PM	0.559	A	0.493	A	0.686	B	0.686	B	0.000	NO	0.686	B	0.000	—	0.686	B	0.000	—
13	**Corbin Ave/ Devonshire St**	**AM**	**1.051**	**F**	**1.014**	**F**	**0.929**	**E**	**0.950**	**E**	**0.021**	**YES**	**0.928**	**E**	**-0.001**	**YES**	**0.924**	**E**	**-0.005**	**—**
		PM	**0.942**	**E**	**0.899**	**D**	**0.965**	**E**	**0.989**	**E**	**0.024**	**YES**	**0.957**	**E**	**-0.008**	**YES**	**0.952**	**E**	**-0.013**	**—**
14	**Corbin Ave/ Lassen St**	**AM**	**1.132**	**F**	**1.200**	**F**	**1.263**	**F**	**1.302**	**F**	**0.039**	**YES**	**1.266**	**F**	**0.003**	**YES**	**1.256**	**F**	**-0.007**	**—**
		PM	**0.947**	**E**	**1.003**	**F**	**1.044**	**F**	**1.079**	**F**	**0.035**	**YES**	**1.042**	**F**	**-0.002**	**YES**	**1.034**	**F**	**-0.010**	**—**
15	**Corbin Ave/ Plummer St**	**AM**	**0.993**	**E**	**1.053**	**F**	**1.119**	**F**	**1.188**	**F**	**0.069**	**YES**	**1.121**	**F**	**0.002**	**YES**	**1.105**	**F**	**-0.014**	**—**
		PM	**1.071**	**F**	**1.136**	**F**	**1.185**	**F**	**1.247**	**F**	**0.062**	**YES**	**1.092**	**F**	**-0.093**	**YES**	**1.081**	**F**	**-0.104**	**—**
16	**Corbin Ave/ Prairie St**	**AM**	**0.631**	**B**	**0.669**	**B**	**0.737**	**C**	**0.806**	**E**	**0.069**	**YES**	**0.756**	**C**	**0.019**	**YES**	**0.733**	**C**	**-0.004**	**—**
		PM	**0.783**	**C**	**0.830**	**D**	**0.872**	**D**	**1.022**	**F**	**0.150**	**YES**	**0.829**	**D**	**-0.043**	**YES**	**0.796**	**C**	**-0.076**	**—**
17	**Corbin Ave/ Nordhoff Pl & St**	**AM**	**0.443**	**A**	**0.470**	**A**	**0.628**	**B**	**0.653**	**B**	**0.025**	**NO**	**0.592**	**A**	**-0.036**	**—**	**0.592**	**A**	**-0.036**	**—**
		PM	**0.984**	**E**	**1.043**	**F**	**1.108**	**F**	**1.199**	**F**	**0.091**	**YES**	**0.935**	**E**	**-0.173**	**YES**	**0.914**	**E**	**-0.194**	**—**
18	**Corbin Ave/ Nordhoff St & Way**	**AM**	**0.923**	**E**	**0.978**	**E**	**1.026**	**F**	**1.064**	**F**	**0.038**	**YES**	**1.005**	**F**	**-0.021**	**YES**	**0.997**	**E**	**-0.029**	**—**
		PM	**0.996**	**E**	**1.056**	**F**	**1.092**	**F**	**1.156**	**F**	**0.064**	**YES**	**1.097**	**F**	**0.005**	**YES**	**1.083**	**F**	**-0.009**	**—**
19	**Corbin Ave/ Parthenia St**	**AM**	**1.070**	**F**	**1.134**	**F**	**1.151**	**F**	**1.214**	**F**	**0.063**	**YES**	**1.157**	**F**	**0.006**	**YES**	**1.142**	**F**	**-0.009**	**—**
		PM	**1.058**	**F**	**1.121**	**F**	**1.150**	**F**	**1.186**	**F**	**0.036**	**YES**	**1.130**	**F**	**-0.020**	**YES**	**1.124**	**F**	**-0.026**	**—**
20	**Corbin Ave/ Roscoe Blvd**	**AM**	**0.877**	**D**	**0.929**	**E**	**0.960**	**E**	**0.990**	**E**	**0.030**	**YES**	**0.953**	**E**	**-0.007**	**YES**	**0.947**	**E**	**-0.013**	**—**
		PM	**0.833**	**D**	**0.883**	**D**	**0.911**	**E**	**0.948**	**E**	**0.037**	**YES**	**0.911**	**E**	**0.000**	**YES**	**0.904**	**E**	**-0.007**	**—**

21	Corbin Ave/ Saticoy St	AM	0.953	E	1.010	F	1.031	F	1.034	F	0.003	NO	1.004	F	-0.027	—	1.003	F	-0.028	—
		PM	0.998	E	1.058	F	1.074	F	1.081	F	0.007	NO	1.051	F	-0.023	—	1.050	F	-0.024	—
22	**Shirley Ave/ Plummer St**	**AM**	**0.467**	**A**	**0.495**	**A**	**0.499**	**A**	**0.518**	**A**	**0.019**	**NO**	**0.545**	**A**	**0.046**	**—**	**0.541**	**A**	**0.042**	**—**
		PM	**0.704**	**C**	**0.747**	**C**	**0.750**	**C**	**0.808**	**D**	**0.058**	**YES**	**0.790**	**C**	**0.040**	**NO**	**0.778**	**C**	**0.028**	**YES**
23	Shirley Ave/ Nordhoff St	AM	0.208	A	0.220	A	0.298	A	0.357	A	0.059	NO	0.357	A	0.059	—	0.342	A	0.044	—
		PM	0.420	A	0.445	A	0.451	A	0.536	A	0.085	NO	0.536	A	0.085	—	0.519	A	0.068	—
24	Nordhoff St/ Nordhoff Way	AM	0.304	A	0.322	A	0.328	A	0.342	A	0.014	NO	0.342	A	0.014	—	0.340	A	0.012	—
		PM	0.537	A	0.569	A	0.572	A	0.629	B	0.057	NO	0.629	B	0.057	—	0.616	B	0.044	—
25	**Tampa Ave/ SR-118 WB Ramps**	**AM**	**0.893**	**D**	**0.846**	**D**	**0.855**	**D**	**0.877**	**D**	**0.022**	**YES**	**0.870**	**D**	**0.015**	**YES**	**0.865**	**D**	**0.010**	**—**
		PM	**0.744**	**C**	**0.689**	**B**	**0.702**	**C**	**0.710**	**C**	**0.008**	**NO**	**0.703**	**C**	**0.001**	**—**	**0.702**	**C**	**0.000**	**—**
26	Tampa Ave/ SR-118 EB Ramps	AM	0.880	D	0.833	D	0.841	D	0.844	D	0.003	NO	0.844	D	0.003	—	0.844	D	0.003	—
		PM	0.843	D	0.794	C	0.821	D	0.834	D	0.013	NO	0.834	D	0.013	—	0.831	D	0.010	—
27	Tampa Ave/ Chatsworth St	AM	0.695	B	0.637	B	0.684	B	0.701	C	0.017	NO	0.694	B	0.010	—	0.690	B	0.006	—
		PM	0.649	B	0.588	A	0.553	A	0.565	A	0.012	NO	0.560	A	0.007	—	0.557	A	0.004	—
28	**Tampa Ave/ Devonshire ST**	**AM**	**0.849**	**D**	**0.800**	**D**	**0.844**	**D**	**0.865**	**D**	**0.021**	**YES**	**0.847**	**D**	**0.003**	**YES**	**0.841**	**D**	**-0.003**	**—**
		PM	**0.949**	**E**	**0.906**	**E**	**0.950**	**E**	**0.971**	**E**	**0.021**	**YES**	**0.956**	**E**	**0.006**	**YES**	**0.951**	**E**	**0.001**	**—**
29	**Tampa Ave/ Lassen St**	**AM**	**0.967**	**E**	**1.025**	**F**	**1.047**	**F**	**1.067**	**F**	**0.020**	**YES**	**1.053**	**F**	**0.006**	**YES**	**1.048**	**F**	**0.001**	**—**
		PM	**0.948**	**E**	**1.005**	**F**	**1.027**	**F**	**1.048**	**F**	**0.021**	**YES**	**1.034**	**F**	**0.007**	**YES**	**1.029**	**F**	**0.002**	**—**
30	**Tampa Ave/ Plummer St**	**AM**	**0.859**	**D**	**0.911**	**E**	**0.937**	**E**	**0.977**	**E**	**0.040**	**YES**	**0.858**	**D**	**-0.079**	**YES**	**0.849**	**D**	**-0.088**	**—**
		PM	**0.915**	**E**	**0.970**	**E**	**0.980**	**E**	**1.002**	**F**	**0.022**	**YES**	**0.884**	**D**	**-0.096**	**YES**	**0.879**	**D**	**-0.101**	**—**
31	**Tampa Ave/ Nordhoff St**	**AM**	**0.978**	**E**	**1.036**	**F**	**1.122**	**F**	**1.187**	**F**	**0.065**	**YES**	**1.063**	**F**	**-0.059**	**YES**	**1.048**	**F**	**-0.074**	**—**
		PM	**1.093**	**F**	**1.158**	**F**	**1.181**	**F**	**1.212**	**F**	**0.031**	**YES**	**1.086**	**F**	**-0.095**	**YES**	**1.079**	**F**	**-0.102**	**—**
32	**Tampa Ave/ Roscoe Blvd**	**AM**	**0.949**	**E**	**1.006**	**F**	**1.010**	**F**	**1.023**	**F**	**0.013**	**YES**	**1.006**	**F**	**-0.004**	**YES**	**1.003**	**F**	**-0.007**	**—**
		PM	**0.801**	**D**	**0.849**	**D**	**0.854**	**D**	**0.859**	**D**	**0.005**	**NO**	**0.848**	**D**	**-0.006**	**—**	**0.848**	**D**	**-0.006**	**—**
33	Tampa Ave/ Saticoy St	AM	0.942	E	0.998	E	1.002	F	1.004	F	0.002	NO	0.990	E	-0.012	—	0.990	E	-0.012	—
		PM	0.921	E	0.976	E	0.978	E	0.984	E	0.006	NO	0.975	E	-0.003	—	0.974	E	-0.004	—
34	Wilbur Ave/ Plummer St	AM	0.652	B	0.691	B	0.700	C	0.718	C	0.018	NO	0.718	C	0.018	—	0.714	C	0.014	—
		PM	0.558	A	0.592	A	0.590	A	0.601	B	0.011	NO	0.601	B	0.011	—	0.599	A	0.009	—
35	Wilbur Ave/ Nordhoff St	AM	0.600	B	0.636	B	0.659	B	0.675	B	0.016	NO	0.675	B	0.016	—	0.672	B	0.013	—
		PM	0.582	A	0.617	B	0.618	B	0.633	B	0.015	NO	0.633	B	0.015	—	0.630	B	0.012	—
36	**Reseda Blvd/ Plummer St**	**AM**	**0.699**	**B**	**0.741**	**C**	**0.739**	**C**	**0.746**	**C**	**0.007**	**NO**	**0.746**	**C**	**0.007**	**—**	**0.745**	**C**	**0.006**	**—**
		PM	**1.195**	**F**	**1.266**	**F**	**1.291**	**F**	**1.303**	**F**	**0.012**	**YES**	**1.303**	**F**	**0.012**	**NO**	**1.300**	**F**	**0.009**	**YES**
37	Reseda Blvd/ Nordhoff St	AM	0.820	D	0.869	D	0.898	D	0.906	E	0.008	NO	0.906	E	0.008	—	0.904	E	0.006	—
		PM	0.966	E	1.024	F	1.035	F	1.039	F	0.004	NO	1.039	F	0.004	—	1.038	F	0.003	—
38	Reseda Blvd/ Victory Blvd	AM	0.993	E	1.026	F	1.028	F	1.029	F	0.001	NO	1.029	F	0.001	—	1.029	F	0.001	—
		PM	0.906	E	0.935	E	0.940	E	0.941	E	0.001	NO	0.941	E	0.001	—	0.941	E	0.001	—
39	Zelzah Ave/ Nordhoff St	AM	0.897	D	0.951	E	1.013	F	1.021	F	0.008	NO	1.021	F	0.008	—	1.019	F	0.006	—
		PM	0.875	D	0.928	E	0.945	E	0.948	E	0.003	NO	0.948	E	0.003	—	0.947	E	0.002	—

TABLE 80
INTERSECTIONS WITH SIGNIFICANT TRAFFIC IMPACTS BEFORE MITIGATION
SCENARIO 4: OFFICE/RESIDENTIAL FULL BUILD-OUT

No		Intersection	2005 w/ Related Projects	2005 w/ Project	Change V/C	LOS w Related Projects	LOS w/ Project
1	AM	De Soto Ave.Plummer St	1.226	1.236	.010	F	F
	PM	De Soto Ave.Plummer St	1.170	1.186	.016	F	F
7	AM	Winnetka Ave/Prairie St	0.755	0.802	.047	C	D
8	AM	Winnetka Ave/Nordhoff St	1.118	1.131	.013	F	F
10	PM	Winnetka Ave/Roscoe Blvd	0.979	0.990	0.011	E	E
13	AM	Corbin Ave/Devonshire St	.929	.950	.021	E	E
	PM	Corbin Ave/Devonshire St	.965	.989	.024	E	E
14	AM	Corbin Ave/lassen St	1.263	1.302	.039	F	F
	PM	Corbin Ave/lassen St	1.044	1.079	.035	F	F
15	AM	Corbin Ave/Plummer St	1.119	1.188	.069	F	F
	PM	Corbin Ave/Plummer St	1.185	1.247	.062	F	F
16	AM	Corbin Ave/Prairie St	0.737	0.806	.069	C	D
	PM	Corbin Ave/Prairie St	0.872	1.022	.150	D	F
17	PM	Corbin Ave/Norhoff Pl/Nordhoff ST	1.108	1.199	.091	F	F
18	AM	Corbin Ave/Nordhoff St/Nordhoff Way	1.026	1.064	.038	F	F
	PM	Corbin Ave/Nordhoff St/Nordhoff Way	1.092	1.156	.064	F	F
19	AM	Corbin Ave/Parthenia St	1.151	1.214	.063	F	F
	PM	Corbin Ave/Parthenia St	1.150	1.186	.036	F	F
20	AM	Corbin Ave/Roscoe Blvd	0.960	0.990	.030	E	E
	PM	Corbin Ave/Roscoe Blvd	0.911	0.948	.037	E	E
22	PM	Shirley Ave/Plummer St	0.750	0.808	.058	C	D
25	AM	Tampa Ave/SR-118 WB Ramps	.855	.877	.022	D	D
28	AM	Tampa Ave/Devonshire St	.844	.865	.021	D	D
	PM	Tampa Ave/Devonshire St	.950	.971	.021	E	E
29	AM	Tampa Ave/Lassen St	1.047	1.067	.020	F	F
	PM	Tampa Ave/Lassen St	1.027	1.048	.021	F	F
30	AM	Tampa Ave/Plummer St	0.937	0.977	.040	E	E
	PM	Tampa Ave/Plummer St	0.980	1.002	.022	E	F
31	AM	Tampa Ave/Nordhoff ST	1.122	1.187	.065	F	F
	PM	Tampa Ave/Nordhoff ST	1.181	1.212	.031	F	F
32	AM	Tampa Ave/Roscoe Blvd	1.010	1.023	.013	F	F
36	PM	Reseda Blvd/Plummer St	1.291	1.303	.012	F	F

Figure 42: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Full Build Out (Page 1 of 2)

Figure 42: Future Traffic Volumes AM and PM Peak Hour With Scenario 4: Office/Residential, Full Build Out (Page 2 of 2)

TRIP EQUIVALENCY PROGRAM

An equivalency program helps define a specific framework within which certain land uses can be exchanged for other land uses without increasing environmental impacts. As part of this environmental document, a total of eight development scenarios with different mixes of office, retail, and condominium land uses were analyzed. With the equivalency program, the Project Site and Add Area may ultimately be developed with a revised range of land use mixes. Within a limited scope, there may be increases in square footages of certain land uses in exchange for corresponding decreases in the square footages of other land uses. The equivalency program is designed to ensure that although the final land uses and mixes may be different from the original assumptions (i.e., the eight development scenarios), the maximum thresholds of environmental impacts that are addressed and mitigated by this or any subsequent environmental documents, are not exceeded.

In order to implement the equivalency program, a set of equivalency factors have been developed. The equivalency factor for each land use is derived based on the total PM peak hour trip generation. It should be noted that this approach accounts for the total number of trips during the PM peak hour and does not account for the specific characteristics of those trips (i.e., whether the trips are inbound or outbound). Equivalency factors have been established for both office and retail floor areas. The equivalency factors for the proposed land uses are presented in **Table 81: Trip Equivalency** below:

TABLE 81
TRIP EQUIVALENCY

Converted Land Use	Converted Floor Area	Equivalent Office Floor Area	Equivalent Retail Floor Area
Medical Office	100,000 sf	302,000 sf	111,000 sf
Hotel	100 rooms	50,000 sf	18,000 sf
New Car Dealership	100,000 sf	231,000 sf	85,000 sf
Condominiums	100 du	45,000 sf	16,000 sf

CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program enacted by the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2002 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated

monitoring locations on the CMP highway system.[90] A summary of the CMP traffic impact assessment is provided in **Table 82: Congestion Management Plan Traffic Impact Analysis**.

Intersections

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak periods. The following CMP intersection monitoring locations have been identified within the project vicinity:

CMP Station	Intersection
64	Topanga Canyon Boulevard and Devonshire Street
65	Topanga Canyon Boulevard and Roscoe Boulevard
80	Victory Boulevard and Reseda Boulevard
82	Victory Boulevard and Winnetka Avenue

The proposed Project will not add 50 or more trips during the AM or PM peak hours at the CMP monitoring intersections, which is the threshold for preparing a traffic impact assessment stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations which are part of the CMP highway system is required.

Freeways

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The following CMP freeway monitoring locations have been identified within the project vicinity:

CMP Station	Location
1051	SR-118 Freeway at the Los Angeles/Ventura County line
1052	SR-118 Freeway east of Woodley Avenue

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

TABLE 82
CONGESTION MANAGEMENT PLAN TRAFFIC IMPACT ANALYSIS

CMP Station	Location	Peak Hour	Forecasted Trips Project Site Only				Forecasted Trips Full Build Out				CMP Traffic Impact Assessment Threshold	CMP Traffic Impact Assessment Required
			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 2	Scenario 3	Scenario 4		
64	Topanga Canyon Blvd/ Devonshire St	AM PM	-1 8	8 8	0 8	6 7	-2 10	11 12	-1 9	9 10	50 50	NO NO
65	Topanga Canyon Blvd/ Roscoe Blvd	AM PM	-2 16	15 16	0 8	13 14	-4 20	22 25	-2 18	18 20	50 50	NO NO
80	Victory Blvd/ Reseda Blvd	AM PM	-2 16	15 16	0 8	13 14	-4 20	22 25	-2 18	18 20	50 50	NO NO
82	Victory Blvd/ Winnetka Ave	AM PM	-2 16	15 16	0 8	13 14	-4 20	22 25	-2 18	18 20	50 50	NO NO
1051	EB SR-118 at LA/Ventura County Line	AM PM	-8 31	40 10	-9 31	29 13	-14 39	59 13	-15 38	42 16	150 150	NO NO
1051	WB SR-118 at LA/ Ventura County Line	AM PM	3 18	5 39	8 14	9 28	3 21	7 62	9 16	11 43	150 150	NO NO
1052	EB SR-118 EO Woodley Ave	AM PM	3 15	4 32	6 12	7 24	3 17	6 51	7 13	9 36	150 150	NO NO
1052	WB SR-118 EO Woodley Ave	AM PM	-7 26	33 9	-7 26	24 11	-12 33	49 11	-13 32	35 13	150 150	NO NO

The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours at CMP mainline freeway monitoring locations, which is the threshold for preparing a traffic impact assessment stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations is required.

MITIGATION MEASURES

As identified in **Tables 92** through **99: Level of Service Summary After Mitigation**, development of the Project Site Only and Full Build Out projects would result in significant transportation impacts at a maximum of 24 of the 39 study intersections. However, due to differing levels of development between potential development scenarios, differing traffic distribution between potential development scenarios, and the level of development at the time of implementation of a specific mitigation measure, the need for a specific improvement may differ. However, the identified improvement at each intersection will not be different from one development scenario to another. The following mitigation measures apply to Residential, Office, and Commercial/Retail.

The following provides an overview of potential mitigation measures which would reduce identified traffic impacts resulting from development scenarios to a less than significant level.

65. Mason Avenue Extension Project

The mitigation consists of providing a fair-share contribution to LADOT for the design and construction of the Mason Avenue Extension project. Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, Mason Avenue extends from Victory Boulevard to the south to the Porter Ranch Project area north of the SR-118 Freeway, however, it does not provide access across the Union Pacific Railroad tracks located between Prairie Street and Nordhoff Street. Due to the discontinuous nature of Mason Avenue, regional through traffic that would otherwise travel on Mason Avenue must instead use alternative parallel north-south roadways such as De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue.

The Mason Avenue Extension project includes the design and construction of an at-grade crossing of Mason Avenue at the existing railroad tracks. When the Mason Avenue Extension project is complete, it is anticipated that traffic from other major north-south roadways (i.e. De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue) will shift to Mason Avenue such that the regional through traffic will become better balanced among these thoroughfares. Therefore, the mitigation measures identified for the Project Site Only project includes a redistribution of traffic from the parallel north-south roadways to Mason Avenue in conjunction with the construction of the at-grade crossing on Mason Avenue south of Prairie Street.

The City of Los Angeles prepared a Mitigated Negative Declaration (MND) and Initial Study, which included a transportation component, for the Mason Avenue Extension (at-grade crossing) project. The Mason Avenue Extension project has been approved by the City of Los Angeles for installation. The MND prepared for the extension project concluded that there would be no significant transportation impacts due to the Mason Avenue Extension project or due to the regional shift of traffic associated with it.

It is anticipated that construction of the at-grade crossing on Mason Avenue south of Prairie Street will result in a shift of regional through traffic onto Mason Avenue (which is currently relatively underutilized) from other parallel north-south thoroughfares such as De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue. To determine the likely changes in regional through traffic on Mason Avenue, as well as on the parallel north-south thoroughfares, manual turning movement counts were conducted during the morning (7:00 - 10:00AM) and afternoon (3:00 - 6:00PM) peak commuter periods at Mason Avenue intersections north and south of the Union Pacific railroad tracks (i.e., Mason Avenue/Devonshire Street, Mason Avenue/Plummer Street, Mason Avenue/Lassen Street, Mason Avenue/Nordhoff Street, and Mason Avenue/Parthenia Street). The peak hour traffic volumes north and south of the Union Pacific railroad tracks (i.e., north of Plummer Street and south of Nordhoff Street) along Mason Avenue were reviewed and compared to the peak hour traffic volumes along De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue.

The current Mason Avenue traffic volumes north of Plummer Street and south of Nordhoff Street are significantly lower than other north-south corridors in the vicinity (i.e., De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue). The prepared MND and Initial Study prepared by the City of Los Angeles for the Mason Avenue Extension (at-grade crossing) project expects that with the Mason Avenue Extension project, some regional traffic volumes along the major north-south corridors will shift to Mason Avenue and achieve a more balanced traffic flow. Based on a review of traffic volumes along the major north-south corridors, as well as their proximity to Mason Avenue, the traffic volume shifts to Mason Avenue were forecast.

The shifts in regional traffic anticipated with the Mason Avenue Extension project have been applied at the study intersections to the traffic analysis condition with implementation of project mitigation measures. The shifts were applied to both AM and PM peak hours at all study intersections along the affected corridors. The forecast future with project mitigation AM and PM traffic volumes at the study intersections for both the Project Site Only and Full Build Out project development scenarios.

Based on discussions with senior management at LADOT, it has been determined that this project’s contribution to the Mason Avenue Extension Project shall not exceed $500,000.000. Payment of the project’s fair share contribution shall be either in cash or by the posting of a letter of credit and shall be due prior to the issuance of the first building permit for new development at the Project Site.

Secondary Impacts on Mason Avenue

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

The following five intersections along Mason Avenue were selected for analysis:

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

Summaries for the Project Site Only project v/c ratios and LOS values for the Mason Avenue study intersection during the AM and PM peak hours are shown in **Tables 83 through 86: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Project Site Only**. Summaries of the Full Build Out project v/c ratios and LOS values for the Mason Avenue study intersections during the AM and PM peak hours are shown in **Tables 87 through 90: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Full Build Out**.

The LOS at all of the study intersections along Mason Avenue are incrementally increased by the addition of traffic associated with the traffic shifts due to the Mason Avenue Extension project. As presented in Column [3] of **Tables 83 through 86: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Project Site Only**, and Column [3] **Table 87 through 90: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Full Build Out**, two of the five study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of traffic due to the Mason Avenue Extension. The

following three study intersections are anticipated to operate at LOS E or F with the addition of traffic associated with the Mason Avenue Extension project during the peak hours. These intersections include:

- No. 40: Mason Avenue and Devonshire Street
- No. 41: Mason Avenue and Lassen Street
- No. 43: Mason Avenue and Nordhoff Street

As shown in Column [4] of **Tables 83 through 86: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Project Site Only**, and Column [4] **Table 87 through 90: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours at Mason Avenue Intersections, Full Build Out**, application of the City's thresholds of significance to the With Project condition indicates that development of the Project Site Only project and the Full Build Out project do not result in significant secondary impacts to study intersections along Mason Avenue. Therefore, no additional improvement measures along Mason Avenue are required or recommended.

TABLE 83
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 1 RETAIL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.023	F	-0.001	NO	1.023	F	-0.001	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.874	D	0.003	NO	0.874	D	0.003	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.815	D	0.002	NO	0.815	D	0.002	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.118	F	0.001	NO	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.884	D	0.005	NO	0.884	D	0.005	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.846	D	0.000	NO	0.846	D	0.000	---
		PM	0.693	B	0.720	C	0.884	D	0.887	D	0.003	NO	0.887	D	0.003	---

[1] Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 84
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM/PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 2 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.028	F	0.004	NO	1.028	F	0.004	---	1.027	F	0.003	---
		PM	0.740	C	0.769	C	0.935	E	0.939	E	0.004	NO	0.939	E	0.004	---	0.938	E	0.003	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.965	E	0.005	NO	0.965	E	0.005	---	0.964	E	0.004	---
		PM	0.692	B	0.720	C	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.818	D	0.005	NO	0.818	D	0.005	---	0.817	D	0.004	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.118	F	0.001	NO	1.118	F	0.001	---	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.880	D	0.001	NO	0.880	D	0.001	---	0.880	D	0.001	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.848	D	0.002	NO	0.848	D	0.002	---	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.884	D	0.000	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 85
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 3 RETAIL/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.023	F	-0.001	NO	1.023	F	-0.001	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.874	D	0.003	NO	0.874	D	0.003	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.815	D	0.002	NO	0.815	D	0.002	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.884	D	0.005	NO	0.884	D	0.005	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.847	D	0.001	NO	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.887	D	0.003	NO	0.887	D	0.003	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 86
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 4 OFFICE/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/C	LOS	v/c	LOS	v/c	LOS	v/C	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.027	F	0.003	NO	1.027	F	0.003	---	1.027	F	0.003	---
		PM	0.740	C	0.769	C	0.935	E	0.938	E	0.003	NO	0.938	E	0.003	---	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.964	E	0.004	NO	0.964	E	0.004	---	0.963	E	0.003	---
		PM	0.692	B	0.720	C	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.816	D	0.003	NO	0.816	D	0.003	---	0.816	D	0.003	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	---	0.881	D	0.002	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.847	D	0.001	NO	0.847	D	0.001	---	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.885	D	0.001	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 87
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 1 RETAIL, FULL BUILD OUT

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.022	F	-0.002	NO	1.022	F	-0.002	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.875	D	0.004	NO	0.875	D	0.004	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.816	D	0.003	NO	0.816	D	0.003	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.118	F	0.001	NO	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.886	D	0.007	NO	0.886	D	0.007	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.846	D	0.000	NO	0.846	D	0.000	---
		PM	0.693	B	0.720	C	0.884	D	0.888	D	0.004	NO	0.888	D	0.004	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 88
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 2 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.031	F	0.007	NO	1.031	F	0.007	---	1.029	F	0.005	---
		PM	0.740	C	0.769	C	0.935	E	0.942	E	0.007	NO	0.942	E	0.007	---	0.941	E	0.006	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.967	E	0.007	NO	0.967	E	0.007	---	0.965	E	0.005	---
		PM	0.692	B	0.720	C	0.871	D	0.872	D	0.001	NO	0.872	D	0.001	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.820	D	0.007	NO	0.820	D	0.007	---	0.819	D	0.006	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---	1.118	F	0.001	---
		PM	0.653	B	0.693	B	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	---	0.881	D	0.002	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.851	D	0.005	NO	0.851	D	0.005	---	0.849	D	0.003	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.885	D	0.001	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 89
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 3 RETAIL/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1]		[2]		[3][1]		[4]				[5]			
			2002 Existing		2005 w/ Ambient Growth		2005 w/ Related Projects		2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.022	F	-0.002	NO	1.022	F	-0.002	---
		PM	0.740	C	0.769	C	0.935	E	0.937	E	0.002	NO	0.937	E	0.002	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.959	E	-0.001	NO	0.959	E	-0.001	---
		PM	0.692	B	0.720	C	0.871	D	0.875	D	0.004	NO	0.875	D	0.004	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.677	B	0.001	NO	0.677	B	0.001	---
		PM	0.570	A	0.605	B	0.813	D	0.815	D	0.002	NO	0.815	D	0.002	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.119	F	0.002	NO	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.886	D	0.007	NO	0.886	D	0.007	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.847	D	0.001	NO	0.847	D	0.001	---
		PM	0.693	B	0.720	C	0.884	D	0.888	D	0.004	NO	0.888	D	0.004	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

TABLE 90
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE
AM AND PM PEAK HOURS AT MASON AVENUE INTERSECTIONS
SCENARIO 4 OFFICE/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	[1] 2002 Existing		[2] 2005 w. Ambient Growth		[3][1] 2005 w/ Related Projects		[4]				[5]				[6]			
									2005 w/ Proposed Project		Change v/c [(4)-(3)]	Significant Impact	2005 w/ Project Mitigation		Change v/c [(5)-(3)]	Mitigated	2005 w/ Project TDM		Change v/c [(6)-(3)]	Mitigated
			v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS			v/c	LOS			v/c	LOS		
40	Mason Ave/ Devonshire St	AM	0.804	D	0.837	D	1.024	F	1.029	F	0.005	NO	1.029	F	0.005	---	1.027	F	0.003	---
		PM	0.740	C	0.769	C	0.935	E	0.940	E	0.005	NO	0.940	E	0.005	---	0.939	E	0.004	---
41	Mason Ave/ Lassen St	AM	0.769	C	0.800	D	0.960	E	0.965	E	0.005	NO	0.965	E	0.005	---	0.964	E	0.004	---
		PM	0.692	B	0.720	C	0.871	D	0.873	D	0.002	NO	0.873	D	0.002	---	0.872	D	0.001	---
42	Mason Ave/ Plummer St	AM	0.459	A	0.487	A	0.676	B	0.678	B	0.002	NO	0.678	B	0.002	---	0.678	B	0.002	---
		PM	0.570	A	0.605	B	0.813	D	0.818	D	0.005	NO	0.818	D	0.005	---	0.817	D	0.004	---
43	Mason Ave/ Nordhoff St	AM	0.767	C	0.813	D	1.117	F	1.120	F	0.003	NO	1.120	F	0.003	---	1.119	F	0.002	---
		PM	0.653	B	0.693	B	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	---	0.881	D	0.002	---
44	Mason Ave/ Parthenia St	AM	0.659	B	0.686	B	0.846	D	0.849	D	0.003	NO	0.849	D	0.003	---	0.848	D	0.002	---
		PM	0.693	B	0.720	C	0.884	D	0.885	D	0.001	NO	0.885	D	0.001	---	0.885	D	0.001	---

[1]Includes re-distribution of traffic due to the Mason Avenue Extension Project

66. Physical Improvement Measures

Several physical improvement measures are available to mitigate transportation impacts expected from construction and occupancy of the proposed Project. It is envisioned that the physical improvement measures will be appropriately timed such that traffic impacts will not exceed the City's thresholds of significance at the study intersections. Implementation of the physical improvements will depend on the amount of square footage to be constructed in each phase of development. It is envisioned that prior to the issuance of a building permit, the "triggered" improvements must be guaranteed and moreover, prior to occupancy, the improvements must be completed. The point in development at which the physical improvements become necessary for each of the Project Site Only and Full Build Out project scenarios is summarized in **Table 91: Traffic Mitigation Requirements**. A summary of physical improvement measures is provided in the following paragraphs.

Intersections 15, 16, and 17: Corbin Ave between Nordhoff St/Pl and Plummer Street

Mitigation for Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street includes the following.

- Dedicate up to two feet on Corbin Avenue along the Project Site frontage (i.e., from Prairie Street to Nordhoff Street) to provide a minimum 45-foot half right-of-way in compliance with the City's standard for secondary highways.

- Widen curb on the east side of Corbin Avenue between Nordhoff Street/Nordhoff Place and Prairie Street by three feet along the Project Site frontage. The three foot widening will yield a 40-foot half roadway on the flare section of Corbin Avenue north of Nordhoff Street, and a 35-foot half roadway northerly thereof, in compliance with the City's standard for Secondary Highways.

- Modify striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

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

TABLE 91
TRAFFIC MITIGATION REQUIREMENTS

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

66. Transportation Demand Management Measures

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

Prior to the issuance of any building, grading, or foundation permit for an office project, the applicant shall submit a preliminary TDM plan to LADOT for review. LADOT shall review and approve the preliminary TDM plan. The preliminary TDM plan should identify measures of effectiveness, building/site design elements that facilitate employee vehicle trip reduction efforts, specific measures to be performed to provide ridesharing services, financial/non-financial trip reduction incentives, methods to encourage cooperation of tenants with TDM measures, and mechanisms for penalty assessment due to non-compliance with the TDM plan.

Prior to the issuance of any temporary or permanent certificate of occupancy for an office-related project, a final TDM plan shall be submitted for review and approval by LADOT. An annual status report regarding the TDM program shall be submitted by the building owner to LADOT beginning one year after the issuance of the project's first certificate of occupancy. The building owner can discontinue the preparation and submittal of the annual status reports after submitting five consecutive reports demonstrating compliance with the TDM program. The TDM plan shall include documentation that the 15% trip reduction credit, proposed as a mitigation measure for the office component, is fully realized and maintained for five consecutive years.

No building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any development that has not complied with the requirements of the TDM mitigation. Non-compliance with the TDM plan may include any of the following, pursuant to a written determination letter by the LADOT General Manager: failure to submit a TDM plan in conformance with the requirements; failure to implement an approved TDM plan; or failure to address modifications recommended to a preliminary TDM plan after consultation. Failure to submit a required annual status report within 30 calendar days of the anniversary date of the issuance of a certificate of occupancy shall constitute non-compliance with the TDM requirements. When written notification of failure to meet the TDM's plan is received from LADOT, the building owner shall submit a revised TDM plan to LADOT for review and approval. The revised TDM plan shall incorporate measures necessary for the property owner to comply with goals by the next TDM annual status report period or a date agreed upon by the property owner and LADOT.

67. ATSAC/ATCS Measures

ATSAC/ATCS improvement measures are available to mitigate significant transportation impacts expected at intersections from the construction and occupancy of the proposed Project. As with the physical improvement measures described above, it is envisioned that the ATSAC/ATCS improvement measures will be approximately timed such that traffic impacts will not exceed the City's thresholds of significance at study intersections. Implementation of the traffic signal improvements will depend on the amount of square footage constructed in each phase of development. It is envisioned that prior to the issuance of a building permit for a specific phase of development, the "triggered" improvements must be guaranteed and, moreover, prior to occupancy of each phase of development, the improvements must be completed.

ATSAC/ATCS mitigation consists of funding the installation of LADOT's Automated Traffic Surveillance and Control System (ATSAC)/Adaptive Traffic Control System (ATCS) at the impacted intersection. ATSAC/ATCS is a computerized traffic signal synchronization system that devotes more green time to those traffic movements with heavy volumes, thus increasing the capacity of the intersection. Furthermore, ATSAC/ATCS provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to centrally implement

special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. LADOT estimates that the ATSAC system reduces the critical v/c ratios by seven percent (0.07) at intersections where such equipment is installed and the ATCS system upgrade further reduces the critical v/c rations by three percent (0.03).

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

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

LEVEL OF IMPACT AFTER MITIGATION (INCLUDING CUMULATIVE IMPACTS)

Effectiveness of the mitigation measures was assessed through intersection capacity analysis, which assumes implementation of the above mitigation measures. Implementation of the traffic mitigation measures is expected to reduce traffic impacts to less than significant levels at the affected study intersections. **Tables 92 through 99: Level of Service Summary After Mitigation** summarize the effects of the traffic mitigation measures. The following provides an overview of the effects of the traffic mitigation measures for each development scenario.

Scenario 1: Retail Project Site Only

According to LADOT thresholds of significance, Scenario 1: Retail Project Site Only would result in a significant transportation impact at 13 of the 39 study intersections. As shown in **Table 92: Level of Service Summary After Mitigation Scenario 1 Retail, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this Scenario at the following intersections.

- Intersection 8: Winnetka Ave and Nordhoff Street
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd

TABLE 92
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 1 RETAIL, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 1 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	De Soto Ave./ Plummer St.	AM PM	1.226 1.170	1.226 1.179	NO NO	1.072 1.060	-0.154 -0.110	--- ---
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.994	NO NO	1.023 0.937	-0.116 -0.053	--- ---
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.887 0.978	NO NO	0.839 0.905	-0.047 -0.065	--- ---
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.519 0.832	NO NO	0.516 0.807	-0.003 -0.021	--- ---
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.843 0.836	NO NO	0.832 0.825	-0.012 -0.008	--- ---
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.909 0.833	NO NO	0.855 0.807	-0.055 -0.022	--- ---
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.748 0.758	NO NO	0.726 0.736	-0.029 -0.003	--- ---
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.117 0.984**	**NO YES**	**1.071 0.964**	**-0.047 -0.007**	**--- YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.098 1.202**	**NO YES**	**1.079 1.183**	**-0.018 -0.008**	**--- YES**
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.052 0.988	NO NO	1.034 0.970	-0.017 -0.009	--- ---
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.098	NO NO	0.908 1.091	-0.006 -0.004	--- ---
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	--- —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.927 0.978**	**NO YES**	**0.906 0.947**	**-0.023 -0.018**	**--- YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.255 1.064**	**NO YES**	**1.218 1.027**	**-0.045 -0.017**	**--- YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.106 1.228**	**NO YES**	**1.040 1.080**	**-0.079 -0.105**	**--- YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.750 1.012**	**NO YES**	**0.700 0.786**	**-0.037 -0.086**	**--- YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.626 1.182**	**NO YES**	**0.589 0.929**	**-0.039 -0.179**	**--- YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.025 1.133**	**NO YES**	**0.965 1.074**	**-0.061 -0.018**	**--- YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.141 1.199**	**NO YES**	**1.085 1.143**	**-0.066 -0.007**	**--- YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.957 0.947**	**NO YES**	**0.921 0.910**	**-0.039 -0.001**	**--- YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.081	NO NO	1.002 1.051	-0.029 -0.023	--- ---

22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.497 0.785	NO NO	0.497 0.785	-0.002 0.035	--- ---
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.290 0.544	NO NO	0.290 0.544	-0.008 0.093	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.332 0.596	NO NO	0.332 0.596	0.004 0.024	--- ---
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.851 0.718	NO NO	0.844 0.711	-0.011 0.009	--- ---
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.842 0.826	NO NO	0.842 0.826	0.001 0.005	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.681 0.558	NO NO	0.674 0.553	-0.010 0.000	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.844 0.950	0.840 0.959	NO NO	0.821 0.944	-0.023 -0.006	--- ---
29	Tampa Ave./ Lassen St.	AM PM	1.047 1.027	1.043 1.036	NO NO	1.028 1.022	-0.019 -0.005	--- ---
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.932 1.001**	**NO YES**	**0.914 0.982**	**-0.023 0.002**	**--- YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.111 1.194**	**NO YES**	**1.087 1.168**	**-0.035 -0.013**	**--- YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.009 0.865	NO NO	0.993 0.853	-0.017 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.002 0.983	NO NO	0.989 0.974	-0.013 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.698 0.602	NO NO	0.698 0.602	-0.002 0.012	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.656 0.633	NO NO	0.656 0.633	-0.003 0.015	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.739 1.301**	**NO YES**	**0.668 1.201**	**-0.071 -0.090**	**--- YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.896 1.042	NO NO	0.896 1.042	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.944	NO NO	1.028 0.944	0.000 0.004	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	0.910 0.953	NO NO	0.910 0.953	-0.003 0.008	--- ---

- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Physical improvements would be required to mitigate the impacts for this Scenario at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATCS will mitigate the impacts create by Scenario 1: Retail Project Site Only at the following intersection:

- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Project Site Only until development of up to or greater than 150,000 square feet of new retail floor area on the Project Site. Also shown in **Table 91: Traffic Mitigation Requirements**, the installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Project Site Only until development of up to or greater than 295,000 square feet of new retail floor area occurs on the Project Site.

Scenario 2: Office Project Site Only

According to LADOT thresholds of significance, Scenario 2: Office Project Site Only would result in a significant impact at 19 of the 39 study intersections. As shown in **Table 93: Level of Service Summary After Mitigation Scenario 2 Office, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this Scenario at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 7: Winnetka Ave and Prairie St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 25: Tampa Ave and SR-118 WB Ramps
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 32: Tampa Ave and Roscoe Blvd

Physical improvements would be required to mitigate impacts created by Scenario 2: Office Project Site Only at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

TABLE 93
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 2 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 2 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.233 1.084**	**NO YES**	**1.079 0.964**	**1.077 0.962**	**-0.149 -0.108**	**— YES**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.995	NO NO	1.023 .0938	1.023 0.935	-0.116 -0.055	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.977	NO NO	0.839 0.904	0.839 0.903	-0.047 -0.067	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.829	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.849 0.834	NO NO	0.838 0.823	0.837 0.822	-0.007 -0.011	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.917 0.833	NO NO	0.864 0.806	0.863 0.805	-0.047 -0.024	— —
7	**Winnetka Ave./ Prairie St.**	**AM PM**	**0.755 0.739**	**0.797 0.760**	**YES NO**	**0.775 0.737**	**0.766 0.733**	**0.011 -0.006**	**YES —**
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.129 0.975**	**YES NO**	**1.082 0.955**	**1.080 0.955**	**-0.038 -0.016**	**— —**
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.098 1.195	NO NO	1.080 1.176	1.080 1.176	-0.017 -0.015	— —
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.053 0.987	NO NO	1.034 0.969	1.034 0.968	-0.017 -0.011	— —
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.096	NO NO	0.908 1.089	0.908 1.089	-0.149 -0.108	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	-0.116 -0.055	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.947 0.986**	**YES YES**	**0.926 0.954**	**0.922 0.950**	**-0.047 -0.067**	**— —**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.300 1.074**	**YES YES**	**1.264 1.037**	**1.255 1.031**	**-0.002 -0.023**	**— —**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.184 1.237**	**YES YES**	**1.117 1.083**	**1.103 1.075**	**-0.007 -0.011**	**— —**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.797 1.001**	**YES YES**	**0.747 0.812**	**0.727 0.785**	**-0.047 -0.024**	**— —**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.61 1.187**	**NO YES**	**0.589 0.921**	**0.589 0.903**	**0.011 -0.006**	**— —**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.055 1.147**	**YES YES**	**0.996 1.088**	**0.989 1.076**	**-0.038 -0.016**	**— —**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.208 1.179**	**YES YES**	**1.152 1.120**	**1.139 1.115**	**-0.017 -0.015**	**— —**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.985 0.941**	**YES YES**	**0.948 0.904**	**0.943 0.898**	**-0.017 -0.011**	**— —**

21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.079	NO NO	1.002 1.049	1.002 1.048	-0.029 -0.026	— —
22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.516 0.800**	**NO YES**	**0.543 0.700**	**0.539 0.690**	**0.040 -0.060**	**— —**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.354 0.521	NO NO	0.354 0.521	0.342 0.507	0.044 0.056	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.334 0.623	NO NO	0.334 0.623	0.333 0.612	0.005 0.040	— —
25	**Tampa Ave./SR- 118 WB Ramps**	**AM PM**	**0.855 0.702**	**0.876 0.707**	**YES NO**	**0.869 0.700**	**0.864 0.699**	**0.009 -0.003**	**— —**
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.842 0.832	NO NO	0.842 0.832	0.842 0.830	0.001 0.009	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.700 0.564	NO NO	0.693 0.599	0.690 0.557	0.006 0.004	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.864 0.969**	**YES YES**	**0.846 0.954**	**0.841 0.950**	**-0.003 0.000**	**— —**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.066 1.046**	**YES YES**	**1.052 1.032**	**1.048 1.028**	**0.001 0.001**	**— —**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.973 0.999**	**YES YES**	**0.954 0.980**	**0.946 0.976**	**0.009 -0.004**	**YES —**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.182 1.209**	**YES YES**	**1.058 1.086**	**1.045 1.077**	**-0.077 -0.104**	**— —**
32	**Tampa Ave./ Roscoe Blvd.**	**AM PM**	**1.010 0.854**	**1.021 0.857**	**YES NO**	**1.004 0.846**	**1.002 0.846**	**-0.008 -0.008**	**— —**
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.002 0.983	NO NO	0.989 0.974	0.989 0.973	-0.013 -0.005	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.716 0.599	NO NO	0.716 0.599	0.713 0.597	0.013 0.007	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.673 0.630	NO NO	0.673 0.630	0.670 0.628	0.011 0.010	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.745 1.301**	**NO YES**	**0.745 1.301**	**0.743 1.299**	**0.004 0.008**	**— YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.906 1.037	NO NO	0.906 1.037	0.904 1.037	0.006 0.002	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.941	NO NO	1.028 0.941	1.028 0.940	0.000 0.000	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	1.226 1.170	**1.021** **0.947**	NO NO	1.021 0.947	1.019 0.946	0.006 0.001	— —

Installation of ATSAC/ATCS will mitigate impacts resulting from Scenario 2: Office Project Site Only at the following intersection:

- Intersection 22: Shirley Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Implementation of a Transportation Demand Management program (TDM) will mitigate the impacts created by Scenario 2: Office Project Site Only at the following intersection.

- Intersection 30: Tampa Ave and Plummer St
- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Project Site Only until development of up to or greater than 720,000 square feet of new office floor area occurs on the Project Site. Installation of ATSAC/ATCS at the Shirley Avenue/Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Project Site Only until development of up to or greater than 775,000 square feet of new office floor area on the Project Site. Installation of ATSAC/ATCS at the Tampa Avenue/Nordhoff Street intersection (No. 31) is not required to mitigate significant impacts until development of up to or greater than 715,000 square feet of new office floor area on the Project Site.

Scenario 3: Retail/Residential Project Site Only

According to LADOT thresholds of significance, Scenario 3: Retail/Residential Project Site Only would result in a significant transportation impact at 13 of the 39 study intersections. As shown in**Table 94: Level of Service Summary After Mitigation Scenario 3 Retail/Residential, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this scenario at the following intersections.

- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14 Corbin Ave and Lassen St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Physical improvements would be required to mitigate the impacts created by this scenario at the following intersections.

- Intersection 15: Corbin Ave and Plummer St
- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

TABLE 94
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 3 RETAIL/RESIDENTIAL, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 3 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	De Soto Ave./ Plummer St.	AM PM	1.226 1.170	1.228 1.178	NO NO	1.074 1.059	-0.152 -0.111	--- ---
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.994	NO NO	1.024 0.936	-0.115 -0.054	--- ---
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.977	NO NO	0.840 0.904	-0.046 -0.066	--- ---
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.832	NO NO	0.517 0.807	-0.002 -0.021	--- ---
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.845 0.836	NO NO	0.833 0.825	-0.011 -0.008	--- ---
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.909 0.833	NO NO	0.855 0.806	-0.055 -0.023	--- ---
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.750 0.757	NO NO	0.728 0.734	-0.027 -0.005	--- ---
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.118 0.984**	**NO YES**	**1.072 0.964**	**-0.046 -0.007**	**--- YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.099 1.201**	**NO YES**	**1.081 1.183**	**-0.016 -0.008**	**--- YES**
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.054 0.987	NO NO	1.036 0.969	-0.015 -0.010	--- ---
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.098	NO NO	0.908 1.091	-0.006 -0.004	--- ---
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	--- —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.928 0.976**	**NO YES**	**0.907 0.945**	**-0.022 -0.020**	**--- YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.254 1.061**	**NO YES**	**1.218 1.024**	**-0.045 -0.020**	**--- YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.106 1.224**	**NO YES**	**1.039 1.077**	**-0.080 -0.108**	**--- YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.763 0.995**	**NO YES**	**0.713 0.770**	**-0.024 -0.102**	**--- YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.626 1.171**	**NO YES**	**0.591 0.917**	**-0.037 -0.191**	**--- YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.031 1.128**	**NO YES**	**0.971 1.069**	**-0.055 -0.023**	**--- YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.142 1.197**	**NO YES**	**1.085 1.140**	**-0.066 -0.010**	**--- YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.960 0.945**	**NO YES**	**0.923 0.908**	**-0.037 -0.003**	**--- YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.033 1.080	NO NO	1.003 1.050	-0.028 -0.024	--- ---
22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.498 0.781	NO NO	0.477 0.781	-0.022 0.031	--- ---

23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.289 0.535	NO NO	0.289 0.535	-0.009 0.084	--- ---
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.338 0.591	NO NO	0.338 0.591	0.010 0.019	--- ---
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.851 0.718	NO NO	0.844 0.711	-0.011 0.009	--- ---
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.825	NO NO	0.842 0.825	0.002 0.004	--- ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.681 0.557	NO NO	0.674 0.552	-0.010 0.001	--- ---
28	Tampa Ave./ Devonshire St.	AM PM	0.844 0.950	0.839 0.957	NO NO	0.821 0.942	-0.023 -0.008	--- ---
29	Tampa Ave./ Lassen St.	AM PM	1.047 1.027	1.043 1.034	NO NO	1.028 1.020	-0.019 -0.007	--- ---
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.934 0.999**	**NO YES**	**1.915 0.981**	**-0.022 0.001**	**--- YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.111 1.191**	**NO YES**	**1.088 1.165**	**-0.034 -0.016**	**--- YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.010 0.864	NO NO	0.994 0.853	-0.016 -0.001	--- ---
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.982	NO NO	0.990 0.974	-0.012 -0.004	--- ---
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.698 0.601	NO NO	0.698 0.601	-0.002 0.011	--- ---
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.658 0.632	NO NO	0.658 0.632	-0.001 0.014	--- ---
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.740 1.301**	**NO YES**	**0.670 1.201**	**-0.069 -0.090**	**--- YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.896 1.042	NO NO	0.896 1.042	-0.002 0.007	--- ---
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.943	NO NO	1.029 0.943	0.000 0.003	--- ---
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	1.011 0.951	NO NO	1.011 0.951	-0.002 0.006	--- ---

Installation of ATSAC/ATCS will mitigate the impacts create by Scenario 3: Retail/Residential Project Site Only at the following intersection:

- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts created by Scenario 3: Retail/Residential Project Site Only until development of up to or greater than 105,000 square feet of new retail floor area occurs on the Project Site. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street intersection (No. 36) is not required to mitigate significant traffic impacts created by Scenario 3:

Retail/Residential Project Site Only until development of up to or greater than 235,000 square feet of new retail floor area occurs on the Project Site.

Scenario 4: Office/Residential Project Site Only

According to LADOT thresholds of significance, Scenario 4: Office/Residential Project Site Only would result in a significant transportation impact at 13 of the 39 study intersections. As shown in **Table 95: Scenario 4 Level of Service Summary After Mitigation Office, Project Site Only**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts created by this scenario at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 30: Tampa Ave and Plummer St

Physical improvements would be required to mitigate the impacts created by Scenario 4: Office/Residential Project Site Only at the following intersection.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATCS will mitigate the impacts create by Scenario 4: Office/Residential Project Site Only at the following intersection:

- Intersection 31: Tampa Ave and Nordhoff St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts due to Scenario 4: Office/Residential Project Site Only until development of up to or greater than 610,000 square feet of new office floor area on the Project Site. Installation of ATSAC/ATCS at the Tampa Avenue/Nordhoff Street intersection (No. 31) is not required to mitigate significant traffic impacts resulting from Scenario 4:

TABLE 95
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 4 OFFICE, PROJECT SITE ONLY

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 4 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.233 1.180**	**NO YES**	**1.079 1.061**	**1.078 1.059**	**-0.148 -0.111**	**— YES**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.994	NO NO	1.024 0.935	1.024 0.934	-0.115 -0.056	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.976	NO NO	0.840 0.903	0.840 0.902	-0.046 -0.068	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.830	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.849 0.834	NO NO	0.838 0.823	0.837 0.823	-0.007 -0.010	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.916 0.832	NO NO	0.862 0.805	0.861 0.805	-0.049 -0.024	— —
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.788 0.756	NO NO	0.766 0.734	0.758 0.731	0.003 -0.008	— —
8	Winnetka Ave./ Nordhoff St.	AM PM	1.118 0.971	1.127 0.977	NO NO	1.080 0.957	1.078 0.956	-0.040 -0.015	— —
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.100 1.196	NO NO	1.081 1.177	1.081 1.177	-0.016 -0.014	— —
10	Winnetka Ave./ Roscoe Blvd.	AM PM	1.051 0.979	1.054 0.986	NO NO	1.036 0.968	1.035 0.967	-0.016 -0.012	— —
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.096	NO NO	0.908 1.089	0.908 1.089	-0.006 -0.006	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.943 0.981**	**YES YES**	**0.922 0.949**	**0.919 0.946**	**-0.010 -0.019**	**YES YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.290 1.067**	**YES YES**	**1.254 1.030**	**1.247 1.026**	**-0.016 -0.018**	**YES YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.166 1.227**	**YES YES**	**1.100 1.076**	**1.088 1.069**	**-0.031 -0.116**	**YES YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.778 0.974**	**YES YES**	**0.728 0.779**	**0.722 0.758**	**-0.015 -0.114**	**YES YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.645 1.169**	**NO YES**	**0.591 0.904**	**0.590 0.890**	**-0.038 -0.218**	**— YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.054 1.136**	**YES YES**	**0.994 1.076**	**0.989 1.067**	**-0.037 -0.025**	**YES YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.194 1.176**	**YES YES**	**1.137 1.120**	**1.127 1.116**	**-0.024 -0.034**	**YES YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.981 0.937**	**YES YES**	**0.945 0.901**	**0.940 0.896**	**-0.020 -0.015**	**YES YES**

21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.033 1.079	NO NO	1.003 1.049	1.002 1.048	-0.029 -0.026	— —
22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.512 0.789	NO NO	0.512 0.789	0.509 0.781	0.010 0.031	— —
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.339 0.510	NO NO	0.339 0.510	0.329 0.499	0.031 0.048	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.339 0.609	NO NO	0.339 0.609	0.338 0.601	0.010 0.029	— —
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.870 0.709	NO NO	0.863 0.702	0.859 0.701	0.004 -0.001	— —
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.829	NO NO	0.843 0.829	0.843 0.827	0.002 0.006	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.696 0.561	NO NO	0.688 0.556	0.686 0.554	0.002 0.001	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.859 0.964**	**NO YES**	**0.840 0.949**	**0.837 0.945**	**-0.007 -0.005**	**— YES**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.061 1.041**	**YES YES**	**1.047 1.026**	**1.043 1.023**	**-0.004 -0.004**	**YES YES**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.965 0.996**	**YES YES**	**0.946 0.977**	**0.940 0.974**	**0.003 -0.006**	**YES YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.167 1.201**	**YES YES**	**1.044 1.076**	**1.033 1.071**	**-0.089 -0.110**	**YES YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.019 0.859	NO NO	1.022 0.847	1.000 0.847	-0.010 -0.007	— —
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.982	NO NO	0.990 0.974	0.989 0.973	-0.013 -0.005	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.712 0.599	NO NO	0.712 0.599	0.709 0.597	0.009 0.007	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.670 0.629	NO NO	0.670 0.629	0.668 0.627	0.009 0.009	— —
36	Reseda Blvd./ Plummer St.	AM PM	0.739 1.291	0.744 1.299	NO NO	0.744 1.299	0.743 1.297	0.004 0.006	— —
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.904 1.038	NO NO	0.904 1.038	0.902 1.038	0.004 0.003	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.941	NO NO	1.029 0.941	1.028 0.941	0.000 0.001	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	1.226 1.170	1.018 0.947	NO NO	1.018 0.947	1.017 0.947	0.004 0.002	— —

Office/Residential Project Site Only until development of up to or greater than 660,000 square feet of new office floor area occurs on the Project Site.

Scenario 1: Retail Full Build Out Project

According to LADOT thresholds of significance, Scenario 1: Retail Full Build Out would result in a significant transportation impact at 18 of the 39 study intersections. As shown in **Table 96:**

Level of Service Summary After Mitigation Scenario 1 Retail, Full Build Out, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

TABLE 96
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 1 RETAIL, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 1 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.226 1.182**	**NO YES**	**1.071 1.062**	**-0.155 -0.108**	**— YES**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.995	NO NO	1.023 0.939	-0.116 -0.051	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.887 0.979	NO NO	0.839 0.906	-0.047 -0.064	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.519 0.833	NO NO	0.516 0.808	-0.003 -0.020	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.843 0.837	NO NO	0.831 0.826	-0.013 -0.007	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.907 0.835	NO NO	0.854 0.808	-0.056 -0.021	— —
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.742 0.763	NO NO	0.720 0.740	-0.035 0.001	— —
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.116 0.987**	**NO YES**	**1.069 0.967**	**-0.049 -0.004**	**— YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.098 1.204**	**NO YES**	**1.079 1.186**	**-0.018 -0.005**	**— YES**
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.052 0.990**	**NO YES**	**1.034 0.972**	**-0.017 -0.007**	**— YES**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.100	NO NO	0.908 1.092	-0.006 -0.003	— ---
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	— YES
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.925 0.981**	**NO YES**	**0.904 0.949**	**-0.025 -0.016**	**— YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.249 1.068**	**NO YES**	**1.212 1.031**	**-0.051 -0.013**	**— YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.097 1.237**	**NO YES**	**1.030 1.089**	**-0.089 -0.096**	**— YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.749 1.045**	**NO YES**	**0.699 0.811**	**-0.038 -0.061**	**— YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.625 1.200**	**NO YES**	**0.590 0.952**	**-0.038 -0.156**	**— YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.021 1.141**	**NO YES**	**0.962 1.082**	**-0.064 -0.010**	**— YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.133 1.211**	**NO YES**	**1.076 1.55**	**-0.075 0.005**	**— YES**

20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.954 0.956**	**NO YES**	**0.917 0.920**	**-0.043 0.009**	**— YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.082	NO NO	1.002 1.052	-0.029 -0.022	— ---
22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.494 0.792**	**NO YES**	**0.520 0.692**	**0.021 -0.058**	**— YES**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.283 0.568	NO NO	0.283 0.568	-0.015 0.117	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.332 0.599	NO NO	0.332 0.599	0.004 0.027	— ---
25	Tampa Ave./SR-118 WB Ramps	AM PM	0.855 0.702	0.848 0.722	NO NO	0.841 0.715	-0.014 0.013	— ---
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.841 0.821	0.842 0.827	NO NO	0.842 0.827	0.001 0.006	— ---
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.679 0.559	NO NO	0.672 0.554	-0.012 0.001	— ---
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.837 0.960**	**NO YES**	**0.818 0.945**	**-0.026 -0.005**	**— YES**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.040 1.037**	**NO YES**	**1.026 1.023**	**-0.021 -0.004**	**— YES**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.927 1.006**	**NO YES**	**0.909 0.959**	**-0.028 -0.021**	**— YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.102 1.196**	**NO YES**	**1.079 1.170**	**-0.043 -0.011**	**— YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.008 0.867	NO NO	0.991 0.856	-0.019 0.002	— —
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.002 0.984	NO NO	0.989 0.975	-0.013 -0.003	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.695 0.604	NO NO	0.695 0.604	-0.005 0.014	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.654 0.636	NO NO	0.654 0.636	-0.005 0.018	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.738 1.304**	**NO YES**	**0.668 1.204**	**-0.071 -0.087**	**— YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.895 1.043	NO NO	0.895 1.043	-0.003 0.008	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.944	NO NO	1.028 0.944	0.000 0.004	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	1.010 0.953	NO NO	1.010 0.953	-0.003 0.008	— —

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impact for Scenario 1: Retail Full Build Out at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

Physical improvements would be required to mitigate the impacts from Scenario 1: Retail Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 1: Retail Full Build Out at the following intersection:

- Intersection 22: Shirley Ave and Plummer St
- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Full Build Out until development of up to or greater than 195,000 square feet of new retail floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Shirley Avenue/Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts due to Scenario 1: Retail Full Build Out until development of up to or greater than 510,000 square feet of new retail floor area on the Project Site and Add Area. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 1: Retail Full Build Out until development of up to or greater than 400,000 square feet of new retail floor area occurs across the Project Site and Add Area.

Scenario 2: Office Full Build Out Project

According to LADOT thresholds of significance, Scenario 2: Office Full Build Out would result in a significant transportation impact at 24 of the 39 study intersections. As shown in **Table 97: Level of Service Summary After Mitigation Scenario 2 Office, Full Build Out**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impact resulting from Scenario 2: Office Full Build Out at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 3: De Soto Ave and Roscoe Blvd
- Intersection 6: Winnetka Ave and Plummer St
- Intersection 7: Winnetka Ave and Prairie St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 32: Tampa Ave and Roscoe Blvd

Physical improvements would be required to mitigate the impacts resulting from Scenario 2: Office Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 2: Office Full Build Out at the following intersection:

- Intersection 22: Shirley Ave and Plummer St
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St
- Intersection 36: Reseda Blvd and Plummer St

Implementation of a Transportation Demand Management program (TDM) will mitigate the impacts resulting from Scenario 2: Office Full Build Out at the following intersection.

- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St

TABLE 97
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 2 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 2 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.236 1.191**	**YES YES**	**1.081 1.071**	**1.079 1.067**	**-0.147 -0.103**	**— —**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.140 0.999	NO NO	1.024 0.944	1.023 0.940	-0.116 -0.050	— —
3	**De Soto Ave./ Roscoe Blvd.**	**AM PM**	**0.886 0.970**	**0.888 0.980**	**NO YES**	**0.839 0.907**	**0.839 0.905**	**-0.047 -0.065**	**— —**
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.830	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.852 0.834	NO NO	0.840 0.823	0.839 0.823	-0.005 -0.010	— —
6	**Winnetka Ave./ Plummer St.**	**AM PM**	**0.910 0.829**	**0.921 0.835**	**YES NO**	**0.868 0.808**	**0.866 0.807**	**-0.044 -0.022**	**— —**
7	**Winnetka Ave./ Prairie St.**	**AM PM**	**0.755 0.739**	**0.816 0.785**	**YES YES**	**0.794 0.763**	**0.780 0.746**	**0.025 0.007**	**— —**
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.133 0.977**	**YES NO**	**1.087 0.957**	**1.083 0.956**	**-0.035 -0.015**	**— —**
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.099 1.196	NO NO	1.080 1.177	1.080 1.176	-0.017 -0.015	— —
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.053 0.993**	**NO YES**	**1.035 0.974**	**1.035 0.972**	**-0.016 -0.007**	**— —**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.096	NO NO	0.908 1.089	0.908 1.089	-0.006 -0.006	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.956 0.998**	**YES YES**	**0.935 0.966**	**0.928 0.959**	**-0.001 -0.006**	**— —**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.319 1.091**	**YES YES**	**1.282 1.055**	**1.270 1.045**	**0.007 0.001**	**YES YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.215 1.266**	**YES YES**	**1.148 1.106**	**1.127 1.092**	**0.008 -0.093**	**YES —**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.838 1.071**	**YES YES**	**0.788 0.887**	**0.759 0.843**	**0.022 -0.029**	**YES —**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.662 1.232**	**NO YES**	**0.590 0.967**	**0.589 0.939**	**-0.039 -0.169**	**— —**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.069 1.179**	**YES YES**	**1.009 1.119**	**0.999 1.100**	**-0.027 0.008**	**— YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.235 1.178**	**YES YES**	**1.178 1.133**	**1.159 1.125**	**0.008 -0.025**	**YES —**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.997 0.958**	**YES YES**	**0.960 0.921**	**0.952 0.911**	**-0.008 0.000**	**— YES**

21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.032 1.083	NO NO	1.002 1.053	1.002 1.051	-0.029 -0.023	— —
22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.523 0.828**	**NO YES**	**0.423 0.728**	**0.418 0.711**	**-0.081 -0.039**	**— —**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.380 0.559	NO NO	0.380 0.559	0.362 0.536	0.064 0.085	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.336 0.653	NO NO	0.336 0.653	0.334 0.636	0.006 0.064	— —
25	**Tampa Ave./SR- 118 WB Ramps**	**AM PM**	**0.855 0.702**	**0.885 0.709**	**YES NO**	**0.878 0.702**	**0.872 0.700**	**0.017 -0.002**	**YES —**
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.839	NO NO	0.843 0.839	0.842 0.835	0.001 0.014	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.707 0.571	NO NO	0.700 0.566	0.695 0.562	0.011 0.009	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.874 0.981**	**YES YES**	**0.855 0.966**	**0.849 0.959**	**0.005 0.009**	**— YES**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.075 1.057**	**YES YES**	**1.061 1.043**	**1.055 1.036**	**0.008 0.009**	**YES YES**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.989 1.011**	**YES YES**	**0.870 0.893**	**0.859 0.885**	**-0.078 -0.095**	**— —**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.210 1.225**	**YES YES**	**1.087 1.100**	**1.067 1.090**	**-0.055 -0.091**	**— —**
32	**Tampa Ave./ Roscoe Blvd.**	**AM PM**	**1.010 0.854**	**1.025 0.859**	**YES NO**	**1.009 0.847**	**1.005 0.847**	**-0.005 -0.007**	**— —**
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.986	NO NO	0.989 0.977	0.989 0.975	-0.013 -0.003	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.725 0.604	NO NO	0.724 0.604	0.719 0.601	0.019 0.011	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.680 0.637	NO NO	0.680 0.637	0.675 0.633	0.016 0.015	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.747 1.307**	**NO YES**	**0.669 1.207**	**0.669 1.204**	**-0.070 -0.087**	**— —**
37	**Reseda Blvd./ Nordhoff ST**	**AM PM**	**0.898 1.035**	**0.910 1.038**	**YES NO**	**0.910 1.038**	**0.907 1.038**	**0.009 0.003**	**YES —**
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.028 0.941	NO NO	1.028 0.941	1.028 0.941	0.000 0.001	— —
39	**Zelzah Ave./ Nordhoff St.**	**AM PM**	**1.226 1.170**	**1.024 0.947**	**YES NO**	**1.024 0.947**	**10022 0.947**	**0.009 0.002**	**YES —**

- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 25: Tampa Ave and SR-118 WB Ramps
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 37: Reseda Blvd and Nordhoff St
- Intersection 39: Zelzah Ave and Nordhoff St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 940,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street intersection (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 1,260,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Shirley Avenue/ Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 1,140,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Tampa Avenue/Plummer Street (No. 30) is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 1,165,000 square feet of new office floor area across the Project Site and Add Area. The Tampa Avenue/Nordhoff Street (No. 31) ATSAC/ATCS improvement is not required to mitigate significant traffic impacts resulting from Scenario 2: Office Full Build Out until development of up to or greater than 930,000 square feet of new office floor area across the Project Site and Add Area.

Scenario 3: Retail/Residential Full Build Out Project

According to LADOT thresholds of significance, Scenario 3: Retail/Residential Full Build Out would result in a significant transportation impact at 14 of the 39 study intersections. As shown in **Table 98: Level of Service Summary After Mitigation Scenario 3 Retail/Residential Full Build Out**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impact for Scenario 3: Retail/Residential Full Build Out at the following intersections.

- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 9: Winnetka Ave and Parthenia St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St

TABLE 98
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 3 RETAIL/RESIDENTIAL, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 3 v/c	Significant Impact	2005 w/ Project Mitigation v/c	Change v/c	Mitigated
1	De Soto Ave./ Plummer St.	AM PM	1.226 1.170	1.227 1.179	NO NO	1.073 1.060	-0.153 -0.110	— —
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.994	NO NO	1.024 0.938	-0.115 -0.052	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.888 0.978	NO NO	0.840 0.906	-0.046 -0.064	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.833	NO NO	0.517 0.808	-0.002 -0.020	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.844 0.837	NO NO	0.83 0.826	-0.011 -0.007	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.907 0.834	NO NO	0.854 0.807	-0.056 -0.022	— —
7	Winnetka Ave./ Prairie St.	AM PM	0.755 0.739	0.744 0.760	NO NO	0.722 0.738	-0.033 -0.001	— —
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.117 0.987**	**NO YES**	**1.071 0.967**	**-0.047 -0.004**	**— YES**
9	**Winnetka Ave./ Parthenia St.**	**AM PM**	**1.097 1.191**	**1.100 1.204**	**NO YES**	**1.081 1.186**	**-0.016 -0.005**	**— YES**
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.054 0.989**	**NO YES**	**1.036 0.971**	**-0.015 -0.008**	**— YES**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.915 1.100	NO NO	0.908 1.092	-0.006 -0.003	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.927 0.978**	**NO YES**	**0.906 0.947**	**-0.023 -0.018**	**— YES**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.248 1.064**	**NO YES**	**1.212 1.027**	**-0.051 -0.017**	**— YES**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.095 1.231**	**NO YES**	**1.028 1.083**	**-0.091 -0.102**	**— YES**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.765 1.028**	**NO YES**	**0.715 0.795**	**-0.022 -0.077**	**— YES**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.628 1.185**	**NO YES**	**0.592 0.935**	**-0.036 -0.173**	**— YES**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.027 1.134**	**NO YES**	**0.968 1.074**	**-0.058 -0.018**	**— YES**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.133 1.208**	**NO YES**	**1.076 1.151**	**-0.075 0.001**	**— YES**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.957 0.953**	**NO YES**	**0.920 0.916**	**-0.040 0.005**	**— YES**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.033 1.082	NO NO	1.003 1.052	-0.028 -0.022	— —

22	Shirley Ave./ Plummer St.	AM PM	0.499 0.750	0.495 0.786	NO NO	0.475 0.786	-0.024 0.036	— —
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.281 0.554	NO NO	0.281 0.554	-0.017 0.103	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.339 0.592	NO NO	0.339 0.592	0.011 0.020	— —
25	Tampa Ave./SR- 118 WB Ramps	AM PM	0.855 0.702	0.847 0.722	NO NO	0.840 0.715	-0.015 0.013	— —
26	Tampa Ave./SR- 118 EB Ramps	AM PM	0.841 0.821	0.843 0.825	NO NO	0.843 0.825	0.002 0.004	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.678 0.557	NO NO	0.671 0.552	-0.013 -0.001	— —
28	Tampa Ave./ Devonshire St.	AM PM	0.844 0.950	0.836 0.957	NO NO	0.818 0.942	-0.026 -0.008	— —
29	Tampa Ave./ Lassen St.	AM PM	1.047 1.027	1.040 01.035	NO NO	1.025 1.02	-0.022 -0.007	— —
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.929 1.004**	**NO YES**	**0.910 0.985**	**-0.027 0.005**	**— YES**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.103 1.192**	**NO YES**	**1.079 1.166**	**-0.043 -0.015**	**— YES**
32	Tampa Ave./ Roscoe Blvd.	AM PM	1.010 0.854	1.009 0.867	NO NO	0.993 0.856	-0.017 0.002	— —
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.003 0.984	NO NO	0.990 0.975	-0.012 -0.003	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.694 0.604	NO NO	0.694 0.604	-0.006 0.014	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.656 0.634	NO NO	0.656 0.634	-0.003 0.016	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.739 1.303**	**NO YES**	**0.670 1.203**	**-0.069 -0.088**	**— YES**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.895 1.043	NO NO	0.895 1.043	-0.003 0.008	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.944	NO NO	1.029 0.944	0.001 0.004	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	0.913 0.945	1.009 0.952	NO NO	1.009 0.952	-0.004 0.007	— —

Physical improvements would be required to mitigate the impacts resulting from Scenario 3: Retail/Residential Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 3: Retail/Residential Full Build Out at the following intersection:

- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements**, the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 3: Retail/Residential Full Build Out until development of up to or greater than 130,000 square feet of new retail floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Reseda Boulevard/Plummer Street intersection (No. 36) is not required to mitigate significant traffic impacts resulting from Scenario 3: Retail/Residential Full Build Out until development of up to or greater than 320,000 square feet of new retail floor area occurs across the Project Site and Add Area.

Scenario 4: Office/Residential Full Build Out Project

According to LADOT thresholds of significance, Scenario 4: Office/Residential Full Build Out would result in a significant transportation impact at 20 of the 39 study intersections. As shown in **Table 99: Level of Service Summary After Mitigation Scenario 4 Office, Full Build Out**, all significant impacts are reduced to a less than significant level after implementation of the mitigation measures.

The provision of fair-share funding to LADOT for the design and construction of the Mason Avenue Extension project can mitigate impacts resulting from Scenario 4: Office/Residential Full Build Out at the following intersections.

- Intersection 1: De Soto Ave and Plummer St
- Intersection 7: Winnetka Ave and Prairie St
- Intersection 8: Winnetka Ave and Nordhoff St
- Intersection 10: Winnetka Ave and Roscoe Blvd
- Intersection 13: Corbin Ave and Devonshire St
- Intersection 14: Corbin Ave and Lassen St
- Intersection 15: Corbin Ave and Plummer St
- Intersection 18: Corbin Ave and Nordhoff St/Nordhoff Way
- Intersection 19: Corbin Ave and Parthenia St
- Intersection 20: Corbin Ave and Roscoe Blvd
- Intersection 25: Tampa Ave and SR-118 WB Ramps
- Intersection 28: Tampa Ave and Devonshire St
- Intersection 29: Tampa Ave and Lassen St
- Intersection 32: Tampa Ave and Roscoe Blvd

TABLE 99
LEVEL OF SERVICE SUMMARY AFTER MITIGATION SCENARIO 4 OFFICE, FULL BUILD OUT

No	Intersection	Peak Hour	2005 w/ Related Projects v/c	2005 w/ Scenario 4 v/c	Significant Impact	2005 w/ Project Mitigation v/c	W/ Project TDM v/c	Change v/c	Mitigated
1	**De Soto Ave./ Plummer St.**	**AM PM**	**1.226 1.170**	**1.236 1.186**	**YES YES**	**1.081 1.067**	**1.080 1.063**	**-0.146 -0.107**	**— —**
2	De Soto Ave./ Nordhoff St.	AM PM	1.139 0.990	1.141 0.996	NO NO	1.025 0.939	1.025 0.937	-0.114 -0.053	— —
3	De Soto Ave./ Roscoe Blvd.	AM PM	0.886 0.970	0.889 0.978	NO NO	0.840 0.905	0.840 0.904	-0.046 -0.066	— —
4	Winnetka Ave./ Devonshire St.	AM PM	0.519 0.828	0.520 0.830	NO NO	0.517 0.805	0.517 0.805	-0.002 -0.023	— —
5	Winnetka Ave./ Lassen St.	AM PM	0.844 0.833	0.851 0.834	NO NO	0.840 0.823	0.838 0.823	-0.006 -0.010	— —
6	Winnetka Ave./ Plummer St.	AM PM	0.910 0.829	0.918 0.833	NO NO	0.865 0.807	0.863 0.806	-0.047 -0.023	— —
7	**Winnetka Ave./ Prairie St.**	**AM PM**	**0.755 0.739**	**0.802 0.764**	**YES NO**	**0.780 0.742**	**0.769 0.736**	**0.014 -0.003**	**— —**
8	**Winnetka Ave./ Nordhoff St.**	**AM PM**	**1.118 0.971**	**1.131 0.978**	**YES NO**	**1.084 0.958**	**1.081 0.957**	**-0.037 -0.014**	**— —**
9	Winnetka Ave./ Parthenia St.	AM PM	1.097 1.191	1.100 1.197	NO NO	1.082 1.178	1.082 1.178	-0.015 -0.013	— —
10	**Winnetka Ave./ Roscoe Blvd.**	**AM PM**	**1.051 0.979**	**1.055 0.990**	**NO YES**	**1.037 0.972**	**1.036 0.969**	**-0.015 -0.010**	**— —**
11	Winnetka Ave./ Victory Blvd.	AM PM	0.914 1.095	0.916 1.097	NO NO	0.909 1.090	0.909 1.089	-0.005 -0.006	— —
12	Corbin Ave./ Rinaldi St.	AM PM	0.693 0.686	0.693 0.686	NO NO	0.693 0.686	0.693 0.686	0.000 0.000	— —
13	**Corbin Ave./ Devonshire St.**	**AM PM**	**0.929 0.965**	**0.950 0.989**	**YES YES**	**0.928 0.957**	**0.924 0.952**	**-0.005 -0.013**	**— —**
14	**Corbin Ave./ Lassen St.**	**AM PM**	**1.263 1.044**	**1.302 1.079**	**YES YES**	**1.266 1.042**	**1.256 1.034**	**-0.007 -0.010**	**— —**
15	**Corbin Ave./ Plummer St.**	**AM PM**	**1.119 1.185**	**1.188 1.247**	**YES YES**	**1.121 1.092**	**1.105 1.081**	**-0.014 -0.104**	**— —**
16	**Corbin Ave./ Praire St.**	**AM PM**	**0.737 0.872**	**0.806 1.022**	**YES YES**	**0.756 0.829**	**0.733 0.796**	**-0.004 -0.076**	**— —**
17	**Corbin Ave./ Nordhoff Place/ Nordhoff St**	**AM PM**	**0.628 1.108**	**0.653 1.199**	**NO YES**	**0.592 0.935**	**0.592 0.914**	**-0.036 -0.194**	**— —**
18	**Corbin Ave./ Nordhoff St./ Nordhoff Way**	**AM PM**	**1.026 1.092**	**1.064 1.156**	**YES YES**	**1.005 1.097**	**0.997 1.083**	**-0.029 -0.009**	**— —**
19	**Corbin Ave./ Parthenia St.**	**AM PM**	**1.151 1.150**	**1.214 1.186**	**YES YES**	**1.157 1.130**	**1.142 1.124**	**-0.009 -0.026**	**— —**
20	**Corbin Ave./ Roscoe Blvd.**	**AM PM**	**0.960 0.911**	**0.990 0.948**	**YES YES**	**0.953 0.911**	**0.947 0.904**	**-0.013 -0.007**	**— —**
21	Corbin Ave./ Saticoy St.	AM PM	1.031 1.074	1.034 1.081	NO NO	1.004 1.051	1.003 1.050	-0.028 -0.024	— —

22	**Shirley Ave./ Plummer St.**	**AM PM**	**0.499 0.750**	**0.518 0.808**	**NO YES**	**0.545 0.708**	**0.541 0.695**	**0.042 -0.055**	**— —**
23	Shirley Ave./ Nordhoff St.	AM PM	0.298 0.451	0.357 0.536	NO NO	0.357 0.536	0.342 0.519	0.044 0.068	— —
24	Nordhoff St./ Nordhoff Way	AM PM	0.328 0.572	0.342 0.629	NO NO	0.342 0.629	0.340 0.616	0.012 0.044	— —
25	**Tampa Ave./SR-118 WB Ramps**	**AM PM**	**0.855 0.702**	**0.877 0.710**	**YES NO**	**0.870 0.703**	**0.865 0.702**	**0.010 0.000**	**— —**
26	Tampa Ave./SR-118 EB Ramps	AM PM	0.841 0.821	0.844 0.834	NO NO	0.844 0.834	0.844 0.831	0.003 0.010	— —
27	Tampa Ave./ Chatsworth St.	AM PM	0.684 0.553	0.701 0.565	NO NO	0.694 0.560	0.690 0.557	0.006 0.004	— —
28	**Tampa Ave./ Devonshire St.**	**AM PM**	**0.844 0.950**	**0.865 0.971**	**YES YES**	**0.847 0.956**	**0.841 0.951**	**-0.003 0.001**	**— —**
29	**Tampa Ave./ Lassen St.**	**AM PM**	**1.047 1.027**	**1.067 1.048**	**YES YES**	**1.053 1.034**	**1.048 1.029**	**0.001 0.002**	**— —**
30	**Tampa Ave./ Plummer St.**	**AM PM**	**0.937 0.980**	**0.977 1.002**	**YES YES**	**0.858 0.884**	**0.849 0.879**	**-0.088 -0.101**	**— —**
31	**Tampa Ave./ Nordhoff St.**	**AM PM**	**1.122 1.181**	**1.187 1.212**	**YES YES**	**1.063 1.086**	**1.048 1.079**	**-0.074 -0.102**	**— —**
32	**Tampa Ave./ Roscoe Blvd.**	**AM PM**	**1.010 0.854**	**1.02 0.859**	**YES NO**	**1.006 0.848**	**1.003 0.848**	**-0.007 -0.006**	**— —**
33	Tampa Ave./ Saticoy St.	AM PM	1.002 0.978	1.004 0.984	NO NO	0.990 0.975	0.990 0.974	-0.012 -0.004	— —
34	Wilbur Ave./ Plummer St.	AM PM	0.700 0.590	0.718 0.601	NO NO	0.718 0.601	0.714 0.599	0.014 0.009	— —
35	Wilbur Ave./ Nordhoff St.	AM PM	0.659 0.618	0.675 0.633	NO NO	0.675 0.633	0.672 0.630	0.013 0.012	— —
36	**Reseda Blvd./ Plummer St.**	**AM PM**	**0.739 1.291**	**0.746 1.303**	**NO YES**	**0.746 1.303**	**0.745 1.300**	**0.006 0.009**	**— —**
37	Reseda Blvd./ Nordhoff St.	AM PM	0.898 1.035	0.906 1.039	NO NO	0.906 1.039	0.904 1.038	0.006 0.003	— —
38	Reseda Blvd./ Victory Blvd.	AM PM	1.028 0.940	1.029 0.941	NO NO	1.029 0.941	1.029 0.941	0.001 0.001	— —
39	Zelzah Ave./ Nordhoff St.	AM PM	1.226 1.170	1.021 0.948	NO NO	1.021 0.948	1.019 0.947	0.006 0.002	-0.146 -0.107

Physical improvements would be required to mitigate impacts resulting from Scenario 4: Office/Residential Full Build Out at the following intersections.

- Intersection 16: Corbin Ave and Prairie St
- Intersection 17: Corbin Ave and Nordhoff Pl/Nordhoff St

Installation of ATSAC/ATSC will mitigate impacts resulting from Scenario 4: Office/Residential Full Build Out at the following intersection:

- Intersection 22: Shirley Ave and Plummer St

- Intersection 30: Tampa Ave and Plummer St
- Intersection 31: Tampa Ave and Nordhoff St
- Intersection 36: Reseda Blvd and Plummer St

As shown in **Table 91: Traffic Mitigation Requirements,** the Corbin Avenue widening is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 805,000 square feet of new office floor area occurs across the Project Site and Add Area. Installation of ATSAC/ATCS at the Shirley Avenue/Plummer Street intersection (No. 22) is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 1,025,000 square feet of new office floor area across the Project Site and Add Area. Installation of ATSAC/ACTS at the Tampa Avenue/Plummer Street intersection (No. 30) is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 1,050,000 square feet of new office floor area across the Project Site and Add Area. The Tampa Avenue/Nordhoff Street ATSAC/ATCS installation is not required to mitigate significant traffic impacts resulting from Scenario 4: Office/Residential Full Build Out until development of up to or greater than 855,000 square feet of new office floor area occurs across the Project Site and Add Area.

N. UTILITIES AND SERVICES

1. ELECTRICITY

ENVIRONMENTAL SETTING

Project Site

Electricity is supplied to the project area by the City of Los Angeles Department of Water and Power (DWP) from one 4800-volt and one 34,500-volt subtransmission circuit located near the Site. According to the DWP, there are currently no service problems or deficiencies with electricity service in the project area.[91]

Based on the existing development at the Project Site, 4,162,625 kilowatt hours (kWh) of electricity are consumed annually, as shown in **Table 100: Existing Project Site Electricity Demand**.

TABLE 100
EXISTING PROJECT SITE ELECTRICITY DEMAND

Land Use	Consumption Rate	Unit	Annual Electricity Consumption (kWh)
Industrial	10.5 kWh/sf	12,450 sf	130,725
Office	12.95 kWh/sf	310,000 sf	4,014,500
Warehouse	4.35 kWh/sf	4,000 sf	17,400
Total			**4,162,625**
SOURCE: SCAQMD, CEQA Handbook, Table A9-11-A, Page A9-114			

Add Area

Electricity is supplied to the project area by the DWP from one 4800-volt and one 34,500-volt subtransmission circuit located near the Site. According to the DWP, there are currently no service problems or deficiencies with electricity service in the project area.[92]

The current electricity demand of structures located within the Add Area is 2,230,803 kWh as shown in **Table 101: Existing Add Area Electricity Demand**.

[91] Letter from Charles Holloway, Supervisor of the Environmental Assessment Division, DWP, to Carrie Riordan of Planning Associates, Inc. June 11, 2002.

[92] Letter from Charles Holloway, Supervisor of the Environmental Assessment Division, DWP, to Carrie Riordan of Planning Associates, Inc. June 11, 2002.

TABLE 101
EXISTING ADD AREA ELECTRICITY DEMAND

Land Use	Consumption Rate	Unit	Annual Electricity Consumption (kWh)
Industrial	10.5 kWh/sf	42,165 sf	442,733
Manufacturing	10.5 kWh/sf	83,050 sf	872,025
Office	12.95 kWh/sf	27,427 sf	355,180
Storage	4.35 kWh/sf	97,554 sf	424,360
Warehouse	4.35 kWh/sf	30,231 sf	131,505
Total			**2,230,803**
SOURCE: SCAQMD CEQA Handbook, Table A9-11-A, Page A9-114			

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure is anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

ENVIRONMENTAL IMPACTS

Project Site

As shown in **Table 102: Proposed Project Site Electricity Demand**, new development would result in a maximum annual electricity demand of 14,429,137 kWh at the Project Site. This constitutes an increase of 10,266,512 kWh of electricity annually at the Project Site. According to the DWP, an increase of this magnitude will not adversely affect the electricity distribution system. The DWP does not expect disruption of service to existing customers as a result of service to the Project Site.[93] The DWP has a number of programs and incentives for energy conservation to encourage a project to operate more efficiently and reduce operating expenses.

[93] Letter from Charles Holloway, Supervisor of the Environmental Assessment Division, DWP, to Carrie Riordan of Planning Associates, Inc. June 11, 2002.

TABLE 102
PROPOSED PROJECT SITE ELECTRICITY DEMAND

Land Use	Consumption Rate	Unit	Annual Electricity Consumption (kWh)
Scenario 1			
Retail	13.55 kWh/sf	340,000 sf	4,607,000
Senior Housing Units	5,626.5 kWh/du	389 du	2,188,709
Assisted Living Units	5,626.5 kWh/unit	35 units	196,928
Total			**6,992,637**
Scenario 2			
Office	12.95 kWh/sf	930,000 sf	12,043,500
Senior Housing Units	5,626.5 kWh/du	389 du	2,188,709
Assisted Living Units	5,626.5 kWh/unit	35 units	196,928
Total			**14,429,137**
Scenario 3			
Retail	13.55 kWh/sf	250,000 sf	3,387,500
Condominiums	5,626.5 kWh/du	300 du	1.687,950
Senior Housing Units	5,626.5 kWh/unit	389 units	2,188,709
Assisted Living Units	5,626.5 kWh/unit	35 units	196,928
Total			**7,461,087**
Scenario 4			
Office	12.95 kWh/sf	690,000 sf	8,935,500
Condominiums	5,626.5 kWh/unit	300 units	1,687,950
Senior Housing Units	5,626.5 kWh/unit	389 units	2,188,709
Assisted Living Units	5,626.5 kWh/unit	35 units	196,928
Total			**13,009,087**
SOURCE: SCAQMD, CEQA Handbook, Table A9-11-A, Page A9-114			

Development at the Project Site will not result in the need for new or major modifications to generation or distribution systems and is not expected to use electricity wastefully or in excessive amounts. Additionally, the estimated electricity demand will be accommodated by the DWP. Therefore, development at the Project Site would result in a less than significant impact to the electrical utility in the project area.

Add Area

As shown in **Table 103: Proposed Add Area Electricity Demand**, development of the Add Area would result in a maximum annual electricity demand of 7,588,700 kWh. This constitutes an increase of 5,357,897 kWh of electricity annually at the Add Area. According to the DWP, demand will not adversely affect the electricity distribution system. The DWP does not expect disruption of service to existing customers as a result of service to the Add Area.[94] The DWP has a number of programs and incentives for energy conservation to encourage a project to operate more efficiently and reduce operating expenses.

TABLE 103
PROPOSED ADD AREA ELECTRICITY DEMAND

Land Use	Consumption Rate	Unit	Annual Electricity Consumption (kWh)
Scenario 1			
Retail	13.55 kWh/sf	200,000 sf	2,710,000
Total			**2,710,000**
Scenario 2			
Office	12.95 kWh/sf	586,000 sf	7,588,700
Total			**7,588,700**
Scenario 3			
Retail	13.55 kWh/sf	150,000 sf	2,032,500
Condominiums	5,626.5 kWh/du	300	1,687,950
Total			**3,720,450**
Scenario 4			
Office	13.55 kWh/sf	435,000 sf	5,633,250
Condominiums	5,626.5 kWh/du	300	1,687,950
Total			**7,321,200**

Development at the Add Area will not result in the need for new or major modifications to generation or distribution systems and is not expected to use electricity wastefully or in excessive amounts. Additionally, the estimated electricity demand will be accommodated by the DWP. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to the electrical utility in the project area.

[94] Letter from Charles Holloway, Supervisor of the Environmental Assessment Division, DWP, to Carrie Riordan of Planning Associates, Inc. June 11, 2002.

MITIGATION MEASURES

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

69. Prior to the issuance of a building permit, the applicant shall consult with the DWP regarding such energy saving programs as *Green Power for a Green L.A. Program, Trees for a Green LA, Efficiency Solutions, Solar Energy, Electric Transportation, Commercial Energy Efficiency Measures.* (R, O, C)

70. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

    - Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations. (O, C, R)
    - Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following: (O, C)
        - A variable air-volume systems which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
        - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
        - Sequentially staged operation of air conditioning equipment in accordance with building demands; and
        - The isolation of air conditioning to any selected floor or floors.
        - Consider the applicability of the used of thermal energy storage to handle cooling loads.

71. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted. (O, C)

72. Recycle lighting system heat for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather. (O, C)

73. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems. (O, C)

74. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting conditioned air. (O, C, R)

75. A performance check of the installed space conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy efficiency measures incorporated into the project operate as designed. (O, C, R)

76. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency. (O, C)

77. Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations. (O, C, R)

78. Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. (O, C, R)

79. Install heat-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures. (O, C, R)

80. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per Watt of electricity consumed, wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces. (O, C)

81. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load. (O, C)

82. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption. (O, C)

83. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security. (O, C, R)

84. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. (O, C)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

As shown in **Table 104: Proposed Related Project Electricity Demand**, related projects in the area will increase electricity consumption by approximately 71,863,953 kWh annually. However, the DWP has indicated that the Department will be able to accommodate the increased demand. Therefore, related projects in the project area would result in a less than significant impact on electricity provision in the project area.

Proposed Project, Add Area, and Related Projects

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

TABLE 104
RELATED PROJECT ELECTRICITY DEMAND

Project No.	Land Use	Consumption Rate	Unit	Annual Electricity Consumption (kWh)
1	Retail	13.55 kWh / sf	28,404 sf	384,874
2	Retail	13.55 kWh / sf	16,580 sf	224,659
3	Church	6.0 kWh / sf	100,000 sf	600,000
	Senior Housing Units	5,626.5 kWh / du	58 du	326,337
	Pre School	4.27 cf / sf	9,000 sf[1]	38,430
4	Office	17.1 kWh / sf	560,000 sf	9,576,000
	Medical Office	25.5 kWh / sf	80,000 sf	2,040,000
	Hotel	13.1 kWh / sf	225,000 sf[2]	2,947,500
	Retail	13.55 kWh / sf	2,275,000 sf	30,826,250
	Restaurant	47.45 kWh / sf	45,000 sf	2,135,250
	Residential	5,626.5 kWh/unit	2,518 units	14,167,527
5	Residential	5,626.5 kWh/unit	484 units	2,723,226
6	High School	5.5 kWh / sf	177,600 sf[3]	976,800
7	Office/Classroom	17.1 kWh / sf	171,000 sf	2,924,100
9	Office	17.1 kWh / sf	80,000 sf	1,368,000
10	High School	5.5 kWh / sf	110,000 sf[3]	605,000
Total				**71,863,953**

[1]Assumes 150 square feet per student.
[2]Assumes 750 square feet per hotel room
[3]Assumes 200 square feet per student.

SOURCE: SCAQMD, CEQA handbook, Table A9-11-A, Page A9-114.

2. NATURAL GAS

ENVIRONMENTAL SETTING

Project Site

Natural gas is currently provided to the Project Site and the surrounding area by The Southern California Gas Company (The Gas Company). The natural gas supply is provided by local subterranean distribution mains located in dedicated streets adjoining the Project Site such as Nordhoff Street, Corbin Avenue, Prairie Street, Melvin Avenue, and Shirley Avenue. No service problems exist currently for this area.[95] The Project Site currently consumes approximately 669,085 cubic feet (cf) of natural gas each month, as shown in **Table 105: Existing Project Site Natural Gas Demand**.

TABLE 105
EXISTING PROJECT SITE NATURAL GAS DEMAND

Land Use	Rate	Unit	Monthly Natural Gas Demand (cf)
Industrial	3.3 cf/sf	12,450 sf	41,085
Office	2.0 cf/sf	310,000 sf	620,000
Warehouse	2.0 cf/sf	4,000 sf	8,000
Total			**669,085**

SOURCE: SCAQMD, CEQA Handbook, Table A9-12-A, Page A9-117

Add Area

Natural gas is currently provided to the Add Area and the surrounding area by The Southern California Gas Company. The natural gas supply is provided by local subterranean distribution mains located in dedicated streets adjoining the Add Area such as Nordhoff Street, Corbin Avenue, Prairie Street, Melvin Avenue, and Shirley Avenue. No service problems exist currently for this area.[96] The Add Area currently consumes approximately 723,634 cf monthly, as shown in **Table 106: Existing Add Area Natural Gas Demand**.

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

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

TABLE 106
EXISTING ADD AREA NATURAL GAS DEMAND

Land Use	Rate	Unit	Monthly Natural Gas Demand (cf)
Industrial	3.3 cf/sf	42,165 sf	139,145
Manufacturing	3.3 cf/sf	83,050 sf	274,065
Office	2.0 cf/sf	27,427 sf	54,854
Storage	2.0 cf/sf	97,554 sf	195,108
Warehouse	2.0 cf/sf	30,231 sf	60,462
Total			**723,634**
SOURCE: SCAQMD, CEQA Handbook, Table A9-12-A, Page A9-117			

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The extent to which the project would require new (off-site) natural gas supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure is anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

ENVIRONMENTAL IMPACTS

Project Site

As shown in **Table 107: Proposed Project Site Natural Gas Demand**, new development would result in a maximum natural gas demand of 4,284,327 cubic feet per month. This would be a monthly increase of 3,615,242 cubic feet of natural gas at the Project Site. Demand projections by The Gas Company have allowed for additional demand from this Project, as well as the cumulative impact of future proposals in the project area. The Southern California Gas Company has adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated.[97] The existing facilities are adequate to serve the Project Site. Given the land

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

TABLE 107
PROPOSED PROJECT SITE NATURAL GAS DEMAND

Land Use	Rate	Unit	Monthly Natural Gas Demand (cf)
Scenario 1: Retail			
Retail	2.9 cf/sf	340,000 sf	986,000
Senior Housing Units	4,011.5 cf/unit	389 units	1,560,474
Assisted Living Units	4,011.5 cf/unit	35 units	140,403
Total			**2,686,877**
Scenario 2: Office			
Office	2.0 cf/sf	930,000 sf	1,860,000
Senior Housing Units	4,011.5 cf/unit	389 units	1,560,474
Assisted Living Units	4,011.5 cf/unit	35 units	140,403
Total			**3,560,877**
Scenario 3: Retail/Residential			
Retail	2.9 cf/sf	250,000 sf	725,000
Condominiums	4,011.5 cf/unit	300 units	1,203,450
Senior Housing Units	4,011.5 cf/unit	389 units	1,560,474
Assisted Living Units	4,011.5 cf/unit	35 units	140,403
Total			**3,629,327**
Scenario 4: Office/Residential			
Office	2.0 cf/sf	690,000 sf	1,380,000
Condominiums	4,011.5 cf/unit	300 units	1,203,450
Senior Housing Units	4,011.5 cf/unit	389 units	1,560,474
Assisted Living Units	4,011.5 cf/unit	35 units	140,403
Total			**4,284,327**
SOURCE: SCAQMD, CEQA Handbook, Table A9-12-A, Page A9-117			

use intensities proposed at the Project Site, The Gas Company would not require a major modification to the local distribution system. Service pipeline extensions, as required to provide service, per CPUC Rules 20 and 21, would be adequate. Although it is not anticipated that the local distribution system will require extensions, construction impacts would be minimal because gas pipeline installations are often buried in joint trenches with other dry utilities such as electric, power, telephone, and cable television. Easements would be required for main lines on private property.

The proposed Project at the Project Site will not result in the need for new or major modifications to generation or distribution systems and estimated natural gas demand will be accommodated by the Southern California Gas Company. Therefore, the proposed Project at the Project Site would result in a less than significant impact to the natural gas utility and natural gas provision in the project area.

Add Area

As shown in **Table 108: Proposed Add Area Natural Gas Demand**, new development at the Add Area would result in a maximum natural gas demand of 1,271,150 cubic feet per month. This would be a monthly increase of 547,516 cubic feet of natural gas at the Add Area. Demand projections by The Gas Company have allowed for additional demand from the Add Area, as well as the cumulative impact of future proposals in the project area. The Southern California Gas Company has adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated.[98]

TABLE 108
PROPOSED ADD AREA NATURAL GAS DEMAND

Land Use	Rate	Unit	Monthly Natural Gas Demand (cf)
Scenario 1: Retail			
Retail	2.9 cf / sf	200,000 sf	580,000
Total			**580,000**
Scenario 2: Office			
Office	2.0 cf / sf	586,000 sf	1,172,000
Total			**1,172,000**
Scenario 3: Retail/Residential			
Retail	2.9 cf / sf	150,000 sf	435,000
Condominiums	4,011.5 cf / unit	100 units	401,150
Total			**836,150**
Scenario 4: Office/Residential			
Office	2.0 cf / sf	435,000 sf	870,000
Condominiums	4,011.5 cf / unit	100 units	401,150
Total			**1,271,150**
SOURCE: SCAQMD, CEQA Handbook, Table A9-12-A, Page A9-117			

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

The existing facilities are adequate to serve new development in the Add Area. Given the land use intensities proposed at the Add Area, The Gas Company would not require a major modification to the local distribution system. Service pipeline extensions, as required to provide service, per CPUC Rules 20 and 21, would be adequate. Although it is not anticipated that the local distribution system will require extensions, construction impacts would be minimal because gas pipeline installations are often buried in joint trenches with other dry utilities such as electric, power, telephone, and cable television. Easements would be required for main lines on private property.

New development at the Add Area will not result in the need for new or major modifications to generation or distribution systems and is not expected to use natural gas wastefully or in excessive amounts. Additionally, the estimated natural gas demand will be accommodated by the Southern California Gas Company. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to the natural gas utility and natural gas provision in the project area.

MITIGATION MEASURES

None required.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

As shown in **Table 109: Related Project Natural Gas Demand**, related projects in the area would consume approximately 31,815,066 cubic feet of natural gas monthly. Demand projections by The Gas Company have accounted for the cumulative impacts of related projects and ambient growth in the project area. The Southern California Gas Company has adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated.[99]

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

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

TABLE 109
RELATED PROJECT NATURAL GAS DEMAND

Project No.	Land Use	Rate	Unit	Monthly Natural Gas Demand (cf)
1	Retail	2.9 cf / sf	28,404 sf	82,372
2	Retail	2.9 cf / sf	16,580 sf	48,082
3	Church	2.0 cf / sf	100,000 sf	200,000
	Senior housing	4,011.5 cf / unit	58 units	232,667
	Pre school	2.9 cf / sf	6,750 sf[1]	19,575
4	Office	2.0 cf / sf	560,000 sf	1,120,000
	Medical office	12.0 cf / sf	80,000 sf	960,000
	Hotel	4.8 cf / sf	225,000 sf[2]	1,080,000
	Retail	2.9 cf / sf	2,275,000 sf	6,597,500
	Restaurants	2.9 cf / sf	45,000 sf	130,500
	Residential	6,665 cf / unit	2,518 units	16,782,470
5	Residential	6,665 cf / unit	484 units	3,225,860
6	High School	2.9 cf/sf	177,600 sf[3]	515,040
7	Office/Classroom	2.0 cf / sf	171,000 sf	342,000
9	Office	2.0 cf / sf	80,000 sf	160,000
10	High School	2.9 cf / sf	110,000 sf[3]	319,000 sf
Total				**31,815,066**

[1]Assumes 150 square feet per student.
[2]Assumes 750 square feet per hotel room
[3]Assumes 200 square feet per student.
SOURCE: SCAQMD, CEQA Handbook, Table A9-12-A, Page A9-117

Proposed Project, Add Area, and Related Projects

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

3. WATER

ENVIRONMENTAL SETTING

The LADWP provides water service to the project area. It is the responsibility of the DWP to insure that the quality of the water meets all applicable standards for drinking water, which are established by the United States Public Health Service. The Project Site and Add Area are within the LADWP Water Service Organization (WSO) 1134 service zone.

According to the Fiscal Year 2000-2001 Urban Water Management Plan Annual Update (Water Plan) prepared by the LADWP, the City of Los Angeles used approximately 667,467 acre-feet in fiscal year 2001. The City of Los Angeles receives this water from three primary sources including the Los Angeles Aqueducts (LAA), local groundwater, and the Metropolitan Water District of Southern California (MWD).

Approximately 51 percent (343,403 acre-feet) of the City's water resource mix for the 2000-2001 fiscal year was provided by the MWD. The Los Angeles Aqueducts (LAA) provided the second largest supply of water to the City in fiscal year 2000-2001 supplying approximately 36 percent (238,997 acre-feet) of the total water demand. Local groundwater resources (primarily located in the San Fernando Basin) supplied the remaining approximately 13 percent (85,067 acre-feet) of the total 2000-2001 water demand.

The MWD supply is a combination of the Colorado River, the State Water Project, and dry-year storage/exchange programs in Diamond Valley Lake, the Central and Imperial Valleys, and northern Los Angeles County. The MWD also continues to operate drought and emergency reservoirs. This supply could be reduced in the future due to pending or future agreements or litigation. In the Fall of 2002, MWD entered into the Colorado River Quantification Settlement Agreement (QSA) with the Coachella Valley Water District and the Imperial Irrigation District. The QSA will implement major components of California's draft Colorado River Water Use Plan and provide part of the mechanism for California to reduce its diversions of Colorado River water to the state's normal year apportionment of 4.4 million acre-feet. The QSA components would provide a framework for conservation measures and water transfers for up to 75 years.

Water deliveries by the LAA will be subject to further reductions in upcoming years with continuing environmental obligations in the Mono Basin and Owens Valley. Both the LAA and local groundwater sources are susceptible to reduced yields, particularly in years of less than average rainfall and/or snowmelt.

Although the City of Los Angeles is not currently experiencing drought conditions and therefore not required to participate in mandatory conservation measures, past history has shown that the region is susceptible to long periods of drought. The LADWP is active in the development and construction of water recycling projects to help alleviate potential water shortages during times

of drought. Water recycling projects in operation include, but are not limited to, the East Valley, Westside, Griffith Park/California DOT, Los Angeles Greenbelt Project.

LADWP is involved in the development of water recycling projects. Water recycling projects in the planning phases include the Harbor Water Recycling Project, the Central City/Elysian Park Water Recycling Project, and the Headworks Water Recycling Project. As an example, the Headworks project, although still in the planning stages, is proposed to yield approximately 10,000 acre-feet per year of groundwater recharge by delivering reclaimed water from the Tillman Plant to the Headworks Spreading Grounds. LADWP's recycled water programs are expected to produce over 102,000 acre-feet per year by 2020. In 2000, production of recycle water totaled 41,550 acre-feet per year. Treated water is currently being used for irrigation, industrial, and recreational purposes.

According to the LADWP, the City of Los Angeles currently mandates water conservation measures. These measures include, but are not limited to, prohibited use of water on hard surfaces (i.e. sidewalks, driveways), watering lawns between the hours of 10 am and 5 pm (between April1 and September 30), allowing excess water from sprinklers to flood gutters, having a non-recirculating fountain, serving water in restaurants (unless requested), and allowing leaks to go unattended. Rebates for installation of low flow-toilets and showerheads are also available. Tiered rate pricing is imposed during declared water shortages.

Table 110: Existing Water Distribution Mains summarizes the water distribution mains that serve the project area that WSO service zone 1134 currently maintains. Current water consumption on the Project Site is approximately 77 acre-feet and consumption at the Add Area is approximately 24 acre-feet annually.

TABLE 110
EXISTING WATER DISTRIBUTION MAINS

Location	Water Main
Plummer Street (between Corbin and Shirley Aves)	12-inch main, located approximately 24 feet south of centerline
Corbin Avenue (between Plummer and Nordhoff Sts)	12-inch main, location varies from 15-20 feet west of centerline
Shirley Avenue (between Nordhoff and Prairie Sts)	12-inch main, located approximately 16 feet west of centerline
Shirley Avenue (between Prairie and Plummer Sts)	8-inch main, located approximately 14 feet east of centerline
Nordhoff Street (between Corbin and Shirley Aves)	12-inch main, located approximately 28 feet south of centerline
Melvin Avenue (Prairie St to dead end)	8-inch main, located approximately 12 feet east of centerline
SOURCE: Letter from Charles Holloway, Supervisor, Environmental Assessment LADWP, to Carrie Riordan of Planning Associates, Inc. June 11, 2002.	

Project Site

Current water consumption on the Project Site for existing uses is approximately 68,251 gallons per day (77 acre-feet per year), as shown in **Table 111: Existing Project Site Water Demand**.

TABLE 111
EXISTING PROJECT SITE WATER DEMAND

Land Use	Water Demand Factor	Units	Daily Consumption (Gallons)	Annual Consumption (Acre-Feet)
Industrial	80 gpd/1000 sf[1]	12,450 sf	996	1
Office	180 gpd/1000 sf[1]	310,000 sf	55,800	63
Warehouse	20 gpd/1000 sf[1]	4,000 sf	80	<1
Total existing indoor water demand			56,876	64
Outdoor water demand[2]			11,375	13
Total existing Project Site water demand			68,251	77

[1]LADWP, Background calculations for Corbin and Nordhoff Water Supply Availability Assessment. June 26, 2002.
[2]Assumed to be 20% of total indoor water demand

Add Area

Water consumption from existing development within the Add Area is approximately 21,012 gallons per day (24 acre-feet per year), as shown in **Table 112: Existing Add Area Water Demand**.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and

TABLE 112
EXISTING ADD AREA WATER DEMAND

Land Use	Water Demand Factor	Units	Daily Consumption (Gallons)	Annual Consumption (Acre-Feet)
Industrial	80 gpd/1000 sf[1]	42,165 sf	3,373	4
Manufacturing	80 gpd/1000 sf[1]	83,050 sf	6,644	7
Office	180 gpd/1000 sf[1]	27, 427 sf	4,937	6
Storage	20 gpd/1000 sf[1]	97,554 sf	1,951	2
Warehouse	20 gpd/1000 sf[1]	30,231 sf	605	<1
Total existing indoor water demand			17,510	20
Outdoor water demand[2]			3,502	4
Total existing Add Area water demand			21,012	24

[1]LADWP, Background calculations for Corbin and Nordhoff Water Supply Availability Assessment. June 26, 2002.
[2]Assumed to be 20% of total indoor water demand

- The degree to which scheduled water infrastructure improvements of project design features would reduce or offset service impacts.

Significant impacts on water resources are further defined as the use of substantial amounts of water resulting in a net deficit in the aquifer volume or local groundwater table level, or that requires substantial off-site infrastructure improvements to meet Project water demands. Pursuant to California State Water Code Section 10910(e), a water supply assessment must be completed by the WSO on all projects proposing more than 500 residential units to assure the availability of the water resources.

ENVIRONMENTAL IMPACTS

Project Site

The proposed water demand of each of the four scenarios at the Project Site is summarized in **Table 113: Proposed Project Site Water Demand**. As shown in **Table 113: Proposed Project Site Water Demand**, the scenario with the highest water demand is Scenario 2: Office which requires approximately 298 acre-feet annually. This would increase water demand at the Project Site by approximately 221 acre-feet annually.

TABLE 113
PROPOSED PROJECT SITE WATER DEMAND

Land Use	Water Demand Factor	Units	Daily Consumption (Gallons)	Annual Consumption (Acre-Feet)
Scenario 1 Proposed Project Site Water Demand				
Retail	110 gpd/1000 sf[1]	340,000 sf	37,400	42
Senior Housing	120 gpd/du[2]	389 du	46,680	52
Assisted Living	75 gpd/bed[2]	35 beds	2,625	3
Project Site total indoor water demand			86,705	97
Project Site total outdoor water demand[3]			17,341	19
Project Site total water demand			104,046	116
Scenario 2 Proposed Project Site Water Demand				
Office	180 gpd/1000 sf[2]	930,000 sf	167,400	188
Senior Housing	120 gpd/du[2]	389 du	46,680	52
Assisted Living	75 gpd/bed[2]	35 beds	2,625	3
Project Site total indoor water demand			216,705	243
Project Site outdoor water demand[3]			43,341	49
Project Site total water demand			260,046	292
Scenario 3 Proposed Project Site Water Demand				
Retail	110 gpd/1000 sf[1]	250,000 sf	27,500	31
Condominiums	160 gpd/du[2]	300 du	48,000	54
Senior Housing	120 gpd/du[2]	389 du	46,680	52
Assisted Living	75 gpd/bed[2]	35 beds	2,625	3
Project Site total indoor water demand			124,805	140
Project Site total outdoor water demand[3]			24,961	28
Project Site total water demand			149,766	168
Scenario 4 Proposed Project Site Water Demand				
Office	180 gpd/1000 sf[2]	690,000 sf	124,200	139
Condominiums	160 gpd/du[2]	300 du	48,000	54
Senior Housing	120 gpd/du[2]	389 du	46,680	52
Assisted Living	75 gpd/bed[2]	35 beds	2,625	3
Project Site total indoor water demand			221,505	248
Project Site outdoor water demand[3]			44,301	50
Project Site total water demand			265,806	298

[1]Assumed to be 110 percent of sewage generation rate. City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.
[2]LADWP, Background calculations for Corbin and Nordhoff WSA. June 26, 2002.
[3]Assumed to be 20% of total indoor water demand.

Domestic water service for new development at the Project Site would be provided by the LADWP, the agency that currently provides water service to the area. Pursuant to California Water Code Section 10910(e) which requires the governing body of each public water system to approve a water availability assessment, the WSO prepared a water supply assessment for the proposed Project.

Projected water demand from approved water availability assessments are tracked and the uses are discounted from the anticipated growth in water demand within the service area, which is reported in the City of Los Angeles' Year 2000 Urban Water Management Plan (Water Plan). The Water Plan describes LADWP's long-term water resources plans, and is updated every five years per state mandate to reflect changes to LADWP's long-term water resources plans.

The Los Angeles Citywide General Plan Framework EIR provides a projection of the City's water demand through 2010. According to the LADWP, the projected average water supply in 2010 for the City of Los Angeles is expected to be 756,500 acre-feet per year while the projected maximum total available water supply is expected to be 1,370,646 acre-feet per year.[100] Based on the a Citywide water demand of approximately 667,467 acre-feet in 2000-2001[101], an increase of approximately 221 acre-feet as a result of the proposed Project would be accommodated by the LADWP projected water supply for 2010. Additionally, a water supply assessment conducted by the LADWP indicates that the projected growth in water demand from development at the Project Site falls within the range of expected water demand growth within the City.[102] Therefore, it is expected that LADWP will have sufficient water supplies to serve the Site's needs during normal and drought conditions and will not require additional infrastructure improvements. As a result, the proposed Project at the Project Site would result in a less than significant impact to water supply.

Add Area

The potential water demand of each of the four scenarios at the Add Area is summarized in **Table 114: Proposed Add Area Water Demand**. As shown in **Table 114: Proposed Add Area Water Demand**, the scenario with the highest water demand is Scenario 2: Office which requires approximately 142 acre-feet annually. This would increase water demand within the Add Area by approximately 118 acre-feet annually.

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[100] Los Angeles Citywide General Plan Framework EIR, Section 2.6.3.6 Projected Water Supply.

[101] Final Year 2000 2001 Urban Water Management Plan Update

[102] LADWP WSA. Baseline water consumption for new development on the Project Site was based on estimates of Sewer Generation Rates developed by the LADPW, Bureau of Engineering. Sewer Generation Rates provide an approximation of the amount of water used in various facilities within the City of Los Angeles.

TABLE 114
PROPOSED ADD AREA WATER DEMAND

Land Use	Water Demand Factor	Units	Daily Consumption (Gallons)	Annual Consumption (Acre-Feet)
Scenario 1: Retail Add Area				
Retail	110 gpd/1000 sf[1]	200,000 sf	22,000	25
Add Area total indoor water demand			22,000	25
Add Area total outdoor water demand[3]			4,400	5
Add Area total water demand			26,400	30
Scenario 2: Office Add Area				
Office	180 gpd/1000 sf[2]	586,000 sf	105,480	118
Add Area total indoor water demand			105,480	118
Add Area outdoor water demand[3]			21,096	24
Add Area total water demand			126,576	142
Scenario 3: Retail/Residential Add Area				
Retail	110 gpd/1000 sf[1]	150,000 sf	16,500	19
Condominiums	160 gpd/du[2]	100 du	16,000	18
Add Area total indoor water demand			32,500	37
Add Area total outdoor water demand[3]			6,500	7
Add Area total water demand			39,000	44
Scenario 4: Office/Residential Add Area				
Office	180 gpd/1000 sf[2]	435,000 sf	78,300	88
Condominiums	160 gpd/du[2]	100 du	16,000	18
Add Area total indoor water demand			94,300	106
Add Area outdoor water demand[3]			18,860	21
Add Area total water demand			113,160	127

[1]Assumed to be 110 percent of sewage generation. City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.
[2]LADWP, Background calculations for Corbin and Nordhoff Water Supply Availability Assessment. June 26, 2002.
[3]Assumed to be 20% of total indoor water demand.

Domestic water service for new development at Add Area would be provided by the LADWP, the agency that currently provides water service to the area. Pursuant to California Water Code Section 10910(e), the WSO prepared a water availability assessment for the development scenarios analyzed. Projected water demand from approved water availability assessments are tracked and the uses are discounted from the anticipated growth in water demand within the service area, which is reported in the City of Los Angeles' Year 2000 Urban Water management Plan (Water Plan). The Water Plan describes LADWP's long-term water resources plans, and is updated every five years per state mandate to reflect changes to LADWP's long-term water resources plans.

Based on the a Citywide water demand of approximately 667,467 acre-feet in 2000-2001[103], the increase of approximately 118 acre-feet as a result of the development scenarios analyzed for the Add Area would be accommodated by the projected supply. Additionally, a water supply assessment conducted by the LADWP indicates that the projected growth in water demand from the analyzed development scenarios falls within the range of expected water demand growth within the City.[104] Therefore, it is expected that LADWP will have sufficient water supplies to serve the additional demand during normal and drought conditions and will not require additional infrastructure improvements. As a result, development scenarios analyzed for the Add Area would result in a less than significant impact to water supply.

MITIGATION MEASURES

Although a significant impact to water supply was not identified due to project implementation, the following measures will further reduce any potential impacts to a less than significant level:

85. Install efficient irrigation systems which minimize runoff and evaporation, avoid unnecessary watering, and maximize water reaching the plant roots. (O, C, R)

86. Landscape plans shall emphasize low water consumption grasses wherever possible. (O, C, R)

87. Water in fountains, ponds, and other landscape features shall use recirculating water systems to prevent waste. (O, C, R)

88. Incorporate water saving techniques, including water conserving plumbing, low flow toilets, showers, and faucets. (O, C, R)

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[103] Final Year 2000 2001 Urban Water Management Plan Update

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

89. Landscaped areas shall comply with the Xeriscape Ordinance and emphasize drought tolerant landscaping to reduce irrigation water consumption. (O, C, R)

90. Compliance with State and Health and Safety Code Section 17921.3 requiring low-flush toilets, as defined by the American National Standards Institute A112.19.2, and urinals that use less than 1.5 gallons per flush. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

According to the Los Angeles Citywide General Plan Framework EIR, the average water supply for 2010 is estimated to be approximately 756,500 acre-feet. The maximum projected total available water supply for 2010 for the City of Los Angeles is expected to be approximately 1,370,646 acre-feet per year.

Related projects are anticipated to consume a total of approximately 1,726,187 gallons per day (1,934 acre-feet per year), as shown in **Table 115: Related Projects Water Demand**. This cumulative increase could produce an area-wide adverse impact, given potential drought conditions and current and future State and local conservation objectives. However, based on Citywide water demand of approximately 667,467 acre-feet in 2000-2001, an increase of approximately 1,934 acre-feet as a result of related projects would be accommodated by the projected water supply.

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

Proposed Project, Add Area, and Related Projects

The City of Los Angeles' Year 2000-2001 Urban Water management Plan Update (Water Plan) describes LADWP's long-term water resources plans, and is updated every five years per state mandate to reflect changes to LADWP's long-term water resources plans.

TABLE 115
RELATED PROJECTS WATER DEMAND

Related Project No.	Land Use	Water Demand Factor	Units	Daily Consumption (Gallons)	Annual Consumption (Acre-Feet)
1	Shopping Center	110 gpd/1000 sf	28,404 sf	3,124	4
2	Drug Store	110 gpd/1000 sf	16,580 sf	1,824	2
3	Church	11 gpd/person	600 people	6,600	7
	senior residential	120 gpd\du	58 du	6,960	8
	Preschool	11 gpd/student	45 students	495	<1
4	Hotel	165 gpd/room	300 rooms	49,500	55
	Single Family Residential	363 gpd/du	2195 du	796,785	893
	Multifamily residential	160 gpd/du	1400 du	224,000	251
	Medical Office	330 gpd/1,000 sf	80,000 sf	26,400	30
	Retail	110 gpd/1,000 sf	2,275,000	250,250	280
	Restaurant	330 gpd/1,000 sf	45,000 sf	14,850	17
	Office	180 gpd/1,000 sf	560,000 sf	100,800	113
5	Single Family Residential	363 gpd/du	484 du	175,692	197
6	High School	16.5 gpd/student	888 students	14,652	16
7	Office/Classroom	180 gpd/1,000 sf	171,000 sf	30,780	35
9	Office	180 gpd/1,000 sf	80,000 sf	14,400	16
10	High school	16.5 gpd/student	550 students	9,075	10
Total Related Projects Water Demand				1,726,187	1,934

The proposed cumulative water demand as a result of the proposed Project at the Project Site and development scenarios analyzed for the Add Area, in combination with related projects, is approximately 2,273 acre-feet annually. Based on the Citywide water demand of approximately 667,467 acre-feet in 2000-2001[105], a cumulative increase of approximately 2,273 acre-feet would be accommodated by the expected supply. Additionally, a water supply assessment would need to be conducted on a project-specific basis for all related projects. Therefore, it is expected that LADWP will have sufficient water supplies to serve the project's needs during normal and drought conditions and will not require additional infrastructure improvements. As a result, a cumulative impact to the water supply is not anticipated.

[105] Final Year 2000 2001 Urban Water Management Plan Update

4. SEWERS

ENVIRONMENTAL SETTING

The City of Los Angeles operates wastewater treatment facilities which provide sewage treatment services for most of the City's incorporated area and for several other cities and unincorporated areas in the Los Angeles Basin and San Fernando Valley. The sanitary sewer system serving the City of Los Angeles and its contract agencies is operated under the jurisdiction of the City of Los Angeles Bureau of Engineering, DPW.

According to the Los Angeles Citywide General Plan Framework EIR, Citywide municipal wastewater generation in 1990 was approximately 333 million gallons per day (mgd). Total Citywide municipally-generated wastewater for 2010 is projected to be approximately 464 mgd.

The project area is within the Tillman Water Reclamation Plant (Tillman WRP) service area. The Tillman WRP was designed in two phases and currently provides treatment for approximately 80 (mgd). The present service area of the Tillman WRP is limited to those areas that are directly tributary to the Additional Valley Outfall Sewer (AVOS) upstream of the Tillman WRP and the East Valley Interceptor Sewer (EVIS).

The advanced secondary treated effluent from Tillman WRP is either reclaimed by the City for irrigating nearby parks, golf courses, greenbelt areas, and for filling the manmade Balboa Lake or discharged to the Los Angeles River. A standard rate activated sludge process, followed by coagulation, filtration, disinfection, and dechlorination is utilized to provide the necessary degree of treatment.

To respond to the problem of insufficient sewer treatment capacity, the City of Los Angeles has adopted Ordinance No. 166,060 to limit growth within the sewer system. This Ordinance established sewer permit allocation regulations for projects which discharge sewage into existing sewage treatment systems. Allocation is based on the City Council's determination of "priority" and "non-priority" projects. The proposed Project is considered "non-priority".

According to the City of Los Angeles, Bureau of Engineering, local sewers in the project area include

- Eight-inch diameter sewer in Prairie Street,
- Eight-inch diameter sewer in Melvin Avenue,
- Eight-inch diameter and 10-inch diameter sewer in Shirley Avenue,
- 12-inch diameter sewer in Corbin Avenue, and
- 18-inch diameter sewer in Nordhoff Street.

Project Site

As shown in **Table 116: Existing Daily Project Site Sewage Generation**, current development at the Project Site generates approximately 63,345 gallons per day (gpd). The Project Site is currently served by the Tillman WRP.

TABLE 116
EXISTING DAILY PROJECT SITE SEWAGE GENERATION

Land Use	Generation Rate (gpd)	Unit	Sewage Generation (gpd)
Industrial	100 / 1000 sf	12,450 sf	1,245
Office	200 / 1000 sf	310,000 sf	62,000
Warehouse	25 / 1000 sf	4,000 sf	100
Total			**63,345**

SOURCE: City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.

Add Area

As shown in **Table 117: Existing Daily Add Area Sewage Generation**, current development at the Add Area generates approximately 21,202 gpd. The Add Area is currently served by the Tillman WRP.

TABLE 117
EXISTING DAILY ADD AREA SEWAGE GENERATION

Land Use	Generation Rate (gpd)	Unit	Sewage Generation (gpd)
Industrial	100 / 1000 sf	42,165 sf	4,217
Manufacturing	100 / 1000 sf	83,050 sf	8,305
Office	200 / 1000 sf	27,427 sf	5,485
Storage	25 / 1000 sf	97,554 sf	2,439
Warehouse	25 / 1000 sf	30,231 sf	756
Total			**21,202**

SOURCE: City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

ENVIRONMENTAL IMPACTS

Project Site

Table 118: Proposed Daily Project Site Sewage Generation details the quantities of sewage generation anticipated from the proposed Project scenarios. The proposed Project at the Project Site could generate a maximum of approximately 244,325 gpd, under Scenario 4: Office/Residential. This is an increase of approximately 180,980 gpd at the Project Site.

Based on daily collection of 40.4 mgd in 1990, an increase of approximately 180,980 gpd would not exceed the 80.0 mgd capacity of the Tillman WRP. The proposed Project at the Project Site will not require expansion or development of new facilities. Therefore, the proposed Project at the Project Site would result in a less than significant impact to regional sewage treatment plants in the area.

According to the City of Los Angeles - Bureau of Engineering, it is likely that the Corbin Avenue and Nordhoff Street sewers have adequate capacity to facilitate construction of the proposed Project at the Project Site.[106] In 1969/1970, the City's entire sewer system was analyzed with consideration of population projections to ascertain those portions of the system where capacity deficiencies were anticipated in the future. Based on a gross area of approximately 58 acres and a flow coefficient of .008 cubic feet per second (cfs) average per gross acre, the subject area was tabulated for a contributory average flow of .46 cfs. The sewer systems in Nordhoff Street and Corbin Avenue, both contiguous to the subject property, provide sufficient capacity to adequately convey all tributary flow, including the .46 cfs average resulting from the proposed Project at the

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

TABLE 118
PROPOSED DAILY PROJECT SITE SEWAGE GENERATION

Land Use	Generation Rate (gpd)	Unit	Sewage Generation (gpd)
Scenario 1: Retail			
Retail	100 / 1000 sf	340,000 sf	34,000
Senior Housing Units	150 / du	389 du	58,350
Assisted Living Units	85 / bed	35 beds	2,975
Total			**95,325**
Scenario 2: Office			
Office	150 / 1000 sf	930,000 sf	186,000
Senior Housing Units	150 / du	389 du	58,350
Assisted Living Units	85 / bed	35 beds	2,975
Total			**200,825**
Scenario 3: Retail/Residential			
Retail	100 / 1000 sf	250,000 sf	25,000
Condominiums	150 / du	300 du	45,000
Senior Housing Units	150 / du	389 du	58,350
Assisted Living Units	85 / bed	35 beds	2,975
Total			**131,325**
Scenario 4: Office/Residential			
Office	200 / 1000 sf	690,000 sf	138,000
Condominiums	150 / du	300 du	45,000
Senior Housing Units	150 / du	389 du	58,350
Assisted Living Units	85 / bed	35 beds	2,975
Total			**244,325**

SOURCE: City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.

Project Site.[107] Therefore, the proposed Project at the Project Site will result in a less than significant impact to local sewers in the area.

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

Add Area

Table 119: Proposed Daily Add Area Sewage Generation details the quantities of sewage generation anticipated from the analyzed scenarios. Development scenarios analyzed for the Add Area could generate a maximum of approximately 117,200 gpd. This is an increase of approximately 95,998 gpd at the Add Area.

TABLE 119
PROPOSED DAILY ADD AREA SEWAGE GENERATION

Land Use	Generation Rate (gpd)	Unit	Sewage Generation (gpd)
Scenario 1: Retail			
Retail	100 / 1,000 sf	200,000 sf	20,000
Total			**20,000**
Scenario 2: Office			
Office	200 / 1,000 sf	586,000 sf	117,200
Total			**117,200**
Scenario 3: Retail/Residential			
Retail	100 / 1,000 sf	150,000 sf	15,000
Condominium	150 / du	100 du	15,000
Total			**30,000**
Scenario 4: Office/Residential			
Office	200 / 1,000 sf	435,000 sf	87,000
Condominium	150 / du	100 du	15,000
Total			**102,000**

SOURCE: City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.

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

Based on daily collection of 40.4 mgd in 1990, an increase of approximately 95,998 gpd would not exceed the 80.0 mgd capacity of the Tillman WRP. Based on a projected daily collection of 55.9 mgd in 2010, the projected increase would not exceed the current 80.0 mgd capacity of the Tillman WRP. Development scenarios analyzed for the Add Area will not require expansion or development of new facilities. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to regional sewage treatment plants in the area.

As indicated below, according to the City of Los Angeles, Bureau of Engineering, it is likely that the Corbin Avenue and Nordhoff Street sewers have adequate capacity to accommodate the proposed development, which includes development scenarios analyzed for the Add Area.[108]

> "In 1969/1970, the City's entire sewer system was analyzed with consideration of population projections to identify those portions of the system where capacity deficiencies are anticipated in the future. Based on a gross area of approximately 58 acres and a flow coefficient of .008 cfs per gross acre, the subject area was tabulated for a contributory average flow of .46 cfs. The sewer systems in Nordhoff Street and Corbin Avenue were deemed sufficient to be able to adequately convey all tributary flow. Based on development scenarios analyzed for the Project Site and Add Area, the maximum projected flow of 0.289 mgd, or 0.45 cfs average anticipated from combined development at the Project Site and Add Area is less than the flow of 0.46 cfs from the subject area, as tabulated in 1969/1970. Therefore, it is likely that the Corbin Avenue and Nordhoff Street sewers have adequate capacity to facilitate buildout of both the Project Site and Add Area. However, due to the uncertain timing of redevelopment at the Add Area and other, currently unscheduled development upstream of the Add Area, at the time of redevelopment at the Add Area, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency."[109]

Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact to local sewers.

MITIGATION MEASURES

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

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[108] Letter Frank V. Bonoff, District Engineer, Valley District Office, to Carrie Riordan, Planning Associates, Inc., October 7, 2002.

[109] Letter Frank V. Bonoff, District Engineer, Valley District Office, to Carrie Riordan, Planning Associates, Inc., October 7, 2002.

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

As shown in **Table 120: Daily Related Project Sewage Generation**, related projects in the area will generate approximately 1.6 mgd of sewage. An addition of 1.6 mgd would increase daily collection in the City to approximately 41.9 mgd, which will not exceed the current capacity 80.0 mgd capacity at Tillman WRP. Further, based on a projected daily collection of 55.9 mgd in 2010, the projected increase would not exceed the current capacity of 80.0 mgd at the Tillman WRP. Therefore, related projects in the area would not require expansion or construction of new facilities and would result in a less than significant impact to regional sewers or sewage treatment in the area. However, related projects not yet under construction would be subject to ordinances restricting the issuance of building permits based on the availability of allotted monthly sewer capacity. This restriction prevents exceedence of sewage treatment capacity and prevents any significant impact.

Proposed Project, Add Area, and Related Projects

The proposed Project at the Project Site and development scenarios analyzed for the Add Area, in combination with related projects, will generate approximately 1.8 mgd of new sewage. Based on an existing 40.4 mgd collected at the Tillman WRP, this addition would increase the total amount collected to 42.2 mgd which would not exceed the current capacity of 80.0 mgd. Further, the projected collection at the Tillman WRP in 2010 is 55.9 mgd. The addition of 1.8 mgd would increase the total daily collection to 57.7 mgd, which would not exceed the current capacity of 80.0 mgd. Therefore, no cumulative impact to sewage treatment are expected.

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

TABLE 120
DAILY RELATED PROJECT SEWAGE GENERATION

Project No.	Land Use	Generation Rate (gpd)	Unit	Sewage Generation (gpd)
1	Retail	100 / 1,000 sf	28,404 sf	2,840
2	Retail	100 / 1,000 sf	16,580 sf	1,658
3	Church	10 / seat	600 seat	6,000
	Senior Housing	200 / du	58 du	11,600
	Pre school	10 / student	45 students	450
4	Office	200 / 1,000 sf	560,000 sf	112,000
	Medical Office	300 / 1,000 sf	80,000 sf	24,000
	Hotel	150 / room	300 room	45,000 sf
	Retail	100 / 1,000 sf	2,275,000 sf	227,500
	Restaurant	50 / seat	1,286 seat[1]	64,300
	Residential	330 / du	2,518 du	830,940
5	Residential	330 / du	484 du	159,720
6	High school	15 / student	888 students	13,320
7	Office/classroom	200 / 1,000 sf	171,000 sf	34,200
9	Office	200 / 1,000 sf	80,000 sf	16,000
10	High school	15 / student	550 students	8,250
Total				**1,557,778**

[1]Assumes 35 square feet per seat.

5. SOLID WASTE

ENVIRONMENTAL SETTING

Assembly Bill 939 (AB939) is the California Solid Waste Management Act. This legislation, signed into law in 1989, requires local governments within the State to divert from landfills 25 percent of the waste generated within their jurisdictions by 1995, and 50 percent by 2000. AB939 also established the California Integrated Waste Management Board (CIWMB) to oversee local compliance with the law. The law sets forth guidelines by which each local government is to prepare a Source Reduction and Recycling Element, in essence a plan for achieving the AB939 diversion goals. According to the City of Los Angeles Solid Resources Infrastructure Strategy Facilities Plan (2000), programs established across the City had contributed to a waste diversion rate of 49 percent in 1999 and the City was expected to surpass the 50 percent reduction goal in 2000.

Currently, solid waste generated within the City of Los Angeles is disposed of within the City and County of Los Angeles. Refuse generated by commercial, industrial, and multi-family land use (over four dwelling units) in the City of Los Angeles is collected by private contractors. The City of Los Angeles Bureau of Sanitation collects household refuse for residential development of up to four multi-family dwelling units. Landfill capacity in Los Angeles County is limited.

Landfills operated by the City of Los Angeles accept only waste produced by residential uses and do not accept privately collected waste. Currently, private collectors operating throughout the City of Los Angeles dispose of refuse at approximately six landfills in Los Angeles County. The existing conditions, limitations, and operations of landfills vary throughout Los Angeles County.[110] **Table 121: Existing Waste Disposal Sites** identifies landfills that have the capacity to serve the project area and would likely be used due to location. This table identifies the remaining capacity, number of operating days per week, expiration dates of current permits, permitted daily and annual quantities, and actual annual collection quantities of potential landfills for the project area.

Los Angeles City Mayor James Hahn has initiated a Request for Qualifications (RFQ) to solicit proposals for providing alternative disposal and/or transfer services for final refuse disposal. According to the RFQ, the Mayor is seeking to secure disposal options outside City limits by 2006. It should be noted that the City currently handles only single family residential and limited multifamily residential waste, that would be affected by the waste diversion. It is assumed that implementation of any of these options would be contingent upon finding disposal sites with capacity to handle disposal needs of the City in conformance with the General Plan Framework, including a growth factor for the Project Site and Add Area.

[110] Solid Waste Management Plan, Phase I Report, Existing Conditions, February 1989.

TABLE 121
EXISTING WASTE DISPOSAL SITES

Facility	Location	Permitted Daily Capacity (tons)	Permitted Capacity (cu. yds)	Remaining Capacity (cu. yds)	Remaining Capacity Date	Estimated Closure Date
Scholl Canyon[4]	Glendale	3,400	69,200,000	8,600,000[2]	1/2002	1/1/2024[2]
Calabasas	Agoura	3,500	69,700,000	11,300,000[1]	1/2002	1/1/2035[1]
Sunshine Canyon	Sylmar	6,600	23,720,000	16,000,000	5//2001	1/1/2004
Puente Hills	Whittier	13,200	106,400,000	4,300,000[3]	1/2002	11/1/2003
Chiquita Canyon	Valencia	6,000	45,889,550	26,024,360	6/15/2001	11/24/2019

[1]Based on acceptance of 1,100 tons per day.
[2]Based on acceptance of 1,200 tons per day.
[3]Based on acceptance of 12,000 tons per day, 6 days a week until permit expiration date 11/1/2003.
[4]Currently, Scholl Canyon Landfill only accepts waste from its own wasteshed which primarily includes the City of Glendale.

Project Site

Table 122: Existing Daily Project Site Solid Waste Generation shows the solid waste generated by the existing land uses. Currently, development at the Project Site generates approximately 2,658 pounds of solid waste per day, or 415 tons per year.[111]

TABLE 122
EXISTING DAILY PROJECT SITE SOLID WASTE GENERATION

Land Use	Generation Rate (lbs)	Units	Waste Generation (lbs)
Industrial	62.5 / 1000 sf	12,450 sf	778
Office	6 / 1000 sf	310,000 sf	1,860
Warehouse	5 / 1000 sf	4,000 sf	20
Total			**2,658**

SOURCE: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.

[111]Based on a six-day work week.

Add Area

Table 123: Existing Daily Add Area Solid Waste Generation shows the solid waste generated by the existing land uses. Currently, development at the Add Area generates approximately 8,630 pounds of solid waste per day, or 1,346 tons per year.

TABLE 123
EXISTING DAILY ADD AREA SOLID WASTE GENERATION

Land Use	Generation Rate (lbs)	Units	Waste Generation (lbs)
Industrial	62.5 / 1000 sf	42,165 sf	2,635
Manufacturing	62.5 / 1000 sf	83,050 sf	5,191
Office	6 / 1000 sf	27,427 sf	165
Storage	5 / 1000 sf	97,554 sf	488
Warehouse	5 / 1000 sf	30,231 sf	151
Total			**8,630**

SOURCE: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;

- Need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and

- Whether the project conflicts with solid waste policies and objectives in the SRRE or its updates, CiSWMPP, Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

A significant impact is defined as an increase in solid waste disposal which causes a landfill to reach or exceed capacity, thus requiring expansion or development of new waste facilities.

ENVIRONMENTAL IMPACTS

Project Site

Construction Impacts

During the construction phase of the proposed Project at the Project Site, existing structures would be demolished and one of the proposed development scenarios would be constructed. As shown in **Table 124: Project Site Demolition Phase Waste Generation**, as a result of the demolition phase, approximately 24,578 tons of debris would be created at the Project Site. A portion of the materials could be recycled. The remainder of the demolition debris will be disposed of at a landfill.

TABLE 124
PROJECT SITE DEMOLITION PHASE WASTE GENERATION

Land Use	Unit	Generation Rate	Pounds	Tons
Industrial	322,450 sf	152 lb/sf	49,012,400	24,506
Storage	4,000 sf	36 lb/sf	144,000	72
Total Project Site Demolition			49,156,400	24,578

As shown in **Table 125: Project Site Construction Phase Waste Generation**, construction of the proposed development scenarios will result in a maximum of 1,824 tons of debris. Based on the materials utilized during construction, it is assumed that a portion of the debris could be recycled. The remainder of the construction debris will be disposed of within a landfill.

Any waste generation resulting from the construction phase of the proposed Project at the Project Site would be temporary in nature and would not result in long-term disposal of waste into any one landfill. Based on the temporary nature of the construction phase and the limited amount of debris generated, the proposed Project at the Project Site would result in a less than significant impact to solid waste generation during the construction phase.

TABLE 125
PROJECT SITE CONSTRUCTION WASTE GENERATION

Land Use	Unit	Generation Rate	Pounds	Tons
Scenario 1				
Retail	340,000	4.0 lb/sf	1,360,000	680
Senior Housing[a]	848,000	4.05 lb/sf	3,434,400	1,717
Total			4,794,000	2,397
Scenario 2				
Office	930,000	3.92 lb/sf	3,645,600	1,823
Senior Housing[a]	848,000	4.05 lb/sf	3,434,400	1,717
Total			7,080,000	3,540
Scenario 3				
Retail	250,000	4 lb/sf	1,000,000	500
Senior Housing[a]	848,000	4.05 lb/sf	3,434,400	1,717
Condominiums[a]	600,000	4.05 lb/sf	2,430,000	1,215
Total			6,864,000	3,432
Scenario 4				
Office	690,000	3.92 lb/sf	2,704,800	1,352
Senior Housing[a]	848,000	4.05 lb/sf	3,434,400	1,717
Condominiums[a]	600,000	4.05 lb/sf	2,430,000	1,215
Total			8,568,800	4,284

Operational Impacts

Existing development on the Project Site generates approximately 2,658 pounds per day of solid waste. The proposed Project at the Project Site will generate a maximum of 7,486 pounds per day of solid waste as a result of Scenario 2: Office, as shown in **Table 126: Proposed Daily Project Site Solid Waste Generation**. This is an increase of solid waste generation of approximately 4,828 pounds per day, or approximately 753 tons per year.

To completely assess the impact on landfill capacity of an increase in solid waste generation at the Project Site would require detailed information from the contracted private waste collector. However, at this time, precise information for waste collection is not available and precise impacts to solid waste disposal cannot be determined. For assessment purposes, a worst-case

TABLE 126
PROPOSED DAILY PROJECT SITE SOLID WASTE GENERATION

Land Use	Generation Rate (lbs)	Units	Waste Generation (lbs)
Scenario 1: Retail			
Retail	5 / 1000 sf	340,000 sf	1,700
Senior Housing Units	4 / du	389 du	1,556
Assisted Living Units	10 / bed	35 beds	350
Total			**3,606**
Scenario 2: Office			
Office	6 / 1000 sf	930,000 sf	5,580
Senior Housing Units	4 / du	389 du	1,556
Assisted Living Units	10 / bed	35 beds	350
Total			**7,486**
Scenario 3: Retail/Residential			
Retail	5 / 1000 sf	250,000 sf	1,250
Condominium	4 / du	300 du	1,200
Senior Housing Units	4 / du	389 du	1,556
Assisted Living Units	10 / bed	35 beds	350
Total			**4,356**
Scenario 4: Office/Residential			
Office	6 / 1000 sf	690,000 sf	4,140
Condominium Units	4 / du	300 du	1,200
Senior Housing Units	4 / du	389 du	1,556
Assisted Living Units	10 / bed	35 beds	350
Total			**7,246**

SOURCE: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation", 1981.

analysis can be performed that assumes all project-generated waste would be disposed of exclusively at one of the landfills currently accepting privately collected solid waste.

Utilizing a worst case assessment scenario, the impacts of each of the possible disposal sites would be as follows.

Scholl Canyon: Currently, Scholl Canyon Landfill does not accept waste from outside its wasteshed, which primarily includes the City of Glendale. For this reason, potential disposal capacity at Scholl Canyon Landfill is not included in this analysis.

Calabasas: If the Calabasas landfill were utilized exclusively for disposal of Project Site waste, the proposed Project at the Project Site would reduce the annual potential permitted disposal capacity by approximately 753 tons , or .069 percent. This would reduce the remaining capacity at the Calabasas Landfill by approximately .007 percent.

Sunshine Canyon: If Sunshine Canyon landfill were utilized exclusively for disposal of Project Site waste, the proposed Project at the Project Site would reduce the annual potential permitted disposal capacity by approximately 753 tons, or .04 percent. This would reduce the remaining capacity at Sunshine Canyon Landfill by approximately .005 percent.

Puente Hills: If Puente Hills landfill were utilized exclusively for disposal of Project Site waste, the proposed Project at the Project Site would reduce the annual potential permitted disposal capacity by approximately 753 tons, or .018 percent. This would reduce the remaining capacity at the Puente Hills Landfill by approximately .018 percent.

Chiquita Canyon: If Chiquita Canyon Landfill were utilized exclusively for disposal of Project Site waste, the proposed Project at the Project Site would reduce the annual potential permitted disposal capacity by approximately 753 tons, or.04 percent. This would reduce the remaining capacity of the Chiquita Canyon Landfill by approximately .003 percent.

It is probable that the contribution to individual landfills would be smaller than represented above because it is unlikely that all of the project-generated waste at the Project Site would be disposed of at one single landfill.[112] These percentages would not cause any of the individual landfills to reach or exceed their capacities and will not require expansion of existing facilities or the construction of new facilities. Therefore, the proposed Project at the Project Site would result in a less than significant impact on solid waste facilities.

[112] Private waste carriers within the City of Los Angeles utilize different disposal facilities depending on their current operating contracts. Therefore, waste from the Project Site would be taken to different facilities depending on the carrier and current contracts. Further, if the parcel is subdivided, individual parcels and uses are likely to have their own waste haulers and disposal facilities.

Add Area

Construction Impacts

During the construction phase of any of the development scenarios analyzed for the Add Area, existing structures would be demolished and one of the scenarios may be constructed. As shown in **Table 127: Add Area Demolition Phase Waste Generation**, as a result of the demolition phase, approximately 13,199 tons of debris would be created at the Add Area. A portion of the materials could be recycled. The remainder of the demolition debris will be disposed of at a landfill.

TABLE 127
ADD AREA DEMOLITION PHASE WASTE GENERATION

Land Use	Unit	Generation Rate	Pounds	Tons
Industrial	125,200 sf	152 lb/sf	19,030,400	9,515
Office	27,400 sf	101 lb/sf	2,767,400	1,384
Storage	127,800	36 lb/sf	4,600,800	2,300
Total Add Area Demolition			26,398,000	13,199

As shown in **Table 128: Add Area Construction Phase Waste Generation**, construction of the proposed development scenarios will result in a maximum of 1,824 tons of debris. Based on the materials utilized during construction, it is assumed that a portion of the debris could be recycled. The remainder of the construction debris will be disposed of within a landfill.

Any waste generation resulting from the construction phase of development scenarios analyzed for the Add Area would be temporary in nature and would not result in long-term disposal of waste into any one landfill. Based on the temporary nature of the construction phase and the limited amount of debris generated, development scenarios analyzed for the Add Area would result in a less than significant impact to solid waste generation during the construction phase.

TABLE 128
ADD AREA CONSTRUCTION WASTE GENERATION

Land Use	Unit	Generation Rate	Pounds	Tons
Scenario 1				
Retail	200,000	4.0 lb/sf	800,000	400
Total			800,000	400
Scenario 2				
Office	586,000	3.92 lb/sf	2,297,120	1,149
Total			2,297,120	1,149
Scenario 3				
Retail	150,000	4 lb/sf	600,000	300
Condominiums[a]	200,000	4.05 lb/sf	810,000	405
Total			1,410,000	705
Scenario 4				
Office	435,000	3.92 lb/sf	1,705,200	853
Condominiums[a]	200,000	4.05 lb/sf	810,000	405
Total			2,516,000	1,258

Operational Impacts

Existing development within the Add Area generates approximately 8,630 pounds per day of solid waste. Development scenarios analyzed for the Add Area will generate a maximum of 3,516 pounds per day of solid waste as a result of Scenario 2: Office, as shown in **Table 129: Proposed Daily Add Area Solid Waste Generation**. This is a decrease of solid waste generation at the Add Area of approximately 5,114 pounds per day, or approximately 798 tons per year.

New development at the Add Area would result in a decrease in solid waste generation. This will result in a decrease of waste disposal at any of the landfills. Utilizing a worst case assessment scenario, the impacts of each of the possible disposal sites would be as follows.

Scholl Canyon: Currently, Scholl Canyon Landfill does not accept waste from outside its wasteshed, which primarily includes the City of Glendale. For this reason, potential disposal capacity at Scholl Canyon Landfill is not included in this analysis.

TABLE 129
PROPOSED DAILY ADD AREA SOLID WASTE GENERATION

Land Use	Generation Rate (lbs)	Units	Waste Generation (lbs)
Scenario 1: Retail			
Retail	5 / 1,000 sf	200,000 sf	1,000
Total			**1,000**
Scenario 2: Office			
Office	6 / 1,000 sf	586,000 sf	3,516
Total			**3,516**
Scenario 3: Retail/Residential			
Retail	5 / 1,000 sf	150,000 sf	750
Condominiums	4 / du	100 du	400
Total			**1,150**
Scenario 4: Office/Residential			
Office	6 / 1,000 sf	435,000 sf	2,610
Condominiums	4 / du	100 du	400
Total			**3,010**

SOURCE: City of Los Angeles Bureau of Sanitation, "Solid Waste Generation", 1981.

Calabasas: If the Calabasas landfill were utilized exclusively for disposal of Add Area waste, the annual potential permitted disposal capacity would be increased by approximately 798 tons , or .073 percent. This would increase the remaining capacity at the Calabasas Landfill by approximately .007 percent.

Sunshine Canyon: If Sunshine Canyon landfill were utilized exclusively for disposal of Add Area waste, the annual potential permitted disposal capacity would be increased by approximately 798 tons, or .039 percent. This would increase the remaining capacity at Sunshine Canyon Landfill by approximately .005 percent.

Puente Hills: If Puente Hills landfill were utilized exclusively for disposal of Add Area waste, the annual potential permitted disposal capacity would be increased by approximately 798 tons, or .019 percent. This would increase the remaining capacity at the Puente Hills Landfill by approximately .018 percent.

Chiquita Canyon: If Chiquita Canyon Landfill were utilized exclusively for disposal of Add Area waste, the annual potential permitted disposal capacity would be increased by approximately 798 tons, or .043 percent. This would increase the remaining capacity of the Chiquita Canyon Landfill by approximately .003 percent.

Development scenarios analyzed for the Add Area would result in a decrease in solid waste generation due to the projected change of use. Therefore, development scenarios analyzed for the Add Area would result in a less than significant impact on solid waste.

MITIGATION MEASURES

Although a significant impact to solid waste was not identified due to project implementation, any potential impacts will be further reduced to a less than significant level by the following mitigation measures:

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

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

LEVEL OF IMPACT AFTER MITIGATION

Less than significant.

CUMULATIVE IMPACTS

Related Projects

Related projects will increase solid waste generation in the project area by approximately 61,623 pounds per day, or approximately 9,614 tons per year. This increase is shown in **Table 130: Related Project Daily Solid Waste Generation**.

Utilizing a worst case assessment scenario, the impacts of each of the possible disposal sites would be as follows.

TABLE 130
RELATED PROJECTS DAILY SOLID WASTE GENERATION

Project No.	Land Use	Generation Rate (lbs)	Unit	Waste Generation (Lbs)
1	Retail	5.0 / 1,000 sf	28,404 sf	142
2	Retail	5.0 / 1,000 sf	16,580 sf	83
3	Church	1.0 / 1,000 sf	100,000 sf	100
	Senior Housing	4.0 / du	58 du	232
	Pre school	.5 / student	45 students	23
4	Office	6.0 / 1,000 sf	560,000 sf	3,360
	Medical Office	7.5 / 1,000 sf	80,000 sf	600
	Hotel	2.0 / room	300 rooms	600
	Retail	5.0 / 1,000 sf	1,615,000 sf	11,375
	Restaurants	10.0 / seat	1,286 seats[1]	12,860
	Residential	10.0 / du	2,518 du	25,180
5	Residential	10.0 / du	484 du	4,840
6	High school	.5 / student	888 students	444
7	Office	6.0 / 1,000 sf	171,000 sf	1,026
9	Office	6.0 / 1,000 sf	80,000 sf	480
10	High school	.5 / student	550 students	278
Total				**61,623**

Scholl Canyon: Currently, Scholl Canyon Landfill does not accept waste from outside its wasteshed, which primarily includes the City of Glendale. For this reason, potential disposal capacity at Scholl Canyon Landfill is not included in this analysis.

Calabasas: If the Calabasas landfill were utilized exclusively for disposal of related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,614 tons , or .880 percent. This would reduce the remaining capacity at the Calabasas Landfill by approximately .085 percent.

Sunshine Canyon: If Sunshine Canyon landfill were utilized exclusively for disposal of related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,614 tons, or .467 percent. This would reduce the remaining capacity at Sunshine Canyon Landfill by approximately .060 percent.

Puente Hills: If Puente Hills landfill were utilized exclusively for disposal of related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,614 tons, or .233 percent. This would reduce the remaining capacity at the Puente Hills Landfill by approximately .224 percent.

Chiquita Canyon: If Chiquita Canyon Landfill were utilized exclusively for disposal of related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,614 tons, or.514 percent. This would reduce the remaining capacity of the Chiquita Canyon Landfill by approximately .037 percent.

It is probable that the contribution to individual landfills would be smaller than represented above because it is unlikely that all of the waste generated by related projects would be disposed of at one landfill exclusively. These percentages would not cause any of the individual landfills to reach or exceed their capacities and will not require expansion of existing facilities or the construction of new facilities. Therefore, related projects would result in a less than significant impact on solid waste disposal capacity.

Proposed Project, Add Area, and Related Projects

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

Utilizing a worst case assessment scenario, the impacts of each of the possible disposal sites would be as follows.

Scholl Canyon: Currently, Scholl Canyon Landfill does not accept waste from outside its wasteshed, which primarily includes the City of Glendale. For this reason, potential disposal capacity at Scholl Canyon Landfill is not included in this analysis.

Calabasas: If the Calabasas landfill were utilized exclusively for disposal of Project and related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,569 tons , or .876 percent. This would reduce the remaining capacity at the Calabasas Landfill by approximately .085 percent.

Sunshine Canyon: If Sunshine Canyon landfill were utilized exclusively for disposal of Project and related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,569 tons, or .468 percent. This would reduce the remaining capacity at Sunshine Canyon Landfill by approximately .060 percent.

Puente Hills: If Puente Hills landfill were utilized exclusively for disposal of Project and related project waste, the annual potential permitted disposal capacity would be reduced by approximately 9,569 tons, or .232 percent. This would reduce the remaining capacity at the Puente Hills Landfill by approximately .224 percent.

Chiquita Canyon: If Chiquita Canyon Landfill were utilized exclusively for disposal of Project and related project waste generation, the annual potential permitted disposal capacity would be reduced by approximately 9,569 tons, or .511 percent. This would reduce the remaining capacity of the Chiquita Canyon Landfill by approximately .037 percent.

It is probable that the individual contributions to landfill would be smaller than represented above because it is unlikely that all of the waste generated by the Project and related projects would be disposed of at one landfill exclusively. These percentages would not cause any of the individual landfills to reach or exceed their capacities and will not require expansion of existing facilities or the construction of new facilities. Therefore, a significant cumulative impact to solid waste is not anticipated.

V. SIGNIFICANT AND LONG TERM ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126(b) requires that an EIR discuss significant environmental effects that cannot be avoided if a project is implemented. Based upon the analysis completed in **Section IV** of this document, development associated with the proposed Project will result in significant environmental impacts that can be mitigated. The proposed Project will result in two significant impacts that cannot be mitigated including adverse effects to local and regional air quality during the operational phase of the proposed Project and police protection in the area. Alternatives to the proposed Project including the No Project Alternative and an Alternative Project Site alternative will also result in significant environmental impacts to local and regional air quality and police protection.

CEQA Guidelines Section 15126(c) further requires that an EIR discuss significant irreversible environmental changes that would be caused by a proposed Project, should it be implemented. Irreversible environmental changes will occur as a result of the proposed Project. These changes include construction of new buildings to replace those demolished, impacts to air quality during the operational phase, impacts to police protection services, impacts to views, and impact to land use in the area. However, the project area is located within a developed portion of the San Fernando Valley and has been developed for over 40 years. Although new development associated with the proposed Project may change some aspects of the Project Site and Add Area, it will not result in the alteration or conversion of any undeveloped land.

As analyzed throughout **Section IV** of this document, the commitment of resources to the proposed Project and the levels of consumption associated with new development are consistent with planned future development within the City of Los Angeles. The type of construction associated with the proposed Project would consume both slowly renewable and non-renewable resources. These resources include, but are not limited to, lumber, aggregate materials used in concrete and asphalt, metals, petrochemical construction materials, water, and gasoline products required for machine activity.

The type of resources consumed during operation of the Project will be similar to those utilized on the Project Site and Add Area currently such as electricity, natural gas, and petroleum-based fuels required for vehicular activity. Consumption of natural resources during the operational phase was analyzed by the current and future utility providers. The utility providers have determined that resources necessary for the operational phase would be accommodated. However, use of these resources does represent the consumption of non-renewable resources.

Development of the Project would result in the irreversible consumption of both slowly-renewable and non-renewable resources. However, consumption rates during the construction and operational phases would be consistent with growth projections and resource consumption in accordance with the General Plan Framework, the Chatsworth - Porter Ranch Community Plan, and growth projections of the individual utility providers in the project area.

VI. GROWTH INDUCING IMPACTS

CEQA Section 15126.2(d) requires that an EIR discuss the growth inducing impacts of a proposed project. This includes the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The proposed Project at the Project Site includes a General Plan Amendment and Zone Change. Although a potential development scenario for the Project Site has not been determined at this time, for planning and analysis purposes, development at the Project Site could include one of the following scenarios:

Alternative 1: Retail
340,000 square feet Retail
389 Senior Housing units
35 Assisted Living units

Alternative 2: Office
930,000 square feet Office
389 Senior Housing units
35 Assisted Living units

Alternative 3: Retail/Residential
250,000 square feet Retail
300 Condominium units
389 Senior Housing units
35 Assisted Living units

Alternative 4: Office/Residential
690,000 square feet Office
300 Condominium units
389 Senior Housing units
35 Assisted Living units

The proposed entitlements for the Add Area include a General Plan Amendment and Zone Change. Although a specific development scenario for the Add Area has not been determined at this time, however, for planning and analysis purposes, development at the Add Area could include one of the following scenarios:

Alternative 1: Retail
200,000 square feet Retail

Alternative 2: Office
586,000 square feet Office

Alternative 3: Retail/Residential
150,000 square feet Retail
100 Condominium units

Alternative 4: Office/Residential
435,000 square feet Office
100 Condominium units

Due to the developed nature of the western San Fernando Valley, within which the Project Site and Add Area are located, it is not expected that the potential development scenarios would generate growth beyond the Project Site and Add Area. Further, the proposed Project is infill development of a site that has been developed as a research and development facility for over 40 years.

Based on the potential development scenarios, the proposed Project at the Project Site and development scenarios analyzed for the Add Area could introduce a maximum of approximately 5,089 employees[113] and 1,747 residents[114] to the project area. A substantial employment base and residential population currently exist in the western San Fernando Valley and therefore, necessary employees for the proposed commercial or retail development could be found nearby. Development scenarios analyzed include potential for residential development. While this has the potential to increase the residential population in the project area, it is not anticipated to foster residential growth, directly or indirectly, off-site because all properties adjacent and in the near vicinity are developed. Further, the proposed condominium units are part of a mixed use development scenario that will promote reduction of home-to-work trips for residents. This will reduce potential traffic, air, and noise impacts that could occur due to employee and visitor trips to the Site. Therefore, the analyzed development scenarios are not anticipated to foster residential growth or a population shift outside of the project area.

While residential or population growth is not anticipated as a result of the potential development scenarios, employment opportunities are anticipated to increase. An increase in short-term employment opportunities as a result of the construction phase may occur. A substantial increase in long-term employment opportunities is expected from the proposed commercial or retail development. Development scenarios analyzed would result in a maximum increase of approximately 5,089 employees in the project area. New development would be adequately served by existing utilities and therefore will not require construction or expansion of substantial new infrastructure. Therefore, improvements to increase or extend existing infrastructures that could generate additional employment or population growth are not likely to occur.

New development associated with the development scenarios will renew the marketability of the Project Site and Add Area by introducing commercial or retail land uses that are consistent with the commercially designated surrounding land uses within a dwindling industrial core in the Northridge area. Therefore, significant growth inducing impacts are not anticipated in the project area as a result of the Project.

Cumulative Impacts of Related Projects

New development associated with the analyzed development scenarios does not represent significant growth for the project area. However, significant impacts on local and regional air quality during the operational phase and on police protection may occur as a result of the

[113] Assumes 1.5 employees per 1,000 square feet of industrial space, 4.17 employees per 1,000 square feet of office space, 4.3 employees per 1,000 square feet of medical office space, 2.5 employees per 1,000 square feet of retail space, 1.0 employee per 1,000 square feet of warehouse space, .33 employees per 1,000 square feet of senior housing/assisted living space, 1.0 employee per 1,000 square feet of religious institution space, 1.0 employee per 10 pre school students, 1.0 employee per 13 high school students, and 1.0 employee per hotel room.

[114] Assumes 1.5 residents per one bedroom senior housing unit, 2.5 residents per two bedroom senior housing unit, 3.75 residents per single family residence, and 2.5 residents per condominium unit.

analyzed development scenarios. Further, when combined with related projects, cumulative impacts to these issues may occur. Related projects are expected to contribute the following to the extended project area:

Retail	2,544,984 square feet
Commercial	45,000 square feet
Office	3,111,000 square feet
Medical Office	80,000 square feet
Residential Single Family	3,002 dwelling units
Residential Condominiums	5,800 dwelling units[115]
Schools-Pre School	45 students
Schools-Public High School	888 students
Schools-Private High School	550 students
Courthouse	18 court rooms
Senior Housing	58 dwelling units
Church	293,000 square feet
Community Facilities	250,000 square feet
Hotel	600 rooms
Open Space	285 acres

Related projects in the area could generate approximately 9,442[116] new long-term job opportunities and approximately 11,258[117] new residents to the area. Short term employment opportunities could be provided during the construction phase and may increase as a result of other, future development. Long-term employment opportunities will increase primarily as a result of office, retail, and commercial development associated with related projects. Related project development would result in an increase in employees and residents that would increase demand for public services and utilities.

As with the development scenarios analyzed for the proposed Project, related projects could result in a significant impact to conditions in the area. Based on existing understaffed conditions within the LAPD, related projects could further exacerbate inadequate staffing conditions and delayed response times. Additionally, related projects could further exacerbate both local and regional air quality problems. However, related projects would not create significant environmental impacts in addition to those that exist currently or would be created by the

[115] Assumes all dwelling units from Related Project Number 12 are multifamily.

[116] Assumes 1.5 employees per 1,000 square feet of industrial space, 4.17 employees per 1,000 square feet of office space, 4.3 employees per 1,000 square feet of medical office space, 2.5 employees per 1,000 square feet of retail space, 1.0 employee per 1,000 square feet of warehouse space, .33 employees per 1,000 square feet of senior housing/assisted living space, 1.0 employee per 1,000 square feet of religious institution space, 1.0 employee per 10 pre school students, 1.0 employee per 13 high school students, and 1.0 employee per hotel room.

[117] Assumes 3.75 residents per single family residence, and 2.5 residents per condominium unit.

proposed Project. Further, with the exception of the Porter Ranch and Deer Lake Ranch related projects, related projects are similar to the proposed Project in that they are primarily in-fill development within the San Fernando Valley. Research and analysis of cumulative impacts relative to related projects has been addressed in the respective cumulative impact sections.

VII. ALTERNATIVES

INTRODUCTION

Per CEQA Section 15126.6, an EIR shall describe and analyze a range of potential alternatives to the proposed Project. Per Section 15126.6(a), "...an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasiblely attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives...it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternative. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

Per CEQA Section 15126.6(b), the purpose of the alternative analysis is to "...identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

CEQA Section 15126.6(c) sets forth guidelines for the selection of a range of reasonable alternatives. "The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination... Among the factors that may be used to eliminate alternatives from detailed consideration in the EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project, per CEQA Section 15126.6(d). As part of the alternative analysis, per CEQA Section 15126.6(e), the EIR must evaluate the No Project Alternative. The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The No Project Alternative should analyze the impacts that would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Among factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives (*Citizens of Goleta Valley v. Board of Supervisors* (1990))."

As a result of the selection and analysis of project alternatives, an environmentally superior alternative must be designated. If the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

ALTERNATIVES CONSIDERED BUT REJECTED

Public Facilities - Police Substation. CEQA Guidelines require that, "An EIR shall describe a range of reasonable alternatives to the project...which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project...".

One of two significant environmental impacts identified in the proposed Project analysis was to police protection services. To reduce potential impacts to police protection services, an alternative that considered the construction of a new a police Substation or Area Station in the project area was considered. In addition to trying to reduce potential Project impacts, the LAPD had indicated that they are seeking to locate an additional station in the southwest portion of the San Fernando Valley.[118] This alternative was proposed to the LAPD but was determined to be an impractical location for a new Area Station due to its close proximity to the existing Devonshire Area Station (about 3 miles).[119] Construction of a new police substation was also dismissed as impractical by the LAPD due to lack of staffing and equipment budgets.[120]

[118] Email between Maya Zaitzevsky, LADCP Environmental Review Section, and Yvette Sanchez-Owens, LAPD, February 12, 2003.

[119] Email between Maya Zaitzevsky, LADCP Environmental Review Section, and Joanne Ma, LAPD, February 14, 2003.

[120] Email between Maya Zaitzevsky, LADCP Environmental Review Section, and Yvette Sanchez-Owens, LAPD, February 12, 2003.

ALTERNATIVES CONSIDERED

Alternatives analyzed in addition to the proposed Project include:

- No Project Alternative
- All Residential Alternative
- Reduced Project Alternative
- Alternative Project Site with similar project

Discussion of the Alternatives Considered is provided in the following sections. A comparison of the environmental impacts anticipated from the proposed Project and project Alternative is provided in **Table 131: Impact Comparison**.

A. NO PROJECT ALTERNATIVE

Per CEQA Section 15126.6(e), the EIR must evaluate the No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decisionmakers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project. The No Project Alternative should analyze the impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. In the case at hand, the No Project Alternative assumes that no changes to the Project Site and Add Area would occur, existing development would remain on Site, condition unchanged. However, consistent with current plans for the Project Site, the previously approved Homeplace Retirement Community would be constructed as planned.

Currently, the Project Site is developed with approximately 310,000 square feet of office space, approximately 12,000 square feet of manufacturing space, and approximately 4,000 square feet of storage space. The main building at the facility is currently occupied by Litton Guidance and Control Systems. It is the occupant's intent to vacate the property upon termination of their lease in 2005, if not sooner, at which time the occupant will move operations elsewhere. The applicant has made the following attempts to identify a future user of the property that would continue the existing land use:

- Northrop Grumman, the parent company of Litton Industries, has attempted through their industry network to identify another user for the Project Site.

TABLE 131
IMPACT COMPARISON

Environmental Impact Section	Proposed Project	No Project Alternative	All Residential Alternative	Reduced Project Alternative	Alternative Project Site Alternative
Aesthetics	LTS	S/G	LTS/R	LTS/R	LTS/S
Air Quality Construction Operational	 LTS S	 LTS/LT LTS/LT	 LTS/S S/G	 LTS/R LTS/R	 LTS/R LTS/R
Biological Resources	LTS	LTS/S	LTS/S	LTS/S	LTS/S
Geologic Hazards	LTS	LTS/S	LTS/S	LTS/S	LTS/S
Hazardous Materials	LTS	LTS/S	LTS/S	LTS/S	LTS/S
Hydrology	LTS	LTS/R	LTS/G	LTS/S	LTS/S
Land Use	LTS	LTS/S	LTS/S	LTS/S	LTS/S
Noise	LTS	LTS/R	LTS/G	LTS/R	LTS/R
Population & Housing	LTS	LTS/R	LTS/G	LTS/R	LTS/S
Employment	LTS	S/G	S/G	LTS/R	LTS/S
Public Services Fire Police Libraries Schools	 LTS S LTS LTS	 LTS/S LTS/R LTS/R LTS/R	 LTS/S S/G LTS/G S/G	 LTS/S S/R LTS/R LTS/R	 LTS/S S/S LTS/S LTS/S
Recreational Facilities	LTS	LTS/S	LTS/G	LTS/R	LTS/R
Traffic	LTS	LTS/R		LTS/R	LTS/R
Utilities Electricity Natural Gas Water Sewers Solid Waste	 LTS LTS LTS LTS LTS	 LTS/R LTS/R LTS/R LTS/R LTS/R	 LTS/G LTS/G LTS/G LTS/G LTS/G	 LTS/R LTS/R LTS/R LTS/R LTS/R	 LTS/R LTS/R LTS/G LTS/R LTS/R

LTS = Less than significant
S = Significant
LTS/R = Less than significant, Reduced impact compared to proposed Project
LTS/G = Less than significant, Greater impact compared to proposed Project
LTS/S = Less than significant, Similar impacts as proposed Project

- CRESA Partners, a well respected brokerage firm in the project area, has been actively marketing the Site through several methods trying to find a replacement tenant including large marketing signs on Site, cold calling potential users for the Site, networking throughout the brokerage community, flyers, and listing the Site on websites of the most widely used for listing commercial real estate.

- Through word of mouth and corporate connections, the applicant has put word out that the space is available for lease and has attempted to contact specific development opportunities for this Site.

Due to current market forces within the San Fernando Valley, the applicant has been unable to identify a future industrial tenant for the Project Site. The No Project Alternative would result in vacation of the Project Site by the current tenant and existing buildings would be left unoccupied. Vacant buildings can result in blight for the surrounding project area.

The Add Area is currently comprised of approximately fifteen individual parcels, all of which are developed. All of the Add Area properties currently have separate owners. It is unclear if properties within the would be redeveloped under the No Project Alternative however, it has been assumed that properties would not be redeveloped under the No Project Alternative.

Following is a discussion of environmental impacts anticipated as a result of the No Project Alternative.

1. Aesthetics

The No Project Alternative would result in vacation of existing one- to three-story commercial and industrial buildings on the Project Site. These buildings would remain on Site, condition unchanged. While the remainder of the Project Site would be vacated, the approved Homeplace Retirement facility would be developed. The Homeplace facility will be a maximum of four-stories in height and will therefore not restrict views of or from the Project Site. As determined in the Proposed Project, due to the developed, commercial and industrial nature of the project area, the Homeplace development will not alter the existing visual character of the project area.

Vacation of existing buildings on the Project Site could result in a source of blight for the project area which would result in a significant impact to the visual character of the project area. Therefore, the No Project Alternative would result in a significant impact to aesthetics.

2. Air Quality

Air emissions in the project area are contributed to by two sources: mobile sources (vehicular) and stationary sources. Due to the developed commercial nature of the project area, vehicular exhaust is the primary source of air emissions. The No Project Alternative would result in

vacation of existing one- to three-story commercial and industrial buildings on the Project Site. These buildings would remain on Site, condition unchanged. As a result, trip generation at the Project Site will decrease. Due to a reduction in trip generation at the Project Site under the No Project Alternative, air quality impacts will be less than those anticipated for the proposed project. Therefore, the No Project Alternative would result in a less than significant impact to air quality.

3. Biological Resources

Due to the urban nature of the project area, vegetation on the Project Site is limited to landscaped grassy areas, street trees, and a stand of citrus trees located at the southwestern corner of the Project Site. Under the No Project Alternative, the stand of citrus trees, as well as the remainder of landscaping on the Project Site, would be retained. Additionally, under the No Project Alternative, the Homeplace Retirement Community would be constructed, as previously approved. The portion of the Project Site upon which the Homeplace facility will be constructed is currently vacant and void of vegetation. Landscaping will be provided throughout this development. Therefore, the No Project Alternative would result in a less than significant impact to biological resources.

4. Geologic Hazards

The No Project Alternative would likely result in vacation of the existing buildings on the Project Site. Therefore, geologic hazards would be similar to those under the proposed Project.

Under the No Project Alternative, the Homeplace facility will be constructed. The northern portion of the Project Site upon which Homeplace will be constructed, is not located within a designated area of liquefaction hazard; however, the southern portion of the Project Site is located within a designated area of liquefaction hazard. Due to the Site location within a liquefaction zone, a building-specific liquefaction evaluation will be required for the Site to evaluate the anticipated magnitude of liquefaction-induced settlement and to provide foundation recommendations to mitigate adverse effects from liquefaction. With further study and mitigation measures, as with the proposed project, a significant geologic hazard impact is not anticipated due to the location of a portion of the Project Site within a liquefaction zone.

The Project Site is not located within a currently established Alquist-Priolo Earthquake Fault Zone, therefore, the potential for surface rupture at the Site due to fault plane displacement is considered low. However, the Project Site could be subjected to strong ground shaking in the event of an earthquake, a hazard common in Southern California. Any potential effects of ground shaking can be mitigated by proper engineering design and construction in conformance with current building codes and engineering practices. Therefore, a significant geologic hazard impact is not anticipated due to the location of the Project Site within an area of potential strong ground shaking.

5. Hazardous Materials and Waste

The No Project Alternative will include vacation of existing buildings at the Project Site. The rate of use, transport, and disposal of hazardous waste at the Site would likely decrease as a result of the termination of industrial operations. However, due to the age and type of buildings existing on the Project Site, it is likely that asbestos and lead paint may be located within the buildings. If the buildings are left vacant and idle, the opportunity for asbestos containing materials and lead paint residue to be spread outside the existing buildings is unlikely. Similar to the proposed project however, if redevelopment of existing buildings on the Project Site were to occur in the future, proper stabilization and removal of such materials must occur prior to demolition. Therefore, as with the proposed project, the No Project Alternative would result in a less than significant hazardous materials impact.

6. Hydrology

The No Project Alternative would result in vacation of existing buildings on the Project Site which would not substantially alter hydrology at the Site. Under the No Project Alternative, a small stand of citrus trees located at the southwestern corner of the Project Site would be retained. Retention of this stand would reduce runoff from the Site by an unsubstantial 1 cfs of water, or 0.4 percent of the existing runoff, as compared to the proposed Project.

Existing storm drains along Shirley Avenue north of Teledyne Way are undersized and do not fully convey a 10 year storm event. Runoff from the Project Site currently travels via sheet flow eastward along Teleydyne Way to Shirley Avenue where it is conveyed southward along the Shirley Avenue street section to catch basins located at the intersection of Nordhoff Street and Shirley Avenue. Due to the developed nature of the Project Site, the existing undersized storm drain conditions would not be altered by the No Project Alternative and impacts would be similar to those of the proposed Project.

Under the No Project Alternative, construction of the Homeplace Retirement facility would take place. This project includes installation of a private storm drain to control runoff from the currently vacant Homeplace parcel. Assuming the Homeplace Retirement facility is developed independently of the vacation of existing buildings on the Project Site, construction of this control mechanism would occur. If, for some reason, the Homeplace development does not occur, construction of this control mechanism and the construction of any other on-site control features may not occur. However, as with the proposed project, due to the existing developed nature of the Project Site, the No Project Alternative would result in a less than significant impact to hydrology.

7. Land Use

The No Project Alternative will result in continuation of the existing zoning and General Plan designation across the Project Site. Therefore, although the Site may become underutilized, the No Project Alternative will result in a less than significant land use impact.

8. Noise

Due to the developed nature of the project area, vehicular traffic is the primary source of noise in the area. Sensitive receptors to noise impacts in the area have been identified as:

- Residential uses (Plummer Street and Corbin Avenue)
- Washington Mutual Child Care Center

The No Project Alternative would result in vacation of existing buildings on the Project Site. As a result of the Site vacancy, trip generation at the Project Site would decrease by approximately 2,802 daily trips.

Under the No Project Alternative, the approved Homeplace Retirement facility would be constructed. This development would increase trip generation at the Project Site by approximately 1,429 daily trips. Due to the vacation of the remainder of the Site, with this increase the total number of trips at the Project Site would be reduced overall by approximately 1,373 daily trips. This would reduce noise impacts at the Project Site and at the identified sensitive receptors. Therefore, as with the proposed project, the No Project Alternative would result in a less than significant noise impact.

9. Population

The No Project Alternative would likely include vacation of existing buildings on the Project Site. The No Project Alternative would include construction of the approved Homeplace Retirement facility. As a result, the No Project Alternative could result in an increase of approximately 797 residents at the Project Site. However, the potential increase in residents resulting from the Homeplace facility will not exceed population estimates for this area provided by the Los Angeles Citywide General Plan Framework EIR. Therefore, the No Project Alternative would result in a less than significant impact to population.

10. Employment

The No Project Alternative at the Project Site would result in vacation of existing buildings on the Project Site. Vacation by the current tenant would eliminate approximately 1,000 jobs currently located on the Project Site.

Operation of the Homeplace Retirement facility would increase jobs at the Project Site by approximately 195 jobs. This would result in a net loss of approximately 805 jobs at the Project Site. Therefore, the No Project Alternative could result in a significant impact to employment.

11. Fire Protection

The No Project Alternative would result in vacation of existing buildings at the Project Site. Additionally, the Homeplace Retirement facility would be constructed. Based on a fire protection analysis conducted by the LADWP for the proposed project (which included the Homeplace facility), existing fire flow at public hydrants would be adequate to serve the proposed project at the Project Site with incorporation of mitigation measures. Therefore, under the No Project Alternative at the Project Site, the Project Site would have adequate fire protection and the No Project Alternative would result in a less than significant impact to fire protection services.

12. Police Protection

The No Project Alternative includes vacation of existing buildings at the Project Site. This will reduce the employee population at the Project Site by approximately 1,000 employees. There is no residential population currently.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur which could introduce approximately 797 new residents and approximately 195 employees to the Site. Based on vacation of the remainder of the Site, this increase would result in a net loss of approximately eight people at the Project Site. Therefore, the No Project Alternative would result in a less than significant impact to police protection services.

13. Libraries

The No Project Alternative includes vacation of existing buildings at the Project Site. This will reduce the population at the Site by approximately 1,000 people, currently employees. There is no residential population currently.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur which could introduce approximately 797 new residents and approximately 195 employees to the Site. Based on vacation of the remainder of the Site, this increase would result in a net loss of approximately eight people at the Project Site. Additionally, Homeplace will provide library services for the use of their residents. Therefore, as with the proposed project, the No Project Alternative will result in a less than significant impact to library services.

14. Schools

The No Project Alternative includes vacation of existing buildings at the Project Site. There is no residential population at the Project Site currently, therefore, the vacation will not reduce the number of school aged children in the project area.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur which could introduce approximately 797 new residents and approximately 195 employees to the Site. Based on vacation of the remainder of the Site, this increase would result in a net loss of approximately eight people at the Project Site. The Homeplace facility is intended for seniors who require daily medical and living assistance and therefore, will not generate school-aged children. Therefore, the No Project Alternative will not result in a significant impact to schools.

15. Recreation

The No Project Alternative includes vacation of existing buildings at the Project Site. There is no residential population at the Project Site currently.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur which could introduce approximately 797 new residents and approximately 195 employees to the Site. Based on vacation of the remainder of the Site, this increase would result in a net loss of approximately eight people at the Project Site which will reduce any impact to recreational facilities. As with the proposed project, due to the acreage of parkland available throughout the Community Plan Area and the number of active recreational facilities available in the project area, the No Project Alternative at the Project Site will result in a less than significant impact to parkland or recreational facilities.

16. Traffic

The No Project Alternative includes vacation of existing buildings at the Project Site which will reduce trip generation in the project area by approximately 2,802 daily trips. Construction of the Homeplace Retirement facility is anticipated to generate approximately 1,429 daily trips which will result in a net reduction of 1,373 daily trips at the Project Site. Therefore, the No Project Alternative would result in a less than significant impact to traffic.

17. Electricity

The No Project Alternative includes vacation of existing buildings at the Project Site. This could reduce electricity demand in the project area by a maximum of approximately 4,162,625 kWh annually.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur. This construction would result in an electricity demand of approximately 2,385,637 kWh annually which is a net reduction of approximately 1,776,988 kWh annually. Further, the Homeplace facility was included in the electricity demand analysis approved by the LADWP for the proposed project. Therefore, the No Project Alternative would result in a less than significant impact to electricity provision services.

18. Natural Gas

The No Project Alternative includes vacation of existing buildings at the Project Site. This could reduce natural gas demand in the project area by a maximum of approximately 669,085 cubic feet monthly.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur. This construction would result in a natural gas demand of approximately 1,700,877 cubic feet monthly which is a net reduction of approximately 1,031,792 cubic feet monthly. The Homeplace facility was included in the natural gas analysis approved by The Gas Company for the proposed project. Therefore, the No Project Alternative would result in a less than significant impact to natural gas provision.

19. Water

The No Project Alternative includes vacation of existing buildings at the Project Site. This could reduce water demand in the project area by a maximum of approximately 68,251 gallons per day.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur. This construction would result in a water demand of approximately 49,305 gallons per day which is a net reduction of approximately 18,946 gallons per day of water. The Homeplace facility was included in the water demand analysis approved by LADWP for the proposed project. Therefore, the No Project Alternative would result in a less than significant impact to water supply.

20. Sewers

The No Project Alternative includes vacation of existing buildings at the Project Site. This could reduce sewage generation in the project area by a maximum of approximately 63,345 gallons per day.

Under the No Project Alternative, construction of the Homeplace Retirement facility would occur. This construction would result in a sewage generation of approximately 61,325 gallons per day which is a net reduction of approximately 2,020 gallons per day of sewage. The Homeplace facility was included in the sewer analysis conducted by LADPW for the proposed project.

According to the LADPW, Bureau of Engineering, existing sewers in Corbin Avenue and Nordhoff Street have adequate capacity to serve the No Project Alternative conditions. Therefore, the No Project Alternative would result in a less than significant impact to sewers.

21. Solid Waste

The No Project Alternative includes vacation of existing buildings at the Project Site. This could reduce solid waste generation in the project area by approximately 1.3 tons per day.

Construction of the Homeplace facility would result in the disposal of approximately 1,717 tons. Any waste generated from the construction phase would be temporary in nature and would not result in long-term disposal of waste. Operation of the Homeplace facility would produce approximately .95 tons of solid waste per day which is a net reduction of approximately .35 tons of solid waste per day at the Project Site. Therefore, the No Project Alternative would result in a less than significant impact to solid waste generation.

B. ALL RESIDENTIAL ALTERNATIVE

The All Residential Alternative would include the development of residential units across the Project Site and Add Area. The All Residential Alternative would include replacement of existing uses at the Project Site and Add Area with multifamily housing units. As previously approved, the Homeplace Retirement Community would be constructed on an approximately eight acre parcel of the Project Site, located at the southeastern corner of the Corbin Avenue and Prairie Street.

In accordance with the requested Zone Change from MR2-1, [T][Q]M1-1, and P-1 to C2-1, Commercial, the C2-1 Zone permits one dwelling unit per 400 square feet. Based on this allowance, the All Residential Alternative at the Project Site would include a maximum of 2,994 dwelling units in addition to the Homeplace Retirement facility (389 independent senior living units, 35 assisted living units). The All Residential Alternative would include a maximum 1,666 dwelling units on the Add Area properties. Overall, the All Residential Alternative would result in the construction of approximately 4,660 dwelling units, 389 senior housing units, and 35 assisted living units.

The environmental setting for the project area (Project Site and Add Area) is similar to that provided for the proposed Project. Further, all service and utility providers for the All Residential Alternative will be similar to those of the proposed project.

Following is a discussion of environmental impacts anticipated as a result of the All Residential Alternative.

1. Aesthetics

The Project Site is currently developed with one- to three-story commercial and industrial buildings. The Add Area is currently developed with one- and two-story industrial buildings. The All Residential Alternative includes development of multifamily residential housing units with a maximum height of two stories. Due to the developed nature of the Project Site and Add Area, development included in the All Residential Alternative will not alter the existing visual character of the project area.

No significant views have been identified in the Chatsworth - Porter Ranch Community Plan for this area. The All Residential Alternative would not result in the insertion or removal of a prominent feature in the Plan Area that would conflict with current views in the project area. The All Residential Alternative would not substantially alter the views of the project area. Therefore, the All Residential Alternative would result in a less than significant impact to aesthetics.

2. Air Quality

The All Residential Alternative will result in a maximum trip generation of approximately 14,056 daily trips, a net increase of approximately 920 daily trips over the maximum trip generation possible under the proposed Project. This is a net increase of approximately seven percent.

Due to the direct relationship between air quality and trip generation, a seven percent increase in trip generation will result in an approximately seven percent increase in impacts to air quality. Based on an air quality analysis conducted for the proposed Project, development of the All Residential Alternative would generate a maximum of approximately 37 pounds of CO, 22 pounds of ROG, 60 pounds of NOx, 4 pounds of SOx, and 112 pounds of PM10 during the construction phase. Therefore, construction of the All Residential Alternative would not exceed air quality thresholds established by the SCAQMD after mitigation and would result in a less than significant impact to air quality during the construction phase.

Assuming a seven percent increase in trip generation, the All Residential Alternative would generate approximately 1,707 pounds of CO, 169 pounds of ROG, 192 pounds of NOx, 1 pound of SOx, and 84 pounds of PM10 during the operational phase. Therefore, as with the proposed Project, operational activities of the All Residential Alternative after mitigation would exceed air quality thresholds established by the SCAQMD for CO, ROG, and Nox and would result in a significant impact to air quality.

3. Biological Resources

Due to the urban nature of the Project Site and Add Area, vegetation is limited to landscaped grassy areas, street trees, and a stand of trees located at the southwestern corner of the Project Site. Based on the quantity of impervious surface and the length of time that these conditions have existed, there are no known or identified significant biological resources, including endangered or threatened species, on the Project Site or Add Area. The City of Los Angeles Citywide General Plan Framework EIR does not identify the Project Site or Add Area as a Biological Resource Area, commonly known for providing habitat for threatened or endangered species. The Project Site and Add Area are not located within an existing or proposed Significant Ecological Area. Therefore, the All Residential Alternative will result in a less than significant impact to biological resources due to conflicts with local environmental plans or the loss or destruction sensitive species or their habitats.

The All Residential Alternative may relocate or remove a small stand of trees located at the southwestern corner of the Project Site, near the intersection of Nordhoff Street and Corbin Avenue. Trees located along street frontages of the Project Site and Add Area may be altered or removed as a result of the All Residential Alternative. The removal of trees and landscaping may result in a significant impact to biological resources. However, with incorporation of the

mitigation measure to replace any trees removed at a 1:1 ratio, any significant impacts to biological resources would be reduced to a less than significant level. Therefore, as with the proposed project, the All Residential Alternative would result in a less than significant impact to biological resources.

4. Geologic Hazards

Impacts from seismic hazards would be similar to those anticipated from the proposed Project. The northern portion of the Project Site is not located within a designated area of liquefaction hazard; however, the southern portion of the Project Site is located within a designated area of liquefaction hazard. The Add Area is not located within an area of liquefaction. Due to the location of the Project Site within a liquefaction zone however, a building-specific liquefaction evaluation will be required for the southern portion of the Project Site to evaluate the anticipated magnitude of liquefaction-induced settlement and to provide foundation recommendations to mitigate adverse effects from liquefaction.

The All Residential Alternative would also include construction of the previously approved Homeplace Retirement facility. The Homeplace facility is anticipated to include a maximum of two subterranean parking levels. However, the Homeplace development is located on a portion of the Project Site that is not subject to liquefaction. Further, geologic hazards resulting from the All Residential Alternative will be similar to those of the proposed Project which were determined to be less than significant. Therefore, the All Residential Alternative would result in a less than significant geologic hazard impact.

The Project Site and Add Area are not within a currently established Alquist-Priolo Earthquake Fault Zone, therefore, the potential for surface rupture at the project area due to fault plane displacement is considered low. However, the project area could be subjected to strong ground shaking in the event of an earthquake, a hazard common in Southern California. Potential geologic hazards will be similar to those expected as a result of the proposed project. Any potential effects of ground shaking can be mitigated by proper engineering design and construction in conformance with current building codes and engineering practices. A significant geologic hazard impact is not anticipated as a result of the All Residential Alternative due to the location of the project area within an area of potential strong ground shaking.

5. Hazardous Materials and Waste

According to the Phase I Environmental Assessment prepared by American Environmental Specialist, Inc. (AES), no major environmental concerns requiring immediate investigation or remediation exist on the Project Site or Add Area. Soil and groundwater contamination were not identified on the Project Site or Add Area during the Phase I investigations performed.

With the proposed development of residential land uses at the Project Site and Add Area under the All Residential Alternative, the rate of use, transport, and disposal of hazardous waste would likely decrease. However, due to the age and type of buildings existing on the sites, it is likely that asbestos and lead paint may be located within the buildings. The demolition of any structures with asbestos containing materials or lead-based paint would have the potential to release these substances if they are not properly stabilized or removed prior to demolition activity and could result in a significant impact to hazardous materials. Similar to the proposed Project, proper stabilization and removal of such materials must occur prior to demolition of buildings at the Project Site and Add Area. After mitigation, the All Residential Alternative would result in a less than significant hazardous materials and hazardous waste impact.

6. Hydrology

Due to the existing, developed nature of the Project Site and Add Area, the All Residential Alternative will not substantially alter hydrology at the Project Site and Add Area. As with the proposed Project, the removal of a small stand of trees currently located at the southwestern corner of the Project Site would increase runoff from the Project Site by an unsubstantial 1 cfs of water, or 0.4 percent of the existing runoff.

Existing storm drains along Shirley Avenue north of Teledyne Way are undersized and do not fully convey a 10 year storm event. However, runoff from the Project Site currently travels via sheet flow eastward along Teleydyne Way to Shirley Avenue where it is conveyed southward along the Shirley Avenue street section to catch basins located at the intersection of Nordhoff Street and Shirley Avenue. Due to the developed nature of the Project Site, the existing undersized sewer conditions at the Project Site would not be altered by the All Residential Alternative and impacts would be similar to those of the proposed Project. However, when development of the All Residential Alternative occurs within the Add Area properties, the undersized storm drain conditions along Shirley Avenue would have to be reexamined as they may adversely affect conditions at the Project Site.

The approved Homeplace Retirement facility includes the installation of a private storm drain to control runoff from the eight acre parcel of land proposed for this development. This will increase stormwater control in the project vicinity. As with the proposed Project, the All Residential Alternative will result in a less than significant impact to hydrology.

7. Land Use

The Project Site and Add Area are currently zoned MR2-1, Industrial, [T][Q]M1-1, and P-1, Parking. The number of dwelling units under the All Residential Alternative was calculated based on the adoption of C2-1 zoning over the project area (which allows for R4 density), simultaneous with the adoption of a Community Commercial plan designation. However, the All

Residential Alternative could also be accomplished with the adoption of R4 zoning and a High Medium Residential plan designation.

Therefore, with the adoption of a General Plan designation and zoning that are consistent with each other, the All Residential Alternative would result in a less than significant land use impact. This would be similar to the land use impact anticipated under the proposed Project at the Project Site and development scenarios analyzed for the Add Area.

8. Noise

The Project Site and Add Area are located in an urban environment. The existing noise environment is characterized by the mix of land uses within it, which includes primarily commercial and industrial development as well as arterial roadways. Vehicular traffic is the primary source of noise in the vicinity and is the largest consistent noise source. Therefore, noise impacts resulting from construction activities will not substantially differ from that assumed under the proposed Project. The proposed Project was determined to have a less than significant noise impact resulting from construction activities. Therefore, the All Residential Alternative will result in a less than significant impact to noise.

A project would normally have a significant operational noise impact if the project would cause the ambient noise level to increase by five dBA. To register an increase in dBA this large, the number of vehicle trips measured over a 24-hour period would have to double. The All Residential Alternative will generate a maximum of approximately 18,477 daily trips, a net increase of approximately 920 daily trips over the maximum trip generation possible under the proposed Project. The proposed Project was determined to cause a less than significant impact to noise. Because the All Residential Alternative will not double the number of vehicular trips in the project area in a 24-hour period, the All Residential Alternative will result in a less than significant noise impact.

9. Population and Housing

There are no residential units currently located on the Project Site or Add Area. Under the All Residential Alternative, approximately 4,660 multifamily dwelling units would be constructed. In addition, the previously approved Homeplace Retirement Community would add approximately 389 independent senior housing units and 35 assisted living units to the area. As a result, the All Residential Alternative could result in a maximum increase of approximately 12,447 residents.

Based on a 2000 Census population of 84,734 residents, this increase would result in a total of approximately 97,181 residents in the Chatsworth - Porter Ranch Community Plan Area. The Los Angeles Citywide General Plan Framework EIR has projected a resident population in the Chatsworth - Porter Ranch Community Plan Area of 102,360 residents by 2010. Therefore, the proposed increase of 12,447 residents to 97,181 residents in the Plan Area under the All

Residential Alternative will result in a less than significant impact to the existing population or public services in the area.

Under the All Residential Alternative, the housing unit total on the Project Site and Add Area would increase by a maximum of 4,660 multifamily housing units and 424 Senior Housing units. The Chatsworth - Porter Ranch Community Plan Area indicates a total of 31,065 housing units in 2000[121] while the City of Los Angeles Citywide General Plan Framework EIR projects approximately 37,290 housing units for the Chatsworth - Porter Ranch Community Plan Area by 2010. An increase of approximately 5,084 housing units to 36,149 units within the Chatsworth -

Porter Ranch Community Plan Area would result in a less than significant impact to housing in the Plan Area.

10. Employment

Approximately 1,000 persons are employed at the Project Site and approximately 429 persons are employed at the Add Area properties. The All Residential Alternative would result in the replacement of existing businesses and industry with residential dwelling units at the Project Site and Add Area. This would eliminate jobs at the Project Site and Add Area. Therefore, the All Residential Alternative would result in a significant impact to employment.

11. Fire Protection

The Project Site is currently served by the following Fire Station Nos 103, 104, and 107. Under the All Residential Alternative, the existing industrial and office buildings at the Project Site and Add Area will be replaced with multifamily residential dwelling units. Based on a fire protection service analysis completed for the proposed Project, the Project Site would be adequately served with the incorporation of mitigation measures.

According to LAFD requirements, a high density residential project would require approximately 4,000 gpm from four adjacent fire hydrants flowing simultaneously. An analysis conducted by the LADWP for the proposed Project which required 6,000-9,000gpm from four hydrants flowing simultaneously, determined that existing fire flow would be adequate to serve the proposed Project. The All Residential Alternative, which requires less fire flow from a similar number of fire hydrants than the proposed Project, would therefore, be adequately served by the existing fire flow.

The LAFD has indicated that the proposed Project would result in a less than significant impact to fire services in the area. In terms of fire service protection, the All Residential Alternative

[121] Http://www.lacity.org/PLN/DRU/CPAInfo/Valley/ChtInfo.htm. June 5, 2002.

would require less significant fire protection services than the existing industrial uses or the proposed commercial and retail uses. Therefore, the All Residential Alternative would result in a less than significant impact to fire protection services.

12. Police Protection

Under the All Residential Alternative, the number of employees at the Project Site and Add Area would be reduced by approximately 1,429. However, the All Residential Alternative would increase the number of residents on the Project Site and Add Area by approximately 12,447. Due to the currently understaffed conditions within the LAPD, the addition of residents to the Project Site and Add Area would result in a significant impact to police protection services.

13. Libraries

As a result of the All Residential Alternative, the resident population in the Chatsworth - Porter Ranch Plan Area will increase from 84,734 residents[122] to approximately 97,181 residents. Based on the current service capacity of the Porter Ranch Library (approximately 100,000 residents), the demand for library services would not exceed the level of service available at the library branch currently serving the project area. The Northridge Branch and the Chatsworth Branch Libraries are anticipated to open in late 2003 which will increase the capacity of library services in the project area. Additionally, the approved Homeplace Senior Housing facility will provide a library facility on site for its residents. This would reduce demand on City of Los Angeles Public Library services. Therefore, the All Residential Alternative will result in a less than significant impact on library services.

14. Schools

According to school generation rates provided by the L.A. CEQA Thresholds Guide, the residential units proposed under the All Residential Alternative have the potential to generate a maximum of 140 elementary school students, 94 middle school students, and 94 high school students, as shown in **Table 132: All Residential Alternative Schools**.

LAUSD schools that currently serve the project area include Calahan Elementary School, Nobel Middle School, and Cleveland High School. As shown in the following table, Calahan Elementary School has an operating capacity of 500 students that will adequately accommodate the increase of approximately 140 elementary students. Nobel Middle School has an operating capacity of 2,238 that will adequately accommodate the increase of approximately 94 middle school students. Cleveland High School has an operating capacity of 3,831 that will not be able to accommodate the proposed increase of approximately 94 students. The All Residential

[122] 2000 Census Data.

Alternative would be required to pay school fees to help mitigate any potential impacts. However, due to the fact that Cleveland High School would be operating 490 students above their capacity as a result of this Alternative, the All Residential Alternative would result in a significant impact to schools.

TABLE 132
ALL RESIDENTIAL ALTERNATIVE SCHOOLS

Enrollment	Calahan Elementary	Nobel Middle School	Cleveland High School
2001-2002 Actual[1]	480	2,202	2,959
2005-2006 Projected[1]	331	1,735	4,227
Project Contribution[2]	140	94	94
2005-2006 Projected with Project	471	1,829	4,321
Operating Capacity[1]	500	2,238	3,831
Surplus/Deficiency	29	409	(490)

[1]Fax from Ray Dippel, LAUSD Office of Environmental Health & Safety, to Carrie Riordan of Planning Associates, Inc., July 10, 2002.
[2]Based on potential project student generation shown in Table 66: Projected Student Generation Project Site.

15. Recreation

There is no open space or parkland currently located on the Project Site or Add Area. The All Residential Alternative does not include the construction or removal of open space or parkland. However, the All Residential Alternative could increase population in the area by approximately 12,447 residents which would result in a decrease in the ratio of acres of parkland to residents from 32.5 acres of parkland per 1,000 residents to 28.3 acres of parkland per 1,000 residents. This ratio is still greater than both the City of Los Angeles requirement of 4 acres of parkland per 1,000 residents and the City of Los Angeles provision of 4.25 acres per 1,000 residents. Further, the All Residential Alternative would be required to pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the Zoning Code (Section 17.12). Therefore, the All Residential Alternative will result in a less than significant impact on parkland and open space.

16. Traffic

The All Residential Alternative would result in a maximum trip generation of approximately 14,056 daily trips, a net increase of approximately 1,029 daily trips over the maximum 13,027 trips anticipated under the proposed Project. The All Residential Alternative would result in a significant impact to 17 of the 39 study intersections identified in the proposed Project. The proposed Project included a "package" of mitigation measures to reduce potential traffic impacts. This "package" included a local-match contribution to the Mason Avenue Extension Project, Transportation Demand Management (TDM), physical mitigation measures and funding of

LADOTs Automated Traffic Surveillance and Control System (ATSAC) / Adaptive Traffic Control System (ATCS) along the Ronald Reagan Freeway Corridor System (from Devonshire Street to Rinaldi Street). With incorporation of the proposed Project mitigation "package" for the All Residential Alternative, the All Residential Alternative would result in an unmitigated, significant impact to five of the 39 study intersections. Therefore, unlike the proposed Project, the All Residential Alternative would result in a significant traffic impact.

17. Electricity

Current development on the Project Site and Add Area consumes approximately 6,393,428 KwH annually. Electricity at the Project Site and Add Area is supplied by the Los Angeles Department of Water and Power (LADWP). The All Residential Alternative would consume approximately 28,605,127 KwH annually[123], an increase of approximately 22,211,699 KwH annually. LADWP has indicated that they will have adequate supply to meet the increased demand resulting from the All Residential Alternative.[124] Therefore, although the All Residential Alternative will result in an increase in electricity consumption over the proposed Project, the All Residential Alternative will result in a less than significant impact to electricity service provision.

18. Natural Gas

Current development on the Project Site and Add Area consumes approximately 1,392,719 cubic feet of natural gas monthly. The All Residential Alternative could require approximately 20,394,467 cubic feet of natural gas monthly[125], an increase of approximately 19,001,748 cubic feet monthly. The Gas Company, the sole natural gas utility provider in the project area, has determined that existing natural gas facilities will have adequate capacity to service the All Residential Alternative.[126] Demand projections by The Gas Company have allowed for additional demand, as well, the cumulative impact of future proposals in this area. Therefore, although the All Residential Alternative will result in an increase in the demand for natural gas service at the Project Site and Add Area, the All Residential Alternative will result in a less than significant impact to natural gas provision.

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[123] Assumes 5,626.50 kWh per year per dwelling unit per Table A9-11-A of SCAQMD CEQA Air Quality Handbook. Homeplace is assumed to utilize approximately 2,385,637 kWh per year.

[124] Phone conversation between Mr. Val Amezquita, Los Angeles Department of Water and Power, and Carrie Riordan, Planning Associates, Inc., July 7, 2003.

[125] Assumes 4,011.5 cubic feet per month, per Table A9-12-A, SCAQMD CEQA Air Quality Handbook. Homeplace is assumed to utilize 1,700,877 cubic feet per month.

[126] Letter from Jim Hammel, Technical Services, Northern Region of The Gas Company to Carrie Riordan of Planning Associates, Inc. June 26, 2003.

19. Water

According to the Los Angeles Citywide General Plan Framework EIR, the projected average water supply in year 2010 for the City of Los Angeles is expected to be 756,500 acre-feet per year while the projected maximum total available water supply is expected to be 1,370,646 acre-feet per year.[127] Based on the a Citywide water use of approximately 667,467 acre-feet in 2000-2001[128], an increase of approximately 890 acre-feet[129] as a result of the All Residential Alternative would be accommodated by the LADWP projected water supply for 2010. Therefore, it is expected that, as with the proposed project, the LADWP will have sufficient water supplies to serve the needs of the All Residential Alternative during normal and drought conditions and will not require additional infrastructure improvements. However, prior to approval of an All Residential Alternative, a new Water Supply Assessment (WSA) must be completed by the Department of Water and Power. The All Residential Alternative will result in a less than significant water supply impact.

20. Sewers

Development at the Project Site and Add Area currently generates approximately 84,547 gallons of sewage daily. The All Residential Alternative could generate approximately 1,226,325 gallons of sewage daily[130], an increase of approximately 1,141,778 gallons daily. According to the City of Los Angeles Bureau of Engineering, the All Residential Alternative is anticipated to generate approximately three times the design flow of the project area.[131] The existing sewers in Nordhoff Street and Corbin Avenue, as well as sewer systems internal to the Project Site and Add Area, are thought not to have adequate capacity to serve the All Residential Alternative. Therefore, the All Residential Alternative will result in a significant impact to sewers.

As with the proposed Project, the following mitigation measure should be considered for inclusion into the All Residential Alternative: In the instance that growth and development occurs at the Project Site and Add Area, a study of sewer capacity must be completed prior to the issuance of a new building permit. Potential measures to mitigate identified impacts include the construction of relief sewers at the Project Site/Add Area and downstream of the project area.

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[127] Los Angeles Citywide General Plan Framework EIR, Section 2.6.3.6 Projected Water Supply.

[128] Final Year 2000 2001 Urban Water Management Plan Update

[129] Assumes 160 gpd per condominium unit, as provided by the WSA for the proposed Project. Homeplace is assumed to use approximately 49, 305 gpd.

[130] Assumes 3-bedroom condominium development plus Homeplace Retirement facility. City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August, 1988.

[131] Phone conversation between Mr. David Yoest, City of Los Angeles Bureau of Engineering, and Carrie Riordan, Planning Associates, Inc., July 7, 2003.

21. Solid Waste

As with the proposed Project, demolition of existing development at the Project Site and Add Area will generate approximately 37,777.5 tons of debris. Construction of the All Residential Alternative will generate approximately 10.3 tons of debris. A portion of the materials could be recycled. The remainder of the demolition debris will be disposed of at a landfill.

Based on the materials utilized during construction, it is assumed that a portion of the debris could be recycled. The remainder of the construction debris will be disposed of within a landfill. Any waste generation resulting from the construction phase of the proposed project at the Project Site would be temporary in nature and would not result in long-term disposal of waste into any one landfill. Based on the temporary nature of the construction phase and the limited amount of debris generated, the proposed project at the Project Site would result in a less than significant impact to solid waste generation during the construction phase.

The Project Site and Add Area currently generates approximately 11,288 pounds per day, or approximately 1,761 tons per year. Operation of the All Residential Alternative will generate approximately 20,546 pounds per day[132], or approximately 3,205 tons per year, an increase of approximately 9,258 pounds per day, or approximately 1,444 tons per year.

Utilizing a worst case assessment scenario, the impacts of each of the possible disposal sites would be as follows:

Scholl Canyon: Currently, Scholl Canyon Landfill does not accept waste from outside its wasteshed, which primarily includes the City of Glendale. For this reason, potential disposal capacity at Scholl Canyon Landfill is not included in this analysis.

Calabasas: If the Calabasas landfill were utilized exclusively for disposal of waste generated by the All Residential Alternative, the annual potential permitted disposal capacity would be reduced by approximately 1,444 tons, or .132 percent. This would reduce the remaining capacity at the Calabasas Landfill by approximately .013 percent.

Sunshine Canyon: If Sunshine Canyon landfill were utilized exclusively for disposal of waste generated by the All Residential Alternative, the annual potential permitted disposal capacity would be reduced by approximately 1,444 tons, or .07 percent. This would reduce the remaining capacity at Sunshine Canyon Landfill by approximately .009 percent.

[132] Assumes 4 pounds of solid waste per residential dwelling unit plus Homeplace Retirement facility. Homeplace determined to generate approximately 1,906 pounds of solid waste per day.

Puente Hills: If Puente Hills landfill were utilized exclusively for disposal of waste generated by the All Residential Alternative, the annual potential permitted disposal capacity would be reduced by approximately 1,444 tons, or .035 percent. This would reduce the remaining capacity at the Puente Hills Landfill by approximately .034 percent.

Chiquita Canyon: If Chiquita Canyon Landfill were utilized exclusively for disposal of waste generated by the All Residential Alternative, the annual potential permitted disposal capacity would be reduced by approximately 1,444 tons, or.077 percent. This would reduce the remaining capacity of the Chiquita Canyon Landfill by approximately .006 percent.

Therefore, the All Residential Alternative would result in a less than significant impact to solid waste.

C. REDUCED PROJECT ALTERNATIVE

The Reduced Project Alternative includes demolition of all existing development at the Project Site and Add Area. This development would be replaced by approximately 151,875 square feet of office space, approximately 54 condominium units, and a senior housing facility consisting of approximately 389 independent living units and 35 senior housing units.

The Reduced Project Alternative is based on the need to reduce air quality impacts anticipated from the proposed Project. This Alternative assumes that, as with the proposed Project, both the Project Site and Add Area would be redeveloped. The four development scenarios considered under the proposed Project for both the Project Site and Add Area were examined to determine which *one* scenario would be further analyzed under the Reduced Project Alternative. Selection of a development scenario was based on reducing the proposed Project to a size that would not exceed the SCAQMD thresholds for air quality. This required that the air quality impacts of only one development scenario be reduced below the threshold. Therefore, the development scenario that resulted in the smallest amount of pollutant emissions (i.e. the smallest exceedance of air quality standards) under the proposed Project was chosen. This would result in the smallest percentage decrease in both air quality impacts and square footage of development, and therefore would maintain the largest potential project, or worst case scenario, for development at the Project Site and Add Area under the Reduced Project Alternative. The development scenario chosen for analysis under the Reduced Project Alternative was the Office/Residential scenario.

Under the proposed Project, the Office/Residential scenario includes 1,125,000 square feet of office space, 400 condominium units, and a senior housing facility of approximately 389 independent living units and 35 assisted living units. Based on the air quality analysis prepared for the proposed Project, it was determined that to reduce the air quality impacts of this development scenario below the established thresholds, the number of vehicle trips generated by the Project must be reduced by approximately 67 percent, or approximately one-third of the proposed Project trips. It is assumed under this Alternative that the previously approved Homeplace Retirement facility would be constructed in full, as approved. As a result, to achieve the required trip limitation, the Project would be reduced to approximately 138,375 square feet of office space, 49 condominium units, 389 independent senior living units, and 35 assisted living units, or approximately 12.3 percent of the proposed Project.

The environmental setting for the project area (Project Site and Add Area) is similar to that provided for the proposed Project. Further, all service and utility providers for the Reduced Project Alternative will be similar to those of the proposed Project.

Following is a discussion of environmental impacts anticipated as a result of the Reduced Project Alternative.

1. Aesthetics

Due to the developed, commercial and industrial nature of the project area, redevelopment of the Project Site and Add Area will not alter the existing visual character of the project area. Based on the reduction of square footage associated with the Reduced Project Alternative, to utilize the majority of development area on the Site, the Reduced Project Alternative would result in building heights shorter than those included under the Proposed Project. The Proposed Project was determined to result in a less than significant impact to views. Therefore, the Reduced Project Alternative would result in a less than significant impact to views. The Reduced Project Alternative will therefore result in a less than significant impact to aesthetics.

2. Air Quality

The Reduced Project Alternative would generate approximately 2,452 daily trips, a reduction of approximately 67 percent, compared to the proposed Project.

Due to the direct relationship between air quality and trip generation, a 67 percent reduction in trip generation will result in an approximately 67 percent reduction in impacts to air quality. Based on an air quality analysis conducted for the proposed Project, the construction phase of the Reduced Project Alternative would generate a maximum of approximately 11 pounds of CO, 7 pounds of ROG, 18 pounds of NOx, 1 pound of SOx, and 35 pounds of PM10 after mitigation. All of these emissions fall below the identified SCAQMD threshold for the respective pollutant. Therefore, construction of the Reduced Project Alternative would not exceed air quality thresholds established by the SCAQMD and would result in a less than significant impact to air quality during construction.

Assuming a 67 percent reduction in trip generation, the Reduced Project Alternative project would generate approximately 403 pounds of CO, 53 pounds of ROG, 46 pounds of NOx, less than 1 pound of SOx, and 20 pounds of PM10 during the operational phase. All of these emissions fall below the identified SCAQMD thresholds for the respective pollutants. Therefore, after mitigation, operation of the Reduced Project Alternative would not exceed air quality thresholds established by the SCAQMD and would result in a less than significant impact to air quality.

3. Biological Resources

Due to the existing urban development on the Project Site and Add Area, the amount of impervious surface on both the Project Site and Add Area, and the length of time that these conditions have existed, there are no known or identified significant biological resources, including endangered or threatened species on the Project Site or Add Area. The City of Los Angeles Citywide General Plan Framework EIR does not identify the Project Site or Add Area as a Biological Resource Area, commonly known for providing habitat for threatened or endangered

species. The Project Site and Add Area are not located within an existing or proposed Significant Ecological Area. Therefore, the Reduced Project Alternative would result in a less than significant impact to biological resources due to conflicts with local environmental plans or the loss or destruction of listed, endangered, threatened, rare, protected, candidate, or sensitive species or their habitats.

The Reduced Project Alternative may relocate or remove a small stand of trees located at the southwestern corner of the Project Site, near the intersection of Nordhoff Street and Corbin Avenue. Trees located along street frontages of the Project Site and Add Area may be altered or removed as a result of the All Residential Alternative. The removal of trees and landscaping may result in a significant impact to biological resources. However, with incorporation of required mitigation to replace any trees removed at a 1:1 ratio, any significant impacts to biological resources would be reduced to a less than significant level. Therefore, as with the proposed Project the Reduced Project Alternative would result in a less than significant impact to biological resources.

4. Geologic Hazards

Impacts from seismic hazards would be similar to those anticipated from the proposed Project. The northern portion of the Project Site is not located within a designated area of liquefaction hazard; however, the southern portion of the Project Site is located within a designated area of liquefaction hazard. The Add Area is not located within an area of liquefaction. Due to the location of part of the Project Site within a liquefaction zone, a building-specific liquefaction evaluation will be required for the southern portion of the Project Site to evaluate the anticipated magnitude of liquefaction-induced settlement and to provide foundation recommendations to mitigate adverse effects from liquefaction. Therefore, a significant geologic hazard impact is not anticipated due to the location of a portion of the Project Site within a liquefaction zone.

The Project Site and Add Area are not within a currently established Alquist-Priolo Earthquake Fault Zone, therefore, the potential for surface rupture at the project area due to fault plane displacement is considered low. However, the project area could be subjected to strong ground shaking in the event of an earthquake, a hazard common in Southern California. Potential geologic hazards will be similar to those expected as a result of the proposed Project. Any potential effects of ground shaking can be mitigated by proper engineering design and construction in conformance with current building codes and engineering practices. A significant geologic hazard impact is not anticipated as a result of the Reduced Project Alternative due to the location of the project area within an area of potential strong ground shaking.

5. Hazardous Materials and Waste

According to the Phase I Environmental Assessment prepared by American Environmental Specialist, Inc. (AES), no major environmental concerns requiring immediate investigation or

remediation exist on the Project Site and Add Area. Soil and groundwater contamination were not identified on the Project Site or Add Area during the Phase I investigations performed.

With the proposed development of office and residential land uses at the Project Site and Add Area under the Reduced Project Alternative, the rate of use, transport, and disposal of hazardous waste would likely decrease. However, due to the age and type of buildings existing on the sites, it is likely that asbestos and lead paint may be located within the buildings. The demolition of any structures with asbestos containing materials or lead-based paint would have the potential to release these substances if they are not properly stabilized or removed prior to demolition activity and could result in a significant impact to hazardous materials. Similar to the proposed Project, proper stabilization and removal of such materials must occur prior to demolition of buildings at the Project Site and Add Area. After mitigation, the Reduced Project Alternative would result in a less than significant hazardous materials and hazardous waste impact.

6. Hydrology

Due to the existing, developed nature of the Project Site and Add Area, the Reduced Project Alternative will not substantially alter hydrology at the site. A small stand of trees is currently located at the southwestern corner of the Project Site. However, similar to the proposed Project, removal of this stand of trees would reduce runoff from the site by an unsubstantial 1 cfs of water, or 0.4 percent of the existing runoff.

Existing storm drains along Shirley Avenue north of Teledyne Way are undersized and do not currently fully convey a 10 year storm event. However, runoff from the Project Site currently travels via sheet flow eastward along Teleydyne Way to Shirley Avenue where it is conveyed southward along the Shirley Avenue street section to catch basins located at the intersection of Nordhoff Street and Shirley Avenue. Due to the developed nature of the Project Site, the existing undersized sewer conditions at the Project Site would not be altered by the Reduced Project Alternative and impacts would be similar to those of the proposed Project. However, when development of the Reduced Project Alternative occurs within the Add Area properties, the undersized storm drain conditions along Shirley Avenue would have to be reexamined as they may adversely affect conditions at the Project Site.

The approved Homeplace Retirement Community project includes the installation of a private storm drain to control runoff from the northwest, eight acre portion of the Project Site. Under the Reduced Project Alternative, it is assumed that only a portion of the approved Homeplace development would be constructed so it is unclear what portion, if any, of this storm drain would be constructed. However, with or without this improvement, as with the proposed Project, the Reduced Project Alternative will result in a less than significant impact to hydrology.

7. Land Use

The Project Site and Add Area are currently zoned MR2-1, Industrial, [T][Q]M1-1, and P-1, Parking. With the adoption of a General Plan designation and zoning that are consistent, such as the proposed C2-1 zoning and the Community Commercial designation, the Reduced Project Alternative would result in a less than significant land use impact. This impact would be similar to the proposed Project at the Project Site and development scenarios analyzed for the Add Area.

8. Noise

The Reduced Project Alternative would introduce a smaller number of residential units into the project area and therefore, a smaller number of potential sensitive receptors.

The Project Site and Add Area are located in an urban environment. The existing noise environment is characterized by the mix of land uses within it, which includes commercial, industrial, and residential development as well as arterial roadways. Similar to the proposed Project, vehicular traffic is the primary source of noise in the vicinity and is the largest consistent noise source.

The Reduced Project Alternative will reduce the trips generated at the Project Site and Add Area by approximately 4,903 daily trips. Therefore, impacts to noise under the Reduced Project Alternative will be similar to, or less significant than (as a result of the reduced trip generation) impacts of the proposed Project. Because the proposed Project will result in a less than significant impact to noise, the Reduced Project Alternative will result in a less than significant impact to noise.

9. Population and Housing

The Reduced Project Alternative could result in the introduction of a maximum of 1,130 residents into the project area. As with the proposed Project, the total population and number of housing units as a result of development will not exceed projections made for the project area in the City of Los Angeles Citywide General Plan Framework EIR. Therefore, as with the proposed Project, the Reduced Project Alternative will result in a less than significant impact to population or housing.

10. Employment

Under the Reduced Project Alternative, a maximum of approximately 771 employees will be introduce into the project area, a decrease of approximately 229 employees. As a result of the loss of jobs and employees in the project area, the Reduced Project Alternative would result in a significant impact to employment.

11. Fire Protection

The Project Site is currently served by the following Fire Station Nos 103, 104, and 107. Based on a fire protection service analysis completed for the proposed Project, the Project Site would be adequately served with the incorporation of mitigation measures. The Reduced Project Alternative, which will result in less development on the Project Site and Add Area, will therefore be adequately served by existing fire protection services with the incorporation of necessary mitigation measures. Therefore, the Reduced Project Alternative will result in a less than significant impact to fire protection services.

12. Police Protection

Due to the currently understaffed conditions of the Devonshire Division, as with the proposed Project, the Reduced Project Alternative would result in a significant impact to police protection services in the area.

13. Libraries

Based on the current service capacity of the Porter Ranch Library (approximately 100,000 residents) and the current population served, the additional 1,130 residents generated by the Reduced Project Alternative would not exceed the level of service available at the library branch currently serving the project area. Therefore, as with the proposed Project, the Reduced Project Alternative will result in a less than significant library services impact.

14. Schools

LAUSD schools currently serving the project area include: Calahan Elementary School, Nobel Middle School, and Cleveland High School. Currently, all three of the schools operate on a traditional school calendar. The Reduced Project Alternative would generate school aged children, approximately two elementary school students, one middle school student, and one high school student. Both Calahan Elementary and Nobel Middle Schools have adequate capacity to accommodate the potential student generation from the Reduced Project Alternative. However, the addition of students to Cleveland High School due to area growth and the Reduced Project Alternative would exceed the current operating capacity for the school. Therefore, the Reduced Project Alternative could result in a significant impact to schools. However, as with the proposed Project, this impact would be mitigated by the payment of school fees. As with the proposed Project, the Reduced Project Alternative would result in a less than significant impact to school services.

15. Recreation

As with the proposed Project, there is no open space or parkland located on the Project Site or Add Area. The Reduced Project Alternative does not include the construction or removal of open space or parkland. The Reduced Project Alternative could increase population in the area by approximately 1,130 residents which would result in a decrease in the ratio of acres of parkland to residents from 32.5 acres of parkland per 1,000 residents to 32.1 acres of parkland per 1,000 residents. This ratio is still greater than both the City of Los Angeles requirement of 4 acres of parkland per 1,000 residents and the City of Los Angeles provision of 4.25 acres per 1,000 residents. The Reduced Project Alternative would be required to pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the Zoning Code (Section 17.12). Therefore, the Reduced Project Alternative will result in a less than significant impact on parkland and open space. With the incorporation of mitigation measures, the Reduced Project Alternative would result in a less than significant impact on parkland and open space.

16. Traffic

Based on a trip generation analysis conducted for the proposed Project at the Project Site, a sixty seven percent reduction in trips under the Reduced Project Alternative would generate approximately 2,452 daily trips, a net reduction of 4,976 trips at the Project Site and Add Area. Therefore, the Reduced Project Alternative would result in a less than significant impact to traffic.

However, under the Reduced Project Alternative, the applicant would not have be required to provide a fair-share contribution to the Mason Avenue At-Grade Crossing project. Therefore, it is unclear when, or whether, the Mason Avenue At-Grade Crossing project would move forward.

17. Electricity

Existing development at the Project Site and Add Area consumes approximately 6,393,428 KwH annually. The Reduced Project Alternative could consume approximately 4,453,291 KwH annually which would be a reduction of approximately 1,940,137 KwH annually at the Project Site. Based on an electricity demand analysis conducted for the proposed Project, the LADWP has determined that electricity could be provided for the Reduced Project Alternative without affecting the electricity distribution system. The LADWP does not expect disruption of service to existing customers as a result of the Reduced Project Alternative. The Reduced Project Alternative will result in a less than significant impact to electricity provision.

18. Natural Gas

Existing development at the Project Site and Add Area consumes approximately 1,392,719 cubic feet of natural gas monthly. The Reduced Project Alternative could consume approximately 2,174,190 cubic feet of natural gas monthly. This would be an increase of approximately 781,471 cubic feet monthly.

Based on a natural gas demand analysis conducted by The Gas Company for the proposed Project, the Gas Company will be able to accommodate the additional natural gas demand resulting from the Reduced Project Alternative. The Gas Company has indicated that adequate supply for estimated demand in the foreseeable future is available and future service problems are not anticipated.[133] Therefore, the Reduced Project Alternative will result in a less than significant impact to natural gas provision.

19. Water

Development on the Project Site and Add Area currently consumes approximately 89,263 gallons per day of water, or 100 acre-feet annually. The Reduced Project Alternative could demand approximately 82,053 gallons per day of water, or 91.9 acre-feet annually, a reduction of approximately 7,210 gallons per day or 8.1 acre-feet annually compared to the proposed Project. The proposed Project was determined to result in a less than significant impact to the water supply. Therefore, the Reduced Project Alternative would result in a less than significant water supply impact.

20. Sewers

Development at the Project Site and Add Area currently generates approximately 84,547 gallons per day of sewage. Development of the Reduced Project Alternative could generate approximately 96,350 gallons per day of sewage, an increase of approximately 11,803 gallons per day. According to the Los Angeles Citywide General Plan Framework EIR, the Tillman WRP currently operates at a surplus and an increase of approximately 11,803 gallons per day will not exceed the capacity of the Tillman WRP. Therefore, as with the proposed Project, the Reduced Project Alternative will result in a less than significant impact to sewage treatment in the project area.

According to a sewer capacity analysis conducted by the City of Los Angeles - Bureau of Engineering for the proposed Project, it is likely that sewers currently located in Corbin Avenue and Nordhoff Street would have adequate capacity to facilitate construction of the proposed Project at the Project Site. However, if development upstream of or within the add area does

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

occur, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency. Therefore, the Reduced Project Alternative is not anticipated to result in a significant impact to sewers in the project area.

As with the proposed Project, the following mitigation measure should be considered for inclusion into the Reduced Project Alternative: Although a significant impact is not expected on local sewer lines as a result of the proposed project, in the instance that growth and development occurs within the add area, a study of the capacity of local sewers must be completed prior to the issuance of a new building permit.

21. Solid Waste

Demolition of existing development will generate approximately 37,778 tons of debris, similar to the proposed Project. A portion of the materials could be recycled. The remainder of the demolition debris will be disposed of at a landfill. Construction of the Reduced Project Alternative will generate approximately 272 tons of debris. Based on the materials utilized during construction, it is assumed that a portion of the debris could be recycled. The remainder of the construction debris will be disposed of within a landfill. Any waste generation resulting from the construction phase of the Reduced Project Alternative would be temporary in nature and would not result in long-term disposal of waste into any one landfill. Based on the temporary nature of the construction phase and the limited amount of debris generated, the Reduced Project Alternative would result in a less than significant impact to solid waste during the construction phase.

The project site and add area currently generates approximately 11,288 pounds per day, or approximately 1,761 tons per year. Operation of the Reduced Project Alternative will generate approximately 2,932 pounds per day, or approximately 457 tons per year, a decrease of approximately 8,356 pounds per day, or approximately 1,304 tons per year. Therefore, the Reduced Project Alternative will result in a less than significant impact to solid waste during the operational phase.

D. ALTERNATIVE PROJECT SITE ALTERNATIVE

CEQA Section 15126.6 indicates that an EIR shall describe and analyze a range of potential alternatives to the proposed Project. Per Section 15126.6(a), "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasiblely attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

Per CEQA Section 15126.6(f), "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project."

CEQA Section 15126.6(f)(1) states that "...factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives (*Citizens of Goleta Valley v. Board of Supervisors* (1990))."

The Alternative Project Site alternative includes analysis of a project similar in scope to the proposed Project located at an Alternative Project Site. Although the project applicant does not have control of or ownership of the Alternative Project Site, *Citizens of Goleta Valley v Board of Supervisors* (1990) determined that an alternative project site cannot be dismissed or determined infeasible based solely on lack of ownership by the applicant. Therefore, due to similarities between the Alternative Project Site and the Project Site/Add Area and the feasibility of constructing a project similar in scope to the proposed Project on this site, the Alternative Project Site alternative was determined appropriate for further analysis. These similarities are discussed in the following paragraph.

The Project Site and Add Area comprise approximately 50.0 acres, which is similar in size to the Alternative Project Site. The Project Site/Add Area combination is currently industrially designated by the Chatsworth - Porter Ranch Community Plan and is surrounded on three sides by commercially designated and utilized properties. Similarly, the Alternative Project Site is currently industrially designated by the Chatsworth - Porter Ranch Community Plan and is surrounded on three sides by commercially designated and utilized properties. In light of the industrial zoning imposed on both the Project Site/Add Area and the Alternative Project site, both project areas are currently utilized primarily for research and development with limited manufacturing conducted on site. Both the Project Site/Add Area and the Alternative Project Site are located at the intersection of two heavily traveled, major highways within the San Fernando

Valley. Due to the likeness in current land use and zoning designations, the size of both the project areas, and the similarities in the circumstances of surrounding properties, it was determined that the Alternative Site was appropriate for analysis.

The Homeplace Retirement facility included in the proposed Project has been approved by the City of Los Angeles for the Project Site. The Alternative Project Site alternative analysis assumes the Homeplace project would be constructed as approved on the Project Site, and would not be included in the Alternative Project Site alternative. All potential impacts are assumed to be the worst-case scenario.

ENVIRONMENTAL SETTING

The Alternative Project Site is located at 20700 Nordhoff Street in the Chatsworth area of the City of Los Angeles, California, within the Chatsworth - Porter Ranch Community Plan Area. The project area is approximately fifty acres in size, located within a developed portion of the western San Fernando Valley. The Alternative Project Site is bounded by Nordhoff Street to the north, De Soto Avenue to the west, residential properties that extend parallel to Gresham Street to the south, and Lurline Avenue to the east. The site is currently zoned MR2-1, Light Industrial and P-1, Parking. The General Plan designation for this site is Light Manufacturing.

Portions of the property have been developed since the early 1960s. The site is currently occupied by The Boeing Company who design and produce components for aerospace applications. The site is currently developed with approximately 655,516 square feet of office and industrial uses (assumed to be approximately fifty percent office and fifty percent industrial). These uses are divided between approximately eight buildings spread out across the southern two thirds of the site.

Parking is located along the northern portion of the site in two surface parking lots extending eastward from De Soto Avenue. Additionally, parking is available along the southern portion of the site, extending from De Soto Avenue to Lurline Avenue. Vegetation on the site is limited to landscaping along the southern property boundary acting as a buffer for residential properties to the south. Further, small clusters of trees are located along the property borders with Lurline Avenue and De Soto Avenue. Approximately eighty five percent of the site is impervious in nature, covered with buildings or pavement.

Regional access to the site is provided by the Ronald Reagan Freeway (CA-118) to the north, Topanga Canyon Boulevard (CA-27) to the west; the Ventura Freeway (US-101) to the south, and the San Diego Freeway (I-405) to the east. Immediate access to the site is provided by De Soto Avenue and Lurline Avenue.

Surrounding land uses include commercial and light industrial. To the north, across Nordhoff Street, land uses include a restaurant, an auto and truck accessory store, a hardware store, an industrial building, and a gym. To the west, across De Soto Avenue, land uses include a gas station, automotive parts and repair shops, small retail strip malls, and a two story apartment building. To the south, the site is bordered by two and three story apartments. To the east, across Lurline Avenue, the site is bordered by light industrial and office buildings.

1. Aesthetics

The Alternative Project Site is located within a developed portion of the San Fernando Valley. Currently, views from this location are primarily of the foreground with occasional background views. Development in the area of the Alternative Project Site is similar to that of the Project Site with respect to land uses and building characteristics. Properties surrounding the Alternative Project Site are commercial, industrial, and residential in nature. Building heights surrounding the Alternative Project Site are low-rise, generally one- to three-stories in height. As with the proposed Project, the proposed development of six stories or 75 feet in height could result in a significant impact to views in the area. However, views in the area include existing industrial, commercial, and residential developments that are not listed as significant in the Community Plan. There are no geographic features or visual characteristics identified as significant by the Community Plan. The Alternative Project Site alternative would result in continuity with the current commercial nature of the area including development of either retail or office buildings. This would not eliminate any natural feature in the area. Development on the Alternative Project Site will not result in the insertion of a prominent feature that would substantially alter the existing visual character of the area. The Alternative Project Site alternative will not result in a significant impact to the visual character of the area. Additionally, the Alternative Project Site alternative will not result in a significant impact on views in the area.

2. Air Quality

Existing development at the Alternative Project Site is assumed to be approximately 327,758 square feet of office use and 327,758 square feet of industrial use. This development currently generates approximately 5,587 daily trips at the Alternative Project Site.

The proposed Project at the Alternative Project Site would generate a maximum of approximately 16,128 daily trips, an increase of approximately 10,541 daily trips at the Alternative Project Site. The proposed Project at the Project Site would result in a maximum increase of approximately 13,136 trips. Therefore, the Alternative Project Site alternative would result in a reduction of approximately 2,595 daily trips, or 20 percent, compared to the proposed Project.

Due to the direct relationship between air quality and trip generation, a 20 percent reduction in trip generation will result in an approximately 20 percent reduction in impacts to air quality. Based on an air quality analysis conducted for the proposed Project at the Project Site, development of the proposed Project at the Alternative Project Site would generate a maximum of approximately 28 pounds of CO, 71 pounds of ROG, 46 pounds of NOx, 3 pounds of SOx, and 84 pounds of PM10 during the construction phase. Therefore, construction of the Alternative Project Site alternative would not exceed air quality thresholds established by the SCAQMD after mitigation and would result in a less than significant impact to air quality during the construction phase.

Assuming a 20 percent reduction in trip generation, the Alternative Project Site alternative would generate approximately 1,284 pounds of CO, 139 pounds of ROG, 144 pounds of NOx, 1 pound of SOx, and 64 pounds of PM10 during the operational phase. Therefore, as with the proposed Project, operational activities of the Alternative Project Site alternative after mitigation would exceed air quality thresholds established by the SCAQMD for CO, ROG, and NOx and would result in a significant impact to air quality.

3. Biological Resources

The Alternative Project Site is located in a developed portion of the western San Fernando Valley. The Alternative Project Site is not located within a designated Biological Resource Area or a Significant Ecological Area (SEA). Therefore, the Alternative Project Site alternative would not result in a significant impact to biological resources due to conflict with an established local plan or ordinance.

Vegetation on the Alternative Project Site is limited to landscaped grassy areas and street trees. Development of the Alternative Project Site alternative may result in significant impacts to biological resources due to the removal of trees and landscaping on the site. However, as with the proposed Project, incorporation of a mitigation measure to replace any trees removed will reduce any potential impact to a less than significant level. Therefore, the Alternative Project Site alternative will result in a less than significant biological resources impact.

4. Geologic Hazards

Impacts from seismic hazards would be similar to those anticipated at the Project Site. As with the Project Site, the Alternative Project Site may be subject to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated by proper engineering design and construction in conformance with current building codes and engineering practices.

According to the California Department of Conservation, Division of Mines and Geology, the Alternative Project Site is not located within a designated area of liquefaction. Due to the location of the Alternative Project Site in an inland area, there is no potential for impacts resulting from seismically induced tsunamis. No large bodies of permanently stored water are located such that they would adversely impact the Alternative Project Site due to seiches or flooding due to ground shaking. Therefore, the Alternative Project Site alternative would result in less than significant geologic hazards impacts due to liquefaction, tsunamis, seiches, or flooding.

5. Hazardous Materials and Waste

Current development at the Alternative Project Site is assumed to include both office and industrial uses. Therefore, it is likely that the use, transport, or disposal of hazardous waste takes place on the Alternative Project Site. With the proposed development of office, retail, or residential land uses at the Alternative Project Site, the rate of use, transport, and disposal of hazardous waste would likely decrease. Due to the age and type of buildings existing on the Alternative Project Site, it is likely that asbestos and lead paint may be located within the buildings. Similar to the proposed Project at the Project Site, proper stabilization and removal of such materials must occur prior to demolition of buildings. After mitigation, the Alternative Project Site alternative would result in a less than significant hazardous materials and hazardous waste impact.

6. Hydrology

The Alternative Project Site is currently developed with office and light manufacturing buildings, surface parking lots, and other impervious surfaces. Vegetation covers only approximately fifteen percent of the Alternative Project Site and is limited to landscaped areas and street trees. Due to the amount of existing impervious surface on the Alternative Project Site in addition to the lack of vegetation, hydrology will not be substantially altered as a result of any redevelopment. Therefore, as with the proposed Project at the Project Site, the Alternative Project Site alternative would result in a less than significant impact to hydrology in the area due to a substantial change in the quantity or quality of stormwater runoff from the Site.

Catch basins, which contain sheet flow runoff from the Alternative Project Site, are currently located at the northwest corner of De Soto Avenue and Nordhoff Street, along the west side of De Soto Avenue south of Nordhoff Street, along the east side of De Soto Avenue south of Nordhoff Street, along the east side of Lurline Avenue, and along the west side of Lurline Avenue. On-site drainage would be controlled in a manner similar to the proposed Project at the Project Site. As with the proposed Project at the Project Site, the Alternative Project Site alternative would result in a less than significant impact to hydrology due to the direction or movement of stormwater runoff from the Site.

7. Land Use

The Alternative Project Site is currently zoned MR2-1, Industrial, and P-1, Parking. With the adoption of a General Plan designation and zoning that are consistent, the Alternative Project Site Alternative would result in a less than significant land use impact. This would be similar to the land use impact anticipated from the proposed Project at the Project Site and development scenarios analyzed for the Add Area.

8. Noise

The Alternative Project Site is located in an urban environment. The existing noise environment is characterized by the mix of land uses within it, which includes residential, commercial and industrial development as well as arterial roadways. Similar to the proposed Project Site, vehicular traffic is the primary source of noise in the vicinity and is the largest consistent noise source.

The Alternative Project Site Alternative will generate approximately 2,595 fewer daily trips than the proposed Project at the Project Site. Because the primary source of noise in the project area is vehicular traffic, with a reduction of daily trips, noise in the project area will decrease. Therefore, impacts to noise at the Alternative Project Site will be similar to, or less significant than (as a result of the reduced trip generation) impacts of the proposed Project. The Alternative Project Site alternative would result in a less than significant noise impact.

9. Population and Housing

The Alternative Project Site is currently developed with office and industrial buildings. As with the proposed Project at the Project Site, the total population and number of housing units as a result of development will not exceed projections made for the project area in the City of Los Angeles Citywide General Plan Framework EIR. Therefore, as with the proposed Project, the Alternative Project Site alternative will result in a less than significant impact to population or housing.

10. Employment

Currently, there are approximately 1,859 employees on the Alternative Project Site. Development of the Alternative Project Site alternative could result in approximately 6,518 employees, an increase of approximately 4,659 employees at the Alternative Project Site. As with the proposed Project, this increase will not exceed employment projections developed by SCAG for the Chatsworth - Porter Ranch Community Plan Area. Therefore, the Alternative Project Site alternative would result in a less than significant employment impact.

11. Fire Protection

The Alternative Project Site is currently served by the following fire stations:

Fire Station No. 96	**Fire Station No. 107**	**Fire Station No. 72**
21800 Marilla Street	20225 Devonshire Street	6811 De Soto Avenue
Chatsworth CA 91311	Chatsworth CA 91311	Canoga Park CA 91303

Based on City of Los Angeles requirements, the first due Engine Company should be within 1.0 miles of the site and the first due Truck Company should be within 1.5 miles of the site for commercial properties. Based on response distance criteria, fire protection of the Alternative Site would be considered inadequate. However, as with the proposed Project, with the incorporation of mitigation measures required by the LAFD, the Alternative Project Site alternative will result in a less than significant impact to fire protection services.

12. Police Protection

The Alternative Project area is currently located within the Devonshire Division of the LAPD, Reporting District 1774. Approximately 318 major (part I) crimes were reported within Reporting District 1774 in the year 2001; approximately 12,582 part I crimes for 2001 within the Devonshire Division; and approximately 187,069 part I crimes were reported Citywide in 2001.[134] Part 1 crimes include homicide, rape, robbery, aggravated assault, burglary, burglary/theft from a motor vehicle, grand theft, and auto theft. Based on this data, the annual crime rate within Reporting District 1774 is higher than the Citywide average annual crime rate of approximately 186 crimes per reporting district.[135] Further, the annual crime rate within Reporting District 1774 is higher than the average annual crime rate within the Devonshire Division of approximately 153 crimes per reporting district.[136]

Average response time to emergency calls for the Devonshire Division in 2001 was approximately 11 minutes. Within Reporting District 1774, the average response time to emergency calls was approximately 10.8 minutes. The Citywide average response time to emergency calls in 2001 was 9.8 minutes.

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[134] Letter from Bradley R. Merritt, Captain, Commanding Officer Management Services Division, LAPD to Carrie Riordan, Planning Associates, Inc.; June 5, 2002.

[135] Based on 1,006 Reporting Districts Citywide.

[136] Based on 82 Reporting Districts within the Devonshire Division.

The Devonshire area currently has approximately 324 sworn officers and 27 civilian support staff. Currently, the Devonshire Area is under deployed by approximately 30 police officers, eighteen percent under their authorized strength.

As with the proposed Project, the Alternative Project Site alternative would result in a significant impact to police protection services in the area.

13. Libraries

The Alternative Project Area is currently served by the following Los Angeles Public Library Branches: Northridge Branch, Chatsworth Branch, and Porter Ranch Branch. The Northridge and Chatsworth Branches are currently closed; however, it is anticipated that these branches will open in the year 2003. Based on the current service capacity of the Porter Ranch Library (approximately 100,000 residents), the demand for library services would not exceed the level of service available at the library branch currently serving the project area. As with the proposed Project, the Alternative Project Site alternative will result in a less than significant library services impact.

14. Schools

LAUSD schools serving the Alternative Project Site include: Limerick Elementary School, Lawrence Middle School, and Chatsworth High School. Currently, all three of the schools operate on a traditional school calendar. While development of the Alternative Site would generate school aged children (approximately twenty eight students) which may result in a significant impact on school facilities, this impact would be mitigated by the payment of school fees. As with the proposed Project, the Alternative Project Site alternative would result in a less than significant impact to school services.

15. Recreation

As with the proposed Project, there is no open space or parkland located on the Alternative Project Site and the proposed development scenarios do not include the construction or removal of open space or parkland. Development of the Alternative Project Site alternative could increase population in the area which would result in a decrease in the ratio of acres of parkland to residents from 32.5 acres of parkland per 1,000 residents to 31.8 acres of parkland per 1,000 residents. As with the proposed Project, this ratio is still greater than both the City of Los Angeles requirement of 4 acres of parkland per 1,000 residents and the City of Los Angeles provision of 4.25 acres per 1,000 residents. Further, as with the proposed Project at the Project Site will pay an in-lieu fee in accordance with the City's Ordinance (No. 141,422) and as set forth in the Zoning Code (Section 17.12). Therefore, as with the proposed Project, the Alternative Project Site alternative will result in a less than significant impact on parkland and open space.

There are no existing recreational facilities, active or passive, located on the Alternative Project Site. Development will not result in the removal or construction of any recreational facilities. Based on the number of facilities available in the project area, both public and private, the potential increase in population and housing units as a result of development will not result in an increased demand on recreational facilities that cannot be absorbed by existing facilities in the area. Further, any development will be required to pay in-lieu park fees, otherwise known as Quimby fees, as required by the City's Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). As with the proposed Project, the Alternative Project Site will result in a less than significant impact to recreational facilities.

16. Traffic

Existing development on the Alternative Project Site includes approximately 327,758 square feet of office use and 327,758 square feet of light industrial use. Current development at the Alternative Project Site generates approximately 5,587 daily trip ends. Based on the proposed project scenarios, development of the Alternative Project Site alternative will generate a maximum of approximately 16,128 trips. Based on current development on site, the Alternative Project Site alternative could increase trip generation in the project area by a maximum of approximately 10,541 trips. This increase is less than the maximum increase of approximately 13,027 trips anticipated from the proposed Project at the Project Site. The Alternative Project Site alternative will result in less of an impact than the proposed Project. As with the proposed Project, with the incorporation of mitigation measures, the Alternative Project Site alternative would result in a less than significant traffic impact.

17. Electricity

Current development on the Alternative Project Site consumes approximately 7,685,925 KwH annually. The Alternative Project Site alternative could use approximately 22,017,837 KwH annually, an increase of approximately 14,331,912 KwH annually. As with the proposed Project at the Project Site, the LADWP has determined that they can provide electricity for this Alternative without affecting the electricity distribution system. The LADWP does not expect disruption of service to existing customers as a result of connection of the proposed Project.[137] This Alternative would result in a less than significant impact to electricity provision.

18. Natural Gas

Development on the Alternative Project Site currently consumes approximately 1,737,117 cubic feet of natural gas monthly. The Alternative Project Site alternative could require approximately 5,555,477 cubic feet of natural gas monthly, an increase of approximately 3,818,360 cubic feet.

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

Demand projections by The Gas Company can accommodate additional demand from this site as well as the cumulative impact of future proposals in the project area. The Southern California Gas Company has adequate supply for estimated demand in the foreseeable future and future service problems are not anticipated.[138] As with the proposed Project, the Alternative Project Site alternative would result in a less than significant impact to natural gas provision.

19. Water

Development on the Alternative Project Site currently consumes approximately 85,217 gallons of water daily, or 95 acre-feet annually. Development proposed for the Alternative Project Site alternative could consume approximately 392,382 gallons of water daily, or 440 acre-feet annually, an increase of approximately 307,165 gallons daily or 345 acre-feet annually.

According to the Los Angeles Citywide General Plan Framework EIR, the projected average water supply in year 2010 for the City of Los Angeles is expected to be 756,500 acre-feet per year while the projected maximum total available water supply is expected to be 1,370,646 acre-feet per year.[139] Based on the a Citywide water use of approximately 667,467 acre-feet in 2000-2001[140], an increase of approximately 345 acre-feet as a result of development at this site would be accommodated by the LADWP projected water supply for 2010. Further, a water supply assessment conducted by the LADWP for the proposed Project at the Project Site, indicates that the projected growth in water demand from the Alternative Project Site alternative of approximately 339 acre-feet annually falls within the range of expected water demand growth within the City.[141] Therefore, it is expected that, as with the proposed Project, the LADWP will have sufficient water supplies to serve the needs of the Alternative Project Site alternative during normal and drought conditions and will not require additional infrastructure improvements. The Alternative Project Site alternative will result in a less than significant water supply impact.

20. Sewers

Development at the Alternative Project Site currently generates approximately 98,328 gallons of sewage daily. The Alternative Project Site alternative could generate approximately 361,525 gallons of sewage daily, an increase of approximately 263,197 gallons daily. According to the Los Angeles Citywide General Plan Framework EIR, the Tillman WRP currently operates at a

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

[139] Los Angeles Citywide General Plan Framework EIR, Section 2.6.3.6 Projected Water Supply.

[140] Final Year 2000 2001 Urban Water Management Plan Update

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

surplus and an increase of approximately 263,197 gallons per day will not exceed the capacity of the Tillman WRP. Therefore, as with the proposed Project, the Alternative Project Site alternative would result in a less than significant impact to sewage treatment in the project area.

According to a sewer capacity analysis conducted by the City of Los Angeles - Bureau of Engineering for the proposed Project, it is likely that sewers currently located in Corbin Avenue and Nordhoff Street would have adequate capacity to facilitate construction of the proposed Project at the Project Site. However, development of the Alternative Project Site may need to be studied independently. Therefore, the Alternative Project Site alternative is not anticipated to result in a significant impact to sewers in the project area.

21. Solid Waste

The Alternative Project Site is currently improved with approximately 327,758 square feet of office uses and 327,758 square feet of industrial uses. Demolition of these improvements would generate approximately 41,462 tons of debris. A portion of the materials could be recycled. The remainder of the demolition debris will be disposed of at a landfill.

Construction of the proposed project at the Alternative Project Site would generate approximately 2,116 tons of debris. Based on the materials utilized during construction, it is assumed that a portion of the debris could be recycled. The remainder of the construction debris will be disposed of within a landfill. Any waste generation resulting from the construction phase of the Alternative Project Site alternative would be temporary in nature and would not result in long-term disposal of waste into any one landfill. Based on the temporary nature of the construction phase and the limited amount of debris generated, the Alternative Project Site alternative would result in a less than significant impact to solid waste during the construction phase.

Existing improvements at the Alternative Project Site generate approximately 22,452 pounds per day of solid waste. The proposed project at the Alternative Project Site would generate approximately 11,002 pounds of solid waste daily, a decrease of approximately 11,450 pounds of solid waste daily. As with the proposed Project, the Alternative Project Site alternative will result in a less than significant impact to solid waste.

A summary of the land use comparison between the proposed Project and project Alternatives is presented in **Table 133: Alternatives Land Use Summary**.

TABLE 133
ALTERNATIVES LAND USE SUMMARY

Project/Alternative	Industrial/ Manufacturing	Warehouse/ Storage	Office	Retail	Residential	Retirement Facility
Proposed Project	**0**	**0**	**1,516,000**	**540,000**	**400**	**389 + 35**
Compared to Existing	(397,450)	(131,800)	1,488,600	540,000	400	389 + 35
No Project Alternative	**0**	**123,800**	**0**	**0**	**0**	**389 + 35**
Compared to Project	0	(8,000)	(1,516,000)	(540,000)	(400)	0
Compared to Existing	(397,450)	(8,000)	(27,400)	0	0	389 + 35
All Residential Alternative	**0**	**0**	**0**	**0**	**4,660**	**389 + 35**
Compared to Project	0	0	(1,516,000)	(540,000)	4,260	0
Compared to Existing	(397,450)	(131,800)	(27,400)	0	4,660	389 + 35
Reduced Project Alternative	**0**	**0**	**151,875**	**0**	**54**	**389 + 35**
Compared to Project	0	0	(1,364,125)	(540,000)	(346)	0
Compared to Existing	(397,450)	(131,800)	124,475	0	54	389 + 35
Alternative Project Site Alternative	**0**	**0**	**1,516,000**	**540,000**	**400**	**0**
Compared to Project	0	0	0	0	0	(389 + 35)
Compared to Existing	(327,758)	0	1,188,242	540,000	400	0

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Section 15126.6 requires the selection of an environmentally superior alternative to the proposed Project. Although the No Project Alternative must be analyzed, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Generally, the environmentally superior alternative is that which is considered to result in the generation of the least significant environmental impacts. In this instance, the Reduced Project Alternative would be considered the environmentally superior alternative. The proposed Project is anticipated to result in two significant impacts: operational air quality and police protection services. The Reduced Project Alternative would reduce to a less than significant level the operational air quality impact anticipated from the proposed Project and would result in a significant impact to only police protection services. Therefore, the Reduced Project Alternative would result in only one significant environmental impact which is police protection services.

VIII. EFFECTS NOT FOUND TO BE SIGNIFICANT

Per CEQA Section 15128, "An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

The proposed Project did not address in detail potential impacts to areas such as agricultural resources, cultural resources, and mineral resources. Potential impacts to the three identified environmental issues were determined to be less than significant based on the lack of identification of a substantial concentration of these resources in the General Plan Framework EIR, the developed nature of the Project Site and Add Area, and the considerable length of time that the Project Site and Add Area have been developed.

IX. INITIAL STUDY CHECKLIST

INTENDED USE OF THE MEIR

As defined by Section 15362 of the California Environmental Quality Act (CEQA), an Environmental Impact Report is an informational document which will inform public agency decisionmakers and the public of the significant environmental effect of a project, identify ways to minimize the significant effects, and describe reasonable alternatives to the project. Because the proposed Project will require approval of various discretionary actions by the City of Los Angeles, the proposed Project is subject to CEQA. The LADCP has been designated as the Lead Agency for the proposed Project under CEQA. Under CEQA Article 11, there are many variations of EIRs, as all environmental documents are intended to be tailored to different situations and project conditions.

The proposed Project at the Project Site includes a General Plan Amendment and Zone Change. While a specific development proposal has not yet been determined for the Project Site, a range of potential future development scenarios that will fit within the proposed Plan Amendment and Zone Change has been determined. Due to the nature of the proposed Project scenarios, it was determined by the Lead Agency that a Master Environmental Impact Report (MEIR) would be the most appropriate environmental document.

The MEIR (CEQA Section 15175) is intended to identify potential mitigation measures early to streamline later environmental analysis. As part of this Draft Master Environmental Impact Report (Draft MEIR), a Project Area Initial Study (attached in **Section IX**) is proposed to be utilized for subsequent projects if this MEIR is certified. At the time that a subsequent project is proposed at the Project Site or Add Area, an Environmental Assessment Form (EAF) must be filed with the LADCP. Following the filing of an EAF, LADCP will utilize the Project Area Initial Study to determine whether the subsequent project is in conformance with the analysis provided in the MEIR and whether the subsequent project is within the scope of the MEIR. If the subsequent project is determined to be outside of the scope of the MEIR, either a Negative Declaration or a Focused Environmental Impact Report will be required.

After completion of the Project Area Initial Study, LADCP will determine all feasible mitigation measures identified in the MEIR that should be adopted as part of the approval of the subsequent project. Prior to a public hearing on the subsequent project, LADCP will provide notice of its intent to utilize the MEIR for the subsequent project. The content of this notice will include, but is not limited to, a brief description of the subsequent project; dates of the review period and locations where the MEIR can be reviewed; notice of any pending public meetings or hearings regarding the subsequent project; a list of significant environmental impacts anticipated as a result of the subsequent project; and the mitigation measures identified by LADCP to be adopted as part of the subsequent project approval. At the time of subsequent project approval, the Lead Agency will recertify the MEIR and make a formal finding of conformance of the subsequent project with the MEIR and make the identified mitigation measures a condition of the subsequent project approval.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

CEQA Guidelines Section 15063

LEAD CITY AGENCY	ADDRESS	DATE
Los Angeles Department of City Planning	200 N. Spring St., Room 763 Los Angeles, CA 90012	

CONTACT PERSON	TELEPHONE NUMBER
	(213)978-1355

RESPONSIBLE AGENCIES

PROJECT LOCATION

PROJECT TITLE/NO.	CASE NO.

PREVIOUS ACTIONS CASE NO.	❝ DOES have significant changes from previous actions. ❝ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

ENVIRONMENTAL SETTING:

COMMUNITY PLAN AREA	AREA PLANNING COMMISSION	STATUS: ❝ PRELIMINARY ❝ PROPOSED ❝ ADOPTED date
EXISTING ZONING	MAX. DENSITY ZONING	❝ DOES CONFORM TO PLAN
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	❝ DOES NOT CONFORM TO PLAN
SURROUNDING LAND USES	PROJECT DENSITY	

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Geology /Soils
Hazards & Hazardous Materials	Hydrology / Water Quality	Land Use / Planning
Mineral Resources	Noise	Population / Housing
Public Services	Recreation	Transportation/Traffic
Utilities / Service Systems	Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Master EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier Master EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

I. Aesthetics

The visual character of the project area is of a major commercial corridor. The range of development scenarios analyzed in the MEIR proposes to continue the current commercial nature of the area with development of either retail or office buildings. Therefore, the range of development analyzed in the MEIR will not substantially degrade the existing visual character of the project area and surroundings.

There are no natural features, significant views, scenic vistas, or significant scenic resources identified by the Community Plan in the project area. The range of development scenarios analyzed in the MEIR will not insert a prominent feature that would alter the existing visual character of the area. The range of development analyzed in the MEIR will not eliminate or substantially alter any natural features in the area.

The range of development scenarios analyzed in the MEIR will not create or substantially change light or glare projecting into or out of the project area that would adversely affect day or nighttime views.

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

II. Agricultural Resources

No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency are located on the Project Site and Add Area. None of the development scenarios would result in other changes to the existing environment that would result in the indirect conversion of farmland. The development scenarios analyzed in the MEIR would not conflict with existing agricultural zoning or a Williamson Act contract. Therefore, the range of development analyzed in the MEIR would not result in a significant impact to agricultural resources.

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?					

III. Air Quality

Construction Phase Impacts

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

Operational Phase Impacts

Long-term Project emissions would be generated by both stationary and mobile sources in the project area. The development scenarios analyzed in the MEIR are anticipated to exceed thresholds of significance established by the SCAQMD for ROG, NOx, and CO. After implementation of mitigation measures proposed in the MEIR, daily operational emissions would still exceed SCAQMD thresholds of significance for CO, ROG, and NOx. However, the state one- and eight-hour carbon monoxide (CO) standards by which local impacts are measures would not be exceeded at worst-case receptor locations. Therefore, the range of development scenarios analyzed in the MEIR would result in a significant and unavoidable impact to air quality during the operational phase due to exceedance of thresholds of significance established for ROG, NOx, and CO.

Consistency with the Air Quality Management Plan

The air quality analysis conducted for development scenarios analyzed in the MEIR indicates that the range of development would not exacerbate existing violations of the State CO concentration standard and would therefore comply with Consistency Criterion 1 of the AQMP. The range of development scenarios analyzed in the MEIR do not exceed growth projections in the General Plan and is therefore considered consistent with Consistency Criterion 2 of the AQMP. Therefore, the development scenarios analyzed in the MEIR is considered consistent with the AQMP.

a) Conflict with or obstruct implementation of the applicable air quality plan?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?					
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					
d) Expose sensitive receptors to substantial pollutant concentrations?					
e) Create objectionable odors affecting a substantial number of people?					

IV. Biological Resources

Due to the existing urban development on and around the Project Site, the almost one hundred percent impervious nature of the Project Site and Add Area, and the length of time that these conditions have existed, there are no known or identified biological resources, including endangered or threatened species, at the Project Site or Add Area. Therefore, the range of development scenarios analyzed in the MEIR will not result in habitat modification, directly or indirectly, of identified candidate, sensitive, or special status species.

The City of Los Angeles Citywide General Plan Framework EIR does not identify the project area as a Biological Resource Area, an area known for providing habitat for threatened or endangered species. Further, the project area is not located within an existing or proposed Significant Ecological Area (SEA) known for providing habitat and movement corridors for both endangered and non-endangered species. There are no riparian habitat nor protected wetlands identified in the project area. Therefore, the range of development analyzed in the MEIR will not conflict with adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans. Additionally, proposed development scenarios will not interfere substantially with the movement of fish or wildlife species.

There are no oak trees located on the Project Site or Add Area; therefore development scenarios analyzed in the MEIR will not conflict with any local plans or preservation policies protecting biological resources.

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?					
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?					
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources					
The Project Site and Add Area are fully developed and there are no known or identified cultural resources on the Project Site or Add Area. Construction of the proposed development scenarios is not anticipated to disturb any human remains including those interred outside of formal cemeteries. Therefore, the development scenarios analyzed in the MEIR would not result in a substantial adverse change to the significance of an historical, archaeological, or paleontological resource.					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?					
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?					
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					
d) Disturb any human remains, including those interred outside of formal cemeteries?					
VI. Geology and Soils					
The Project Site and Add Area are not located within an established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. Based on available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the project area. The project area could be subjected to strong ground shaking in the event of an earthquake however, this hazard is common in Southern California and can be mitigated to a less than significant level.					
Although the most recent depth to groundwater beneath the project area is estimated between approximately 41 to 66 feet, water levels could reach the historic high of 35 to 40 feet in the future. Based on historic groundwater levels in nearby wells, there is a potential for shallow groundwater to have an adverse impact on the proposed development scenarios. With the incorporation of mitigation measures, this potential will be reduced to a less than significant level.					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
According to the California Division of Mines and Geology, the southern portion of the Project Site is located within an area identified as having a potential for liquefaction. The northern portion of the Project Site and the entire Add Area are not located within an area identified as having a potential for liquefaction. As a result, a site specific liquefaction analysis must be completed prior to completion of the proposed Project. With the incorporation of mitigation measures, the proposed Project will result in a less than significant impact due to liquefaction.					
According to the City and County of Los Angeles Safety Element, the Project Site and Add Area are not within an area identified as having a potential for slope instability. The project area is not located within an area of potential inundation by earthquake induced dam failure, a coastal area, or an area prone to flooding. Therefore, the range of development scenarios analyzed in the MEIR will not result in a significant impact to the project area due to tsunamis, seiches, and flooding.					
The Project Site and Add Area are not within an area of known subsidence associated with fluid withdrawal,(groundwater or petroleum), peat oxidation, or hydrocompaction.					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.					
ii) Strong seismic ground shaking?					
iii) Seismic-related ground failure, including liquefaction?					
iv) Landslides?					
b) Result in substantial soil erosion or the loss of topsoil?					
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?					
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?					

VII. Hazards and Hazardous Materials

Due to the historically industrial nature of the project area, the use, storage, and disposal of hazardous materials has been identified at the Project Site and Add Area. Contaminated soils and groundwater are not known to exist on the Project Site and Add Area from previously reported accidents and were not identified during various Phase I investigations conducted on the Project Site and Add Area.

A regulatory agency database search identified hazardous substance and/or hazardous waste sites within the ASTM specified distances of the Project Site and Add Area. However, all cases identified are either closed or under remediation and are unlikely to affect the Project Site and Add Area.[142] With proper site investigation of the Project Site and Add Area with respect to possible soil contamination prior to demolition and adherence to code requirements, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to soil contamination.

The range of development scenarios analyzed in the MEIR will not result in a significant hazard to the public or the environment due to the routine transport, use, or disposal or hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials. However, due to the age of the existing structures on the Project Site, the potential for asbestos and lead-based paint does exist. A survey of asbestos containing materials and lead based paint was not included in the scope of the Phase I Environmental Assessment conducted on the Project Site. The demolition of any structures with asbestos containing materials or lead-based paint would have the potential to release these substances if they are not properly stabilized or

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

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
removed prior to demolition activity. Therefore, the Project could result in a significant impact to hazardous materials due to the occurrence of asbestos containing materials and lead-based paint on site. With the incorporation of mitigation measures to appropriately stabilize and/or remove asbestos containing materials and lead-based paints proposed in the MEIR, the Project would result in a less than significant impact to hazardous materials.					
The project area is not located with an airport land use plan or near an air strip. Therefore, development scenarios analyzed in the MEIR would not result in a safety hazard for people residing or working in the area due to the proximity to an air strip.					
The project area is not located within one quarter mile of an existing or proposed school facility. Therefore, the development scenarios analyzed in the MEIR will not result in a significant impact to school facilities or emergency response plans due to hazardous materials.					
Development scenarios analyzed in the MEIR will not result in the impairment of an adopted emergency response plan or an emergency evacuation plan.					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?					
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?					
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or revised school?					
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?					
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?					
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?					

VIII. Hydrology and Water Quality

The proposed development scenarios will result in an increase in the amount of impervious surface on the Project Site due to the removal of a small stand of trees located on the Project Site. However, due to the fully-developed and impervious nature of the rest of the project area, the removal of this small piece of undeveloped land will only increase the downstream flow by approximately 0.4 percent of the existing capacity. Therefore, the proposed Project will not result in a significant impact to hydrology in the area based on alteration of the movement or quantity of surface water sufficient to produce a substantial change in the current or direction of water flow.

The range of development scenarios analyzed in the MEIR will not substantially change the existing drainage pattern of the site or area such that flooding or substantial erosion would result. Additionally, development will not violate any water quality standards or waste discharge requirements. The range of development scenarios analyzed in the MEIR would not result in a substantial depletion of groundwater supplies or recharge such that there would be a net deficit in aquifer volume.

The project area is currently located within Flood Zone X(No Shading) which is defined as being outside both the 100- and 500-year flood plains. Therefore, the range of development scenarios analyzed in the MEIR will not place housing or other structures within a 100-year flood zone.

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Due to the location of the project area inland, the potential for risk of loss, injury, or death involving flooding, inundation by seiche, tsunami, or mudflow is considered low. Therefore, the Project at the Project Site and development scenarios analyzed at the Add Area will result in a less than significant to hydrology.					
a) Violate any water quality standards or waste discharge requirements?					
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?					
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?					
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?					
f) Otherwise substantially degrade water quality?					
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?					
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?					
j) Inundation by seiche, tsunami, or mudflow?					

IX. Land Use and Planning

Zoning

All of the anticipated commercial and residential uses in the proposed development scenarios are allowable under the C2-1 zoning designation. Based on the size of the Project Site and type of proposed development, the maximum yield of floor area on the Project Site is approximately 1,668,000 square feet, or an FAR of 1.08:1 which does not exceed the allowable C2-1 FAR of 1.5:1. The proposed six story height is allowed within the C2-1 zone. Due to the existing office-related nature of the Project Site, a Zone Change from MR2-1 to C2-1 would not result in a legal non conforming use on the Project Site and would not create a substantial conflict with relevant zoning regulations.

The Add Area properties cover 673,437 square feet (15.4 acres) of land area, which allows for a floor area of approximately 1,010,156 square feet. The maximum yield of the development scenarios at the Add Area is approximately 586,000 square feet of floor area, or an FAR of 0.58:1 which does not exceed the allowable C2-1 FAR of 1.5:1. The proposed six story height is allowed within the C2-1 zone. With the approval of a General Plan Amendment and Zone Change, the development scenarios analyzed will result in a less than significant impact as a result of inconsistencies with the existing and proposed zoning.

Due to the industrial nature of the Add Area, existing land uses in the Add Area including manufacturing and public storage would be considered legal, non-conforming uses. If the requested Zone Change and General Plan Amendment are approved, this land use inconsistency is considered a significant impact before mitigation. However, with incorporation of the proposed mitigation measure, the development scenarios analyzed for the Add Area will result in a less than significant land uses impact due to inconsistencies with the Zoning and General Plan designations.

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Framework Element

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

Land Use Compatibility

A land use compatibility analysis concluded that the proposed residential and commercial uses would not be considered to conflict with the existing commercial type land uses located to the south and east of the Project Site. The properties zoned and designated for Light Industrial uses to the west and north of the Project Site consist of uses that, with the exception of the tennis center and skate park, are fully contained within their respective buildings. These uses do not generate potentially objectionable noise, odors, or smoke. As a result, although these properties are zoned for industrial uses, due to the office nature of activities on the properties, they are considered to be compatible with adjacent, commercially zoned uses. Thus, a significant impact to land use compatibility at the Project Site is not anticipated from off-site uses. Therefore, the range of development scenarios analyzed in the MEIR would not create a significant impact to land use compatibility.

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

General Plan Elements

The proposed Zone Change and General Plan Amendment at the Project Site and Add Area would result in a decrease of approximately 50.0 acres, or 4.4 percent, of industrially designated land and a corresponding increase of 35.5 acres, or 8.2 percent, of commercially designated land within the Chatsworth-Porter Ranch Community Plan which is not considered significant by itself. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant impact due to an inconsistency between Zoning and Land Use designation.

Although the proposed General Plan Amendment will result in a reduction of industrially designated land, lands on three sides of the General Plan Amendment Request area are already zoned, designated, and developed with commercial uses; the General Plan Amendment Request area is separated from other industrially designated lands by Corbin Avenue; and non-industrial uses have previously been permitted within the project vicinity (Homeplace Retirement facility, public storage, skate park, tennis facility). The General Plan Amendment is requested because it will encourage consistency between the existing land use designation and the existing use of the property. Further, with coordination of land use designation and use for commercial purposes, the General

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Plan Amendment could encourage the conservation of other industrial lands in the Community Plan that are actually utilized for industrial purposes currently. Therefore, the proposed General Plan Amendment and Zone Change will result in a less than significant impact to the Land Use Element due to an incompatibility with land uses in the area.					
The range of development scenarios analyzed in the MEIR will not conflict with any applicable land use plans, policies, or regulations including Community Plans and Regional Plans. Further, development will not conflict with applicable habitat conservation plans or natural community conservation plans.					
a) Physically divide an established community?					
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?					
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?					

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X. Mineral Resources

There are no known or identified mineral resources located at the Project Site. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant impact to mineral resources.

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?					
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?					

XI. Noise

Construction Phase Impacts

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

Operational Phase Impacts

The predominant operational noise source for the development scenarios is vehicular traffic. The incremental increase in the noise level under each development scenario would not be perceptible by the general public and would not exceed the significance threshold determined by the Land Use Compatibility for Community Noise Environment for an increase in noise level. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant impact to noise levels at sensitive receptors.

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?					
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?					
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Population and Housing					
The population increase within the Chatsworth - Porter Ranch Community Plan Area that would result from the development scenarios analyzed in the MEIR will not exceed the Los Angeles Citywide General Plan Framework EIR population projection for the Plan area. Therefore, the range of development options analyzed in the MEIR will not result in a significant impact to population or public services as a result of a population increase.					
The increase in housing units within the Chatsworth - Porter Ranch Community Plan Area as a result of the development scenarios analyzed in the MEIR will not exceed the Los Angeles Citywide General Plan Framework EIR housing projection for the Plan Area. Therefore, the development scenarios analyzed in the MEIR will not result in a significant impact to housing in the area.					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?					
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?					
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

XIII. Public Services

Police

The range of development scenarios analyzed in the MEIR has the potential to increase population in the area by approximately1,797 residents and approximately 5,089 employees. Based on LAPD staffing requirements, this increase could require the need for approximately seven additional officers. Due to existing understaffed conditions in the Devonshire Area, a potential increase in required officers may result in a significant impact on police services in the project area due to increased staffing needs and delayed response times.

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

Based on the development scenarios analyzed in the MEIR, with the incorporation of mitigation measures proposed under the MEIR any potential impacts to police services will be reduced to the greatest extent possible. However, the development scenarios analyzed in the MEIR would result in a significant impact to police protection services.

Fire

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

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

The LAFD has indicated that intersections operating with a Level of Service (LOS) of E or F could have a significant adverse impact on fire protection services. The range of development scenarios analyzed in the MEIR will not increase the number of intersections operating at a LOS of E or F. Therefore, with the incorporation of mitigation measures proposed under the MEIR, all fire protection services impacts will be mitigated to a less than significant level.

Libraries

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

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Schools					

Schools serving the project area include Calahan Elementary School, Nobel Middle School, and Cleveland High School. School service needs are related to the size of the residential population, the geographic area served, and community characteristics. The range of development scenarios analyzed in the MEIR have the potential to generate a maximum of twenty eight new students.

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

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

XIV. Recreation

Currently, there is no open space or parkland on the Project Site or Add Area. Further, there are no existing recreational facilities, active or passive, located on the Project Site or Add Area. The range of development scenarios analyzed in the MEIR does not include the construction or removal of open space or parkland. Currently, the Chatsworth -Porter Ranch Community Plan Area provides a ratio of 32.5 acres of parkland per 1,000 residents. As a result of the worst case development scenario analyzed in the MEIR for the Project Site and Add Area, the ratio of acres of parkland per 1,000 residents will be reduced to 31.8. However, this ratio of 31.8 acres of parkland per 1,000 residents is still greater than both the City of Los Angeles requirement of 4 acres of parkland per 1,000 residents and the City of Los Angeles provision of 4.25 acres per 1,000 residents.

Based on the number of recreational facilities available in the project area, the range of development options analyzed in the MEIR will not result in an increased demand on recreational facilities that cannot be absorbed by existing facilities in the area. Further, development analyzed in the MEIR will be required to pay in-lieu park fees, otherwise known as Quimby fees, as required by the City's Ordinance (No. 141,422) and as set forth in the City's Zoning Code (Section 17.12). Therefore, the range of development analyzed in the MEIR will not result in a significant impact to recreational facilities in the project area.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

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XV. Transportation/Traffic

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

Thirty nine study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis. A maximum of seventeen of the study intersections are expected to operate at LOS D or better during the AM and/or PM peak hours with the addition of growth in ambient traffic and traffic due to related projects. Twenty two study intersections are anticipated to operate at LOS E or F with the addition of growth in ambient traffic and related projects traffic during peak hours. According to LADOT impact criteria, the range of development scenarios analyzed in the MEIR would create a significant impact to a maximum of twenty four study intersections, as a result of the worst case scenario Full Project Buildout. Incremental but not significant impacts are noted at the remaining study intersections due to the analyzed development scenarios.

Congestion Management Plan Traffic Impact Assessment

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

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

Parking associated with commercial and retail development at the Project Site will adhere to the City of Los Angeles Municipal Code. Therefore, the proposed development scenarios will result in a less than significant impact to parking.

The range of development scenarios analyzed in the MEIR will result in significant transportation impacts at a maximum of twenty four of the thirty nine study intersections. Due to differing levels of development between potential development scenarios, differing traffic distribution between potential development scenarios, and the level of development at the time of implementation of a specific mitigation measure, the need for a specific improvement may differ. However, the identified improvement at each intersection will not be different from one development scenario to another.

With the incorporation of mitigation measures, the development scenarios analyzed in the MEIR will result in a less than significant impact to traffic and the existing transportation system.

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?					
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?					
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?					
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?					
e) Result in inadequate emergency access?					
f) Result in inadequate parking capacity?					
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?					

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XVI. Utilities and Service Systems

Electricity

Electricity demand as a result of the proposed development scenarios will increase by approximately 15,624,409 KwH annually. According to LADWP, the proposed increase will not adversely impact the existing electricity distribution system. Further, the proposed increase will not result in the need for new or major modifications to generation or distribution systems. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant impact to the electrical utility in the project area.

Natural Gas

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

Water

Domestic water service for the Project Site is anticipated to be provided by the LADWP, the agency that currently provides water service to the area. The range of development scenarios analyzed in the MEIR will increase water demand in the project area by approximately 303,119 gallons per day (339 acre-feet annually). A water supply assessment conducted by the LADWP, indicates that the projected growth in water demand from the development scenarios falls within the range of expected water demand growth within the City. Therefore, the range of development scenarios analyzed in the MEIR will result in a less than significant water supply impact.

Wastewater/Sewers

The project area is currently served by the Tillman Water Reclamation Plant. The range of development scenarios analyzed in the MEIR will increase sewage generation by approximately 276,978 gallons per day (gpd). Based on an operating capacity of 80,000,000 gpd and a daily collection of 40,382,924 gpd in 1990, an increase of approximately 276,978 gpd would not exceed capacity of the Tillman WRP. Therefore, the range of development scenarios will not require expansion or development of new facilities and will not result in a significant impact to regional sewage treatment plants.

According to the City of Los Angeles - Bureau of Engineering, the sewer systems in Nordhoff Street and Corbin Avenue, both contiguous to the Project Site, are anticipated to provide sufficient capacity to adequately convey all tributary flow resulting from the Project Site and Add Area. Therefore, the proposed Project at the Project Site and development scenarios analyzed for the Add Area will result in a less than significant impact to local sewers in the area. However, if development upstream of or within the Add Area does occur, local sewers in Melvin Avenue, Prairie Street, and Shirley Avenue must be studied independently for capacity sufficiency. Therefore, the range of development scenarios analyzed in the MEIR will not result in a significant impact to local sewers.

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?					
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?					
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?					
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?					
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?					
g) Comply with federal, state, and local statutes and regulations related to solid waste?					

	Potentially Significant Impact and Inconsistent with MEIR	Potentially Significant Impact; However, Consistent with MEIR	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Mandatory Findings of Significance –					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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)?					
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					

X. AGENCIES CONSULTED

CITY OF LOS ANGELES

Lead Agency
Department of City Planning
200 North Spring Street, Room 763
Los Angeles CA 90012
Maya Zaitzevsky, Project Coordinator

Department of Public Works
Bureau of Engineering
Valley District - 81
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Van Nuys CA 91401-2615
Mr. David Yoest
Ms. Susan Rocha

Department of Transportation
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Los Angeles CA 90012
Ms. Susan Eisenbarth

Department of Water and Power
Environmental Assessment
111 N Hope Street
Los Angeles, CA 90012
Mr. Charles Halloway

Department of Water and Power
Water Engineering Services Section
111 North Hope Street
Los Angeles CA 90012
Ms. Gayle Glauz, West Valley District Engineer

Fire Department
City Hall East, Room 920
200 North Main Street
Los Angeles, CA 90012
Inspector Jackson

Los Angeles Public Library
630 West Fifth Street
Los Angeles CA 90071
Ms. Patricia Kiefer, Director of Branches

Los Angeles Unified School District
Environmental Health Division
Mr. Ray Dippel

Police Department
Devonshire Station
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Captain Joseph Curreri
Mr. Derek Brown

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Environmental Division
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Chatsworth, CA 91313-2300
Ms. Sylvia Ornelas

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Studio City CA 91604
Mr. Dwight Steinert
Ms. Carrie Riordan

TECHNICAL CONSULTANTS

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Traffic Engineers
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Pasadena CA 91101

Law/Crandall
Soils, Geology, Seismic Conditions
200 Citadel Drive
Los Angeles CA 90040

Terry A. Hayes Associates
Air Quality, Noise
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Suite 200
Culver City CA 90230

GM Engineering
Hydrology
14401 Gilmore Street
Suite 100
Van Nuys CA 91401

American Environmental Specialists, Inc.
Phase I Environmental Assessment
7400 Center Avenue
Suite 113
Huntington Beach CA 92647

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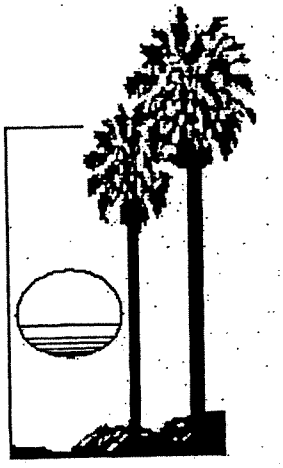
APPENDIX A

NOTICE OF PREPARATION

NOTICE OF PREPARATION

OF AN



ENVIRONMENTAL IMPACT REPORT

For the
STONERIDGE SPECIFIC PLAN

City of Desert Hot Springs
Development Services Department

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA), the City of Desert Hot Springs is the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The purpose of this Notice of Preparation (NOP) is to solicit comments on the environmental analysis to be contained in the EIR.

In conjunction with the development of the proposed project, it is necessary to address the potential adverse effects of the proposed project on the environment. The Notice of Preparation (NOP) serves two purposes: to solicit information on the scope of the environmental analysis for the proposed project and notify the public that the City of Desert Hot Springs will prepare a Draft EIR to further assess potential adverse environmental impacts that may result from implementing the proposed project. The Draft EIR will discuss all topics required by CEQA and will evaluate existing conditions and potential impacts associated with the proposed development (Preferred Alternative). The Draft EIR will also evaluate impacts associated with project alternatives, including a "No Project" alternative.

Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Larry Grafton, Associate Planner the City of Desert Hot Springs. Comments should be received by the City within 30-days of the date of this NOP and will be considered during the preparation of the Draft EIR. Please include the name and phone number of the contact person for your organization. If the proposed project has no bearing on you or your organization, no action on your part is necessary. The project's

description, location, and potential environmental impacts are described in the NOP and the attached Initial Study.

PROJECT LOCATION

The project is located in the Coachella Valley region of Riverside County, and lies within the Corporate Limits of the City of Desert Hot Springs. The project site is surrounded by the future extension of Mission Lakes Boulevard on the north, Karen Way on the east, Pierson Boulevard on the south, and Worsley Road on the west (approximately 1.78 acre of the project lies on the west side of Worsley Road.) The subject property is located approximately .25 mile (distance varies) east of State Highway 62 and approximately 3.25 miles north of Interstate-10. The planning area encompasses approximately 604 acres, which can be described as a portion of Section 28 and the easternmost quarter of the southwest quarter of Section 29, Township 2 South, Range 4 East, San Bernardino Baseline and Meridian (see attached Exhibit A).

BACKGROUND

In 1993, Riverside County approved the construction of the Olympus Golf Club (Specific Plan No. 287 and Final EIR #375) consisting of low and high density residential land uses, a golf course, visitor serving residential, commercial, light industrial, and open space and public uses on the subject site. In 1994 the site was annexed into the City of Desert Hot Springs. The site has not been developed, and the currently proposed project would replace the existing approved Olympus project.

PROJECT DESCRIPTION

The StoneRidge project to be evaluated in the Draft EIR proposes the development of up to 2,140 single family residences in a community consisting of ten planning areas with a series of gated, single family neighbourhoods, public and private streets, and private and public open space on approximately 604 acres of undeveloped land. Proposed lots range from approximately 5,500 sq. ft. to 18,000 sq. ft. in size. The proposed project includes a private clubhouse, approximately 80 acres of private open space, and approximately 15 acres of public park open space. A possible 20-acre school site and a possible 8-acre well site are called out within the project boundaries.

The project will replace the existing approved Olympus Golf Course Specific Plan.

REQUESTED ENTITLEMENTS

- **General Plan Amendment (GP) No. 02-04** to amend the General Plan Land Use Diagram designations for the site from Private Open Space (OS/PV), Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-

H), General Commercial (C-G), Public (P) and Light Industrial (I-L) to Residential Low Density (R-L), Private Open Space (OS/PV), and Parks Open Space (OS/PP);

- **Zoning Map Amendment (ZMA) No. 02-04** to amend the Zoning Map designations for the site from Olympus Specific Plan - Private Open Space (OS/PV), Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-H), General Commercial (C-G), Public (P) and Light Industrial (I-L) - to Residential Low Density (R-L), Private Open Space (OS/PV), and Parks Open Space (OS/PP);
- **StoneRidge Specific Plan (SP) No. 01-04** to provide guidelines and land use regulations for the development of a maximum 2,140 lot single family community with one and two story homes, clubhouse and related recreational facilities, private/public streets, open space, possible school site, and a possible well site, all on 604 acres of vacant land;
- **Tentative Parcel Map (TPM) No. 32029** to subdivide 604 acres of vacant land into ten parcels;
- **Vesting Tentative Tract Map (TM) No. 32030** to subdivide 604 acres of vacant land into 2,140 single family residential lots, private and public streets and private/public open space lots;
- **Development Agreement (DA) No. 01-04** to establish certain development rights for the project.

ENVIRONMENTAL SETTING

The following briefly describes the project planning area and environmental resources that may be adversely affected by the development of the project.

Existing and Surrounding Land Uses

The 604± acre StoneRidge Specific Plan project site consists of vacant desert lands. The property is composed of the Sonoran Creosote Bush Scrub community which includes plants such as the creosote bush, burrobush, encelia and California dalea. The subject property is undeveloped. Pierson Boulevard (paved) is located along the southern boundary of the project. Worsley Road (paved) is adjacent to a portion of the western boundary of the project and Karen Avenue (dirt) is adjacent to a portion of the eastern boundary. Mission Lakes Boulevard is proposed according to the Circulation Element of the City's General Plan along the northern boundary. The property is located adjacent to vacant desert and scattered single family residential properties. The surrounding General Plan land use designations are as follows: North=Rancho Royale Specific Plan (R-H, C-G and OS/PV); East=R-L/SP; South=R-L/SP and (southwest) C-G/SP; West=C-G/SP and R-L/SP.

Issues

The Draft EIR shall address all topics required by Sections 15120 through 15131, inclusive of the State CEQA Guidelines. Particular attention shall be given to the concerns listed below, as well as any additional concerns raised in the responses to the Notice of Preparation.

☒ Aesthetics (scenic corridor, light/glare)	☐ Agriculture Resources	☒ Air Quality (air quality degradation)
☒ Biological Resources (loss of habitat, range)	☒ Cultural Resources (archaeological & paleontological resources)	☒ Geology /Soils (blowsand erosion)
☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality (drainage, water quality)	☒ Land Use / Planning (General Plan consistency)
☐ Mineral Resources	☒ Noise (increase in noise levels)	☒ Population / Housing (growth inducing)
☒ Public Services (fire, police, schools, library)	☒ Recreation (adequacy of facilities)	☒ Transportation/Traffic (circulation system impacts)
☒ Utilities / Service Systems (water, sewer, solid waste)	☒ Mandatory Findings of Significance	

REQUEST FOR COMMENTS

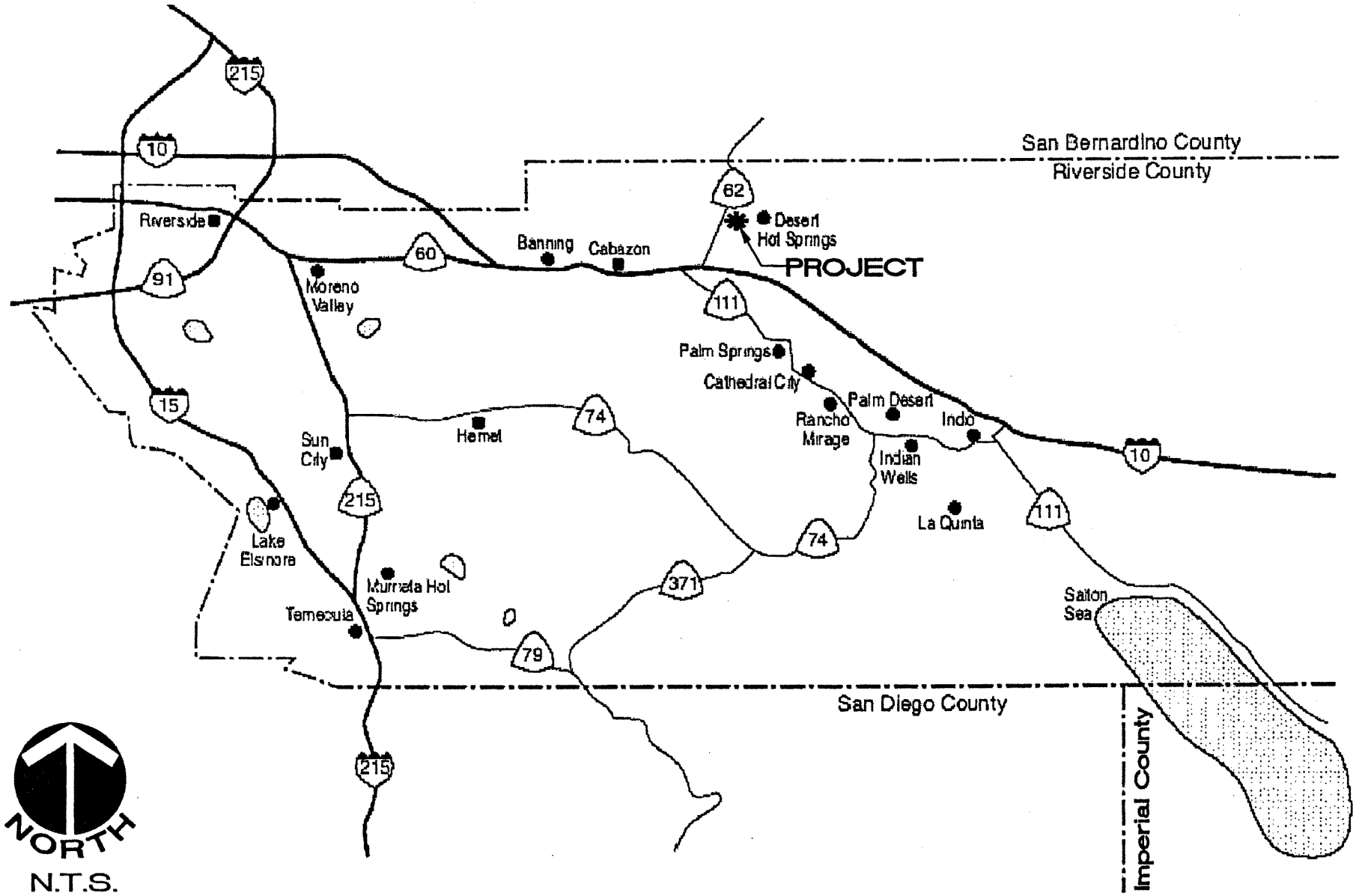
The City of Desert Hot Springs is soliciting input based on your views and opinions concerning the scope of the EIR for the proposed project. To facilitate your review, the following materials are attached:

- City of Desert Hot Springs Initial Study
- Regional Location Exhibit
- US Geological Survey Exhibit
- Site Plan Exhibit
- Aerial Photograph Exhibit

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, and no later than July 5, 2004, 5:00 p.m. Comments must be sent via U.S. Mail as follows:

Larry Grafton, Planner
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, CA 92240
Telephone: 760-329-6411 x245
Fax: 760-251-6857

Documents related to the project are available for review at the above location.



NORTH
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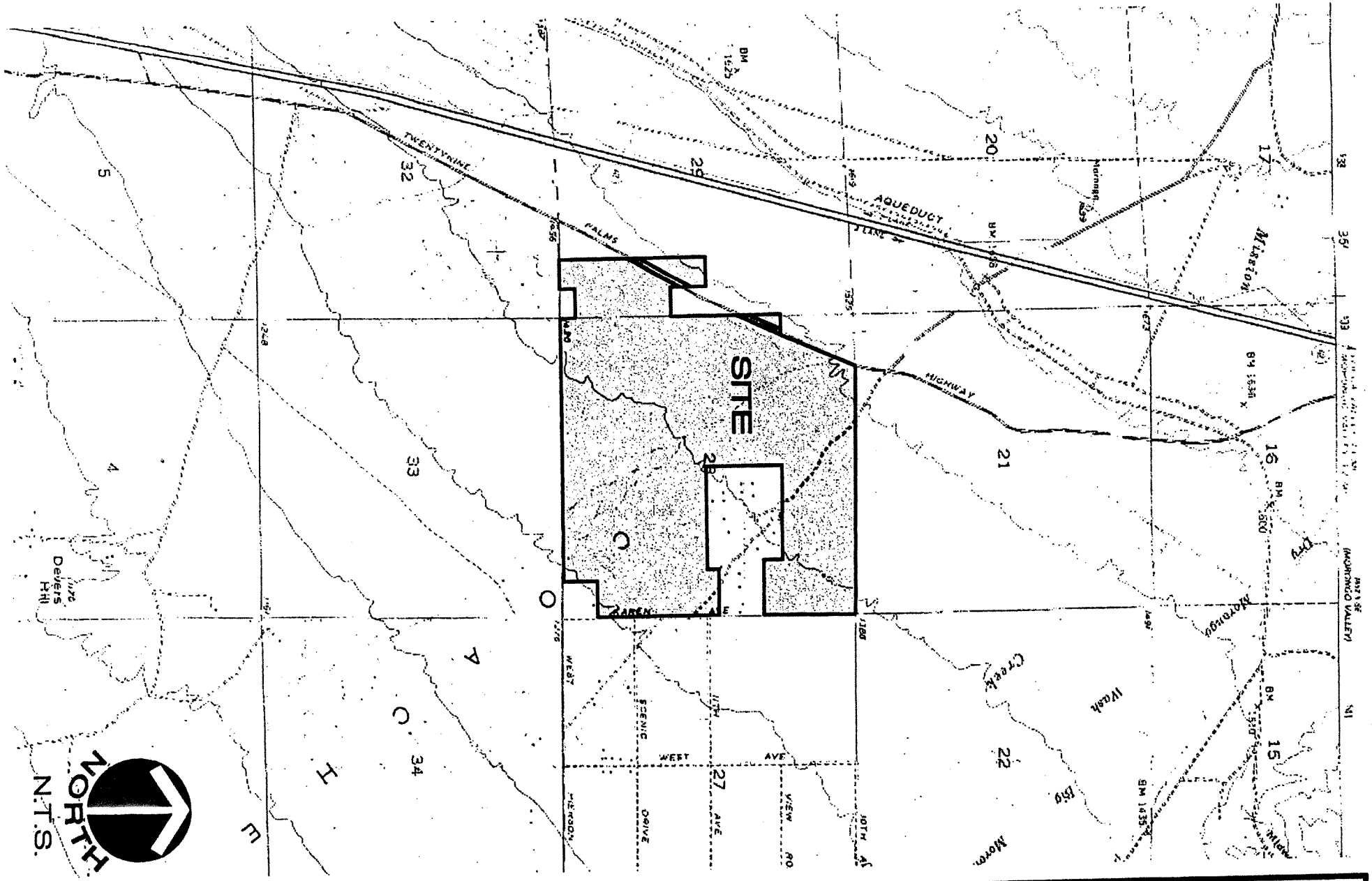
777 E. TAHQUITZ CANYON WAY, SUITE 301
PALM SPRINGS, CALIFORNIA 92262-6784
TELEPHONE (760) 320-9811 / FAX 323-7893

Regional Location Exhibit

ROYCE INTERNATIONAL INVESTMENT CO. INC.
IN THE CITY OF DESERT HOT SPRINGS



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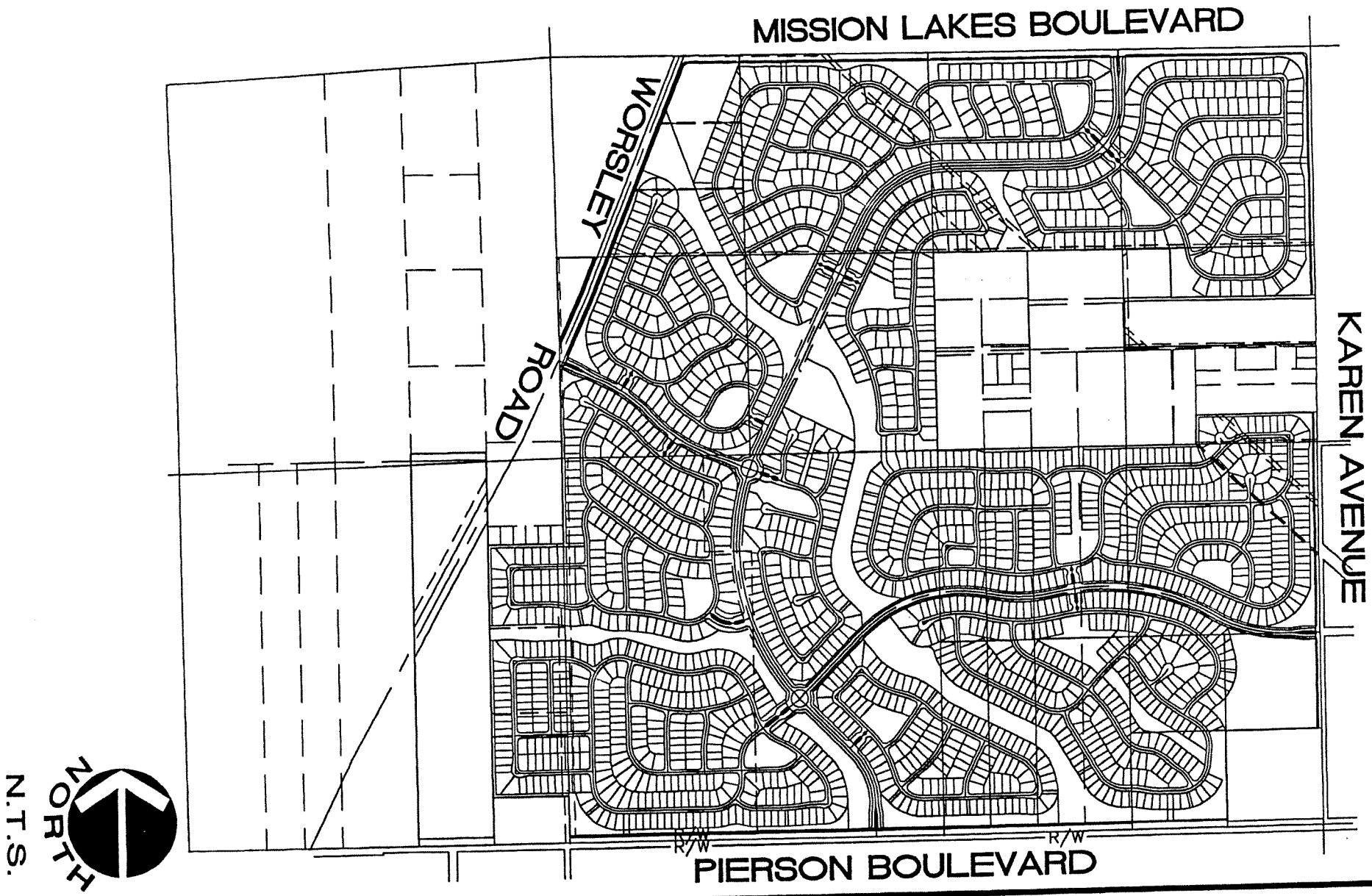
US Geological Survey Exhibit

ROYCE INTERNATIONAL INVESTMENT CO. INC.
IN THE CITY OF DESERT HOT SPRINGS



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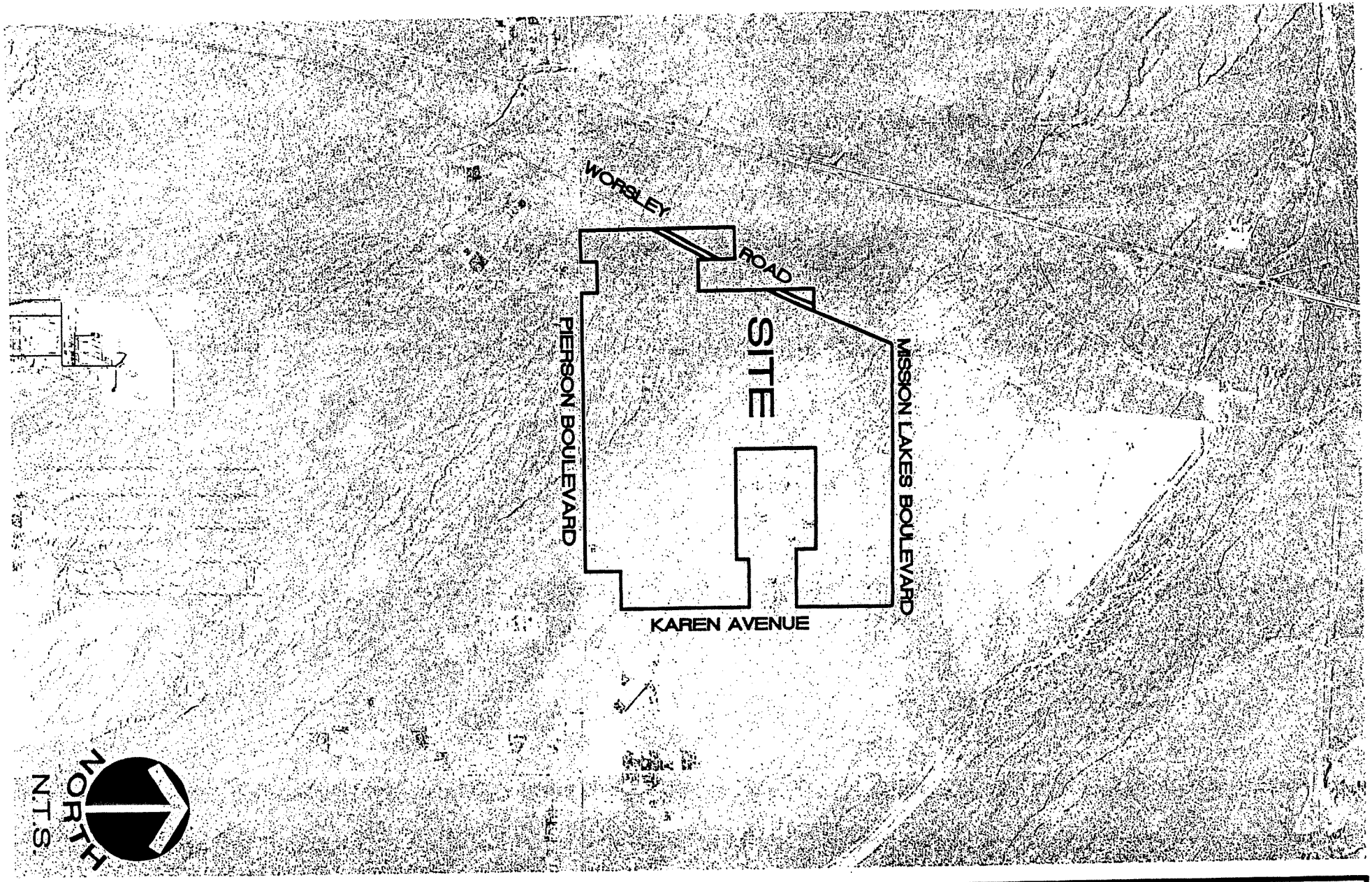
TELEPHONE (760) 320-9811 ■ FAX (760) 323-7893

Site Plan Exhibit

ROYCE INTERNATIONAL INVESTMENT CO. INC.
IN THE CITY OF DESERT HOT SPRINGS



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Aerial Photograph Exhibit

ROYCE INTERNATIONAL INVESTMENT CO. INC.
IN THE CITY OF DESERT HOT SPRINGS

City of Desert Hot Springs
Development Department

65950 Pierson Boulevard
Desert Hot Springs, California 92240
(760) 329-6411
Fax (760) 3251-6857

Environmental Initial Study

Project Title: StoneRidge Specific Plan

Case Nos:
Environmental Assessment No. 01-04
General Plan Amendment (GPA) No. 02-04
Zoning Map Amendment (ZMA) No. 02-04
StoneRidge Specific Plan (SP) No. 01-04
Tentative Parcel Map (TPM) No. 32029
Vesting Tentative Map (TM) No. 32030
Development Agreement (DA) No. 01-04

Lead Agency Name and Address:
City of Desert Hot Springs
Development Department
65950 Pierson Boulevard
Desert Hot Springs, California 92240
(760) 329-6411 / (760) 251-6857 fax

Property Owners:

Applicant:
Royce International Investments
Attn: Keith Christiansen
74-900 Highway 111, Suite 111,
Indian Wells, California 92210
Phone: 760-837-9151, Fax: 760-837-9152

Engineer: NA

Contact Person and Phone Number:
Larry Grafton
(760) 329-6411 / (760) 251-6857 fax

Project Location:
The project area is located on approximately 604 gross acres at the northwest corner of Pierson Boulevard and Karen Road in the City of Desert Hot Springs, California. Location more particularly described as follows: in a portion of Section 28, T.2S., R.4E., SBB&M. Assessor Parcel Numbers: 667-080-002 through 006; 667-090-004 and 028; 667-100-002 through 008, 010 and 011; and 667-120-024 through 027. A map depicting the project area location in a regional and vicinity context has been included as Exhibit "1"

(Regional Location Map) and Exhibit "2" (Vicinity Location Map), respectively.

Existing Zoning and General Plan Designations:
General Plan/Zoning Designation: Olympus Golf Club Specific Plan: Private Open Space (OS/PV,) Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-H), General Commercial (C-G), and Light Industrial (I-L.).

Description of the Project:

The StoneRidge project involves a request to develop up to 2,140 single family residential units with private and public open space on approximately 604 acres of undeveloped land. The proposed project will include single family residential land uses clustered within 10 planning areas. A Specific Plan for the project contains development standards, phasing and utility plans, and design standards including architecture and landscape architecture guidelines. Amendments to the site's current General Plan and Zoning designations will be required to reflect the proposed specific plan land uses for the project.

As proposed, the project consists of a series of gated, single family subdivisions. The homes will be one and two story structures on lots ranging from approximately 5,500 -19,000 square feet. There will be a clubhouse with recreational facilities, public parks, and pocket parks throughout the development. Four entrances are proposed to the development, with the main entrance on Pierson Boulevard. The development will contain a major public spine street with private streets in the neighborhoods. Additionally, a 27 acre site along Karen Avenue is designated for school and public park uses, and a separate 3 acre site west of Worsley Road is proposed for a public park.

Proposed entitlements include:

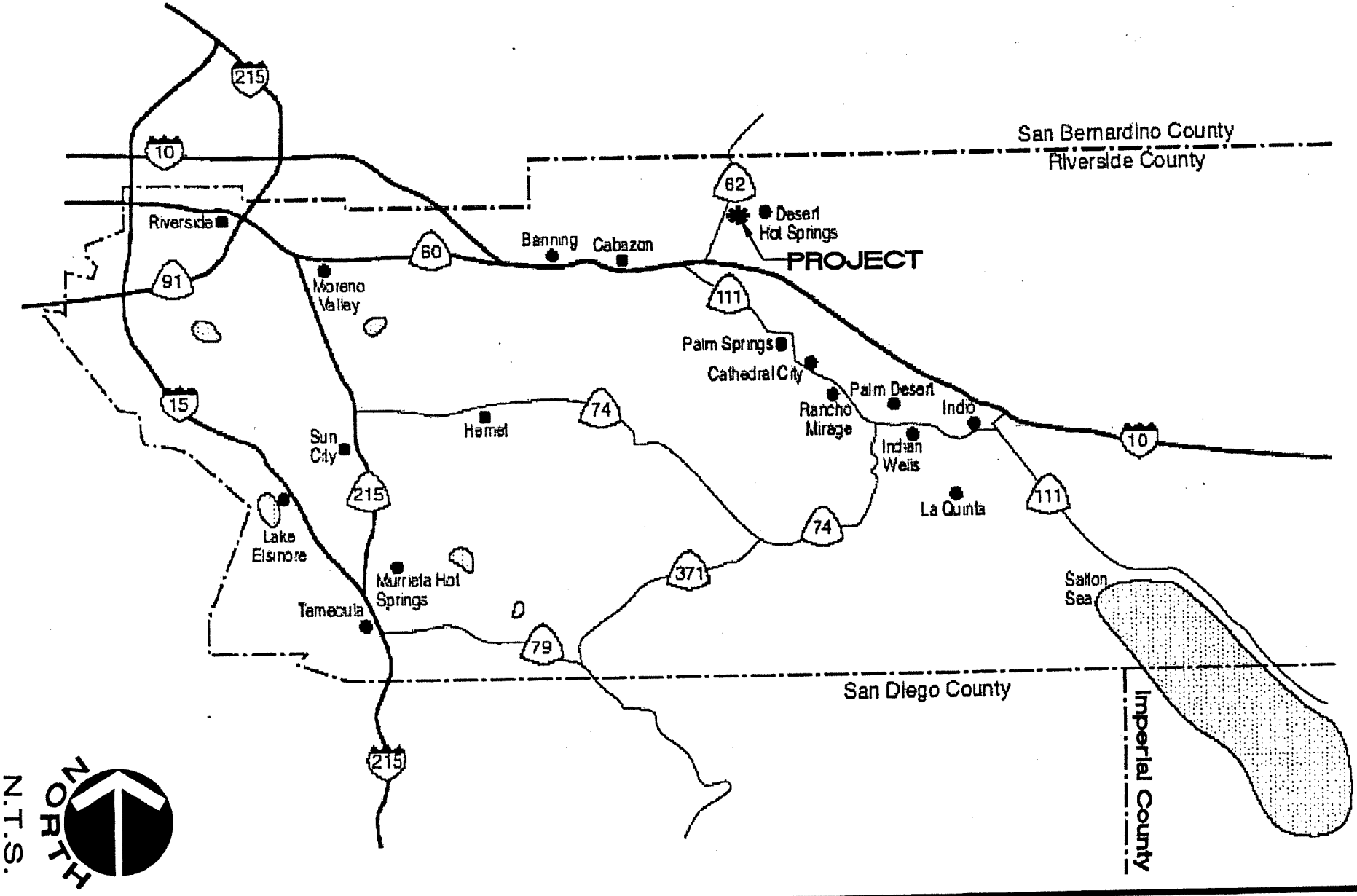
- General Plan Amendment (GPA) No. 02-04 to amend the General Plan Land Use Diagram designations for the site from Private Open Space (OS/PV), Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-H), General Commercial (C-G), Public (P) and Light Industrial (I-L), to Residential Low Density (R-L), Private Open Space (OS/PV), and Parks Open Space (OS/PP); and
- Zoning Map Amendment (ZMA) No. 02-04 to amend the Zoning Map designations for the site from Private Open Space (OS/PV), Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-H), General Commercial (C-G), Public (P) and Light Industrial (I-L), to Residential Low Density (R-L), Private Open Space (OS/PV), and Parks Open Space (OS/PP); and
- StoneRidge Specific Plan (SP) No. 01-04 to provide guidelines and land use regulations for the development of a single family residential community with up to 2,140 single family lots, one and two story homes, public/private streets, clubhouse and related recreational facilities, open space, and possible school and well site facilities on 604 acres of vacant land; and
- Tentative Parcel Map (TPM) No. 32029 to subdivide 604 acres of vacant land into ten parcels; and
- Vesting Tentative Map (TM) No. 32030 to subdivide 604 acres of vacant land into 2,140 single family lots, private and public streets, open space lots, public park lots, and possible school and well site lots; and
- Development Agreement (DA) No. 01-04 to establish certain development rights for the project.

Surrounding Land Uses and Setting:

Pierson Boulevard (paved) is located along the southern boundary of the project. Worsley Road (paved) is adjacent to a portion of the western boundary of the project and Karen Avenue (dirt) is adjacent to a portion of the eastern boundary. Mission Lakes Boulevard is proposed along the northern boundary. The property is located adjacent to vacant desert and single family residential properties. The surrounding General Plan land use designations are as follows: North=Rancho Royale Specific Plan (R-H, C-G, P, and OS/PV); East=R-L/SP; South=R-L/SP and (southwest) C-G/SP; West=C-G/SP and R-L/SP.

Public agencies whose approval is required:

- City of Desert Hot Springs Planning Commission (Recommendation to City Council for General Plan Amendment, Change of Zone, Specific Plan, Tentative Parcel Map, Tentative Tract Map, and Development Agreement approvals).
- City of Desert Hot Springs City Council (General Plan Amendment, Change of Zone, Specific Plan, Tentative Parcel Map, Tentative Tract Map, and Development Agreement approvals).
- Applicant may need to obtain permits from: the County Health Department and others prior to obtaining building permits or prior to the granting of building occupancy; utility companies including Mission Springs Water District, Southern California Gas and Edison; and a Streambed Alteration Permit (1601 Application) may be required by the California Fish and Game Department.



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Regional Location Exhibit

ROYCE INTERNATIONAL INVESTMENT CO. INC.
IN THE CITY OF DESERT HOT SPRINGS

Exhibit 1, Regional Location Map

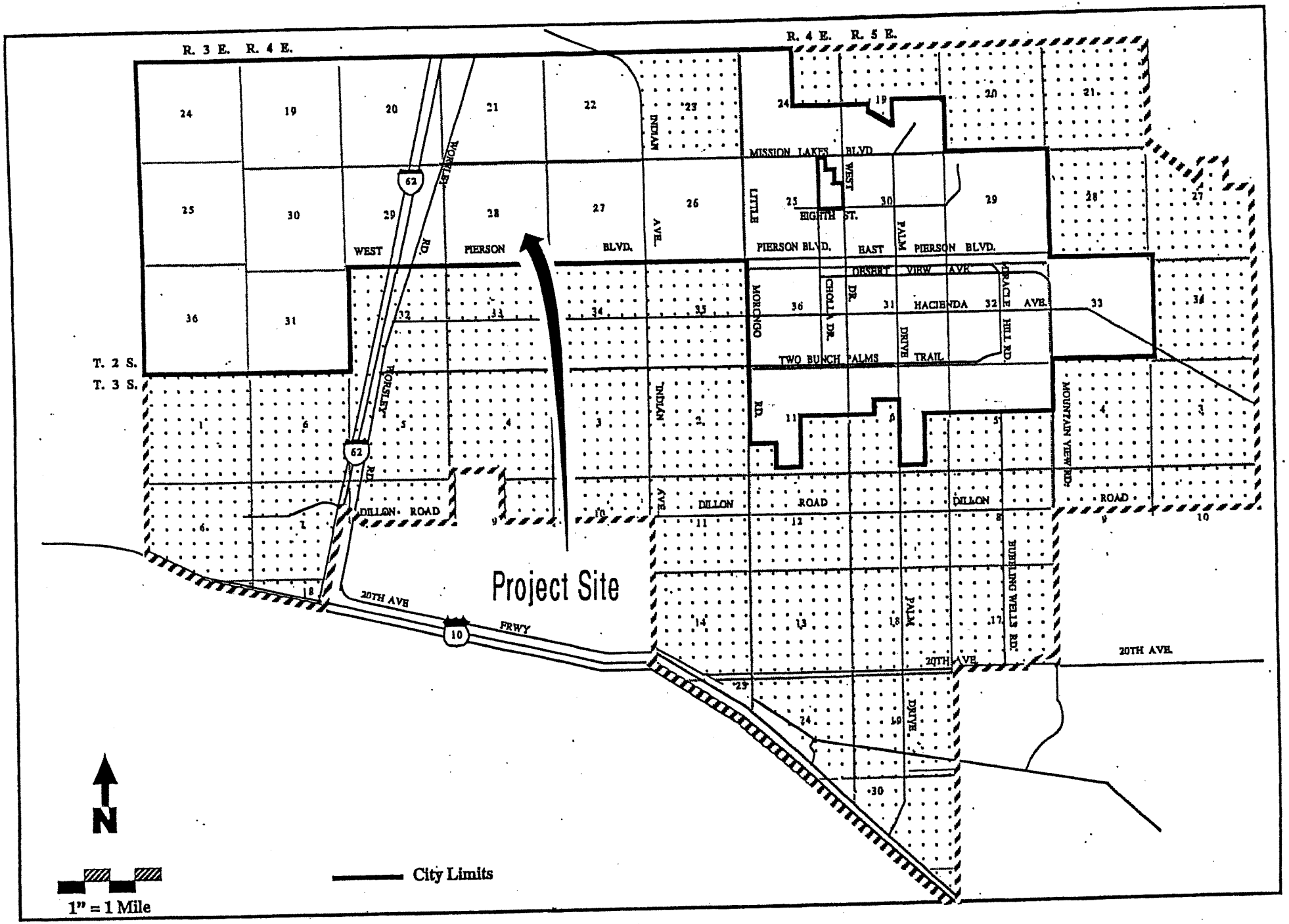
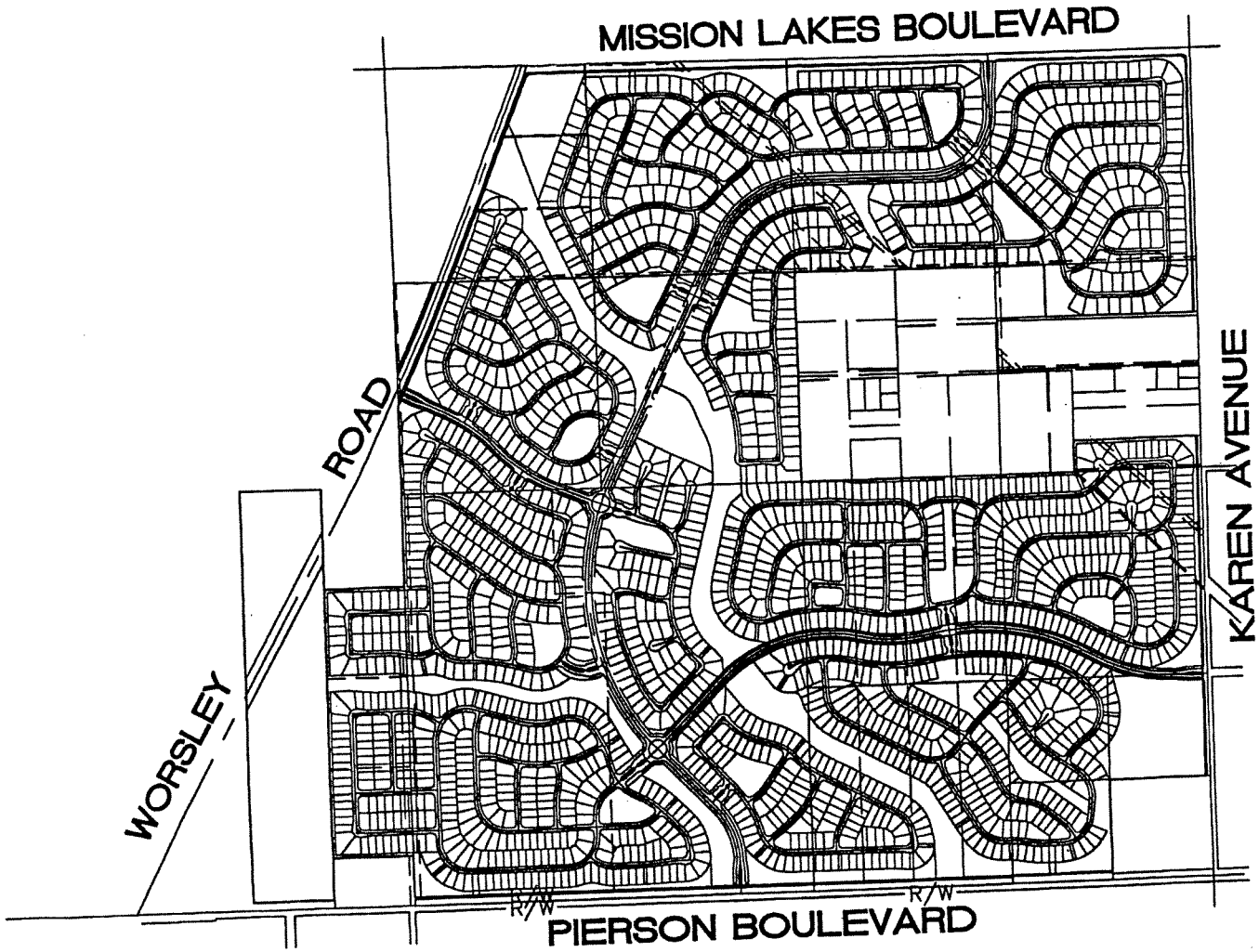


Exhibit 2, Vicinity Map



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Site Plan Exhibit

ROYCE INTERNATIONAL INVESTMENT CO. INC.
IN THE CITY OF DESERT HOT SPRINGS

Exhibit 3, Project Map

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☒ Noise	☐ Population / Housing
☒ Public Services	☒ Recreation	☒ Transportation/Traffic
☒ Utilities / Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jerry Hanson — Date: 5/28/04
Signature: Jerry Hanson, City Manager/Planning Director

Prepared by: Larry Grafton, Associate Planner — Date: 6-2-04

Prepared by: Patricia Nevins, Contract Planner — Date: 6.2.04

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question; and

b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

1. AESTHETICS – Would the project:

Thresholds of Significance
A project may have a significant effect on Aesthetics if it adversely affects a scenic vista or scenic highway; it has a demonstrable negative aesthetic effect; or creates obtrusive light or glare.

a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐

Potentially Significant Impact. The project is located near State Highway 62, a designated scenic highway. A portion of the subject property is located within the designated boundaries of the Scenic Corridor for this Highway. Potentially significant impacts related to scenic highway or vistas may occur as a result of development on the property. Design requirements for Scenic corridors will be analyzed in the forthcoming EIR.

Mitigation: Potential impacts related to scenic highway or vistas will be evaluated in the forthcoming EIR for this project.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐

Potentially Significant Impact. No specific scenic resources such as rock outcroppings or unique features existing on the site, however a portion of the subject property is located within the designated boundaries of the Scenic Corridor for State Highway 62. Potentially significant impacts related to vistas that may occur as a result of development on the property. The potential impacts to scenic resources will be analyzed and the level of significance determined in the forthcoming EIR.

Mitigation: Potential impacts related to scenic vistas will be evaluated in the forthcoming EIR for this project.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒

No Impact. Single-family homes and vacant desert land characterize the visual environment of the subject property and surrounding environs. Future development on the project site has been considered and planned for in the City's General Plan and is anticipated to have a positive aesthetic impact in that it will result in the construction of modern uses developed in accordance with current City standards and be subject to the City's review of plans.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impact. Future development of the proposed project will introduce new light sources on the project site. New light sources are anticipated to occur from the illumination associated with on-site structures including open space amenities, interior and exterior lighting, and light from vehicles on the roadways/parking areas. General increases in light could be expected to significantly affect the ambient evening light level in and around the project site. Additionally, future light and glare sources within the project site may have the potential to "spill over" into adjacent properties and public roads. The potential impacts of new sources of substantial light or glare will be analyzed and the level of significance determined in the forthcoming EIR.

Mitigation: Potential impacts related to substantial light or glare will be evaluated in the forthcoming EIR for this project.

2. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Thresholds of Significance
A project may have significant impact on Agricultural Resources if it were to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses, or conflict with existing zoning for agricultural use, or a Williamson Act contract.

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No Impact. The Desert Hot Springs Comprehensive General Plan indicates that the project site is not designated as prime agricultural farmland, Farmland of Statewide Importance, or Unique Farmland and there is no Williamson Act contract in place on the project site.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No Impact. See response in 2(a) above.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

No Impact. The EIR for the Desert Hot Springs Comprehensive General Plan (page III-5) indicates that no farmland or agricultural use currently exist within the City's incorporated limits or sphere-of-influence area.

3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Thresholds of Significance

The following criteria are identified as thresholds for determining the significance of air quality impacts if it were to:

- Result in an adverse effect on existing air quality (e.g., 500 or more dwelling units).
- Result in an adverse effect to a sensitive use (e.g., school) located near a major air pollutant emission source.

Presented in the SCAQMD CEQA Air Quality Handbook is both a methodology for the quantification of project related air quality impacts and recommended thresholds to evaluate the significance of these emissions. In Chapter 6 of the SCAQMD CEQA Air Quality, the SCAQMD has established two types of air pollution thresholds (i.e., emission thresholds and additional indicators) to assist local governmental agencies in determining whether the projected emissions from the operational phase of a project will be significant. As stated in the SCAQMD CEQA Air Quality Handbook, "if the lead agency finds that the operational phase of a project has the potential to exceed either of the air pollution thresholds, the project should be considered significant." Both types of threshold factors are discussed below.

Separate threshold standards have been recommended for assessing construction impact that are averaged over a 3-month period and include only actual working days. Specific criteria air pollutants have been identified by the SCAQMD as pollutants of special regional concern. Based on this categorization, Table 1 (Emission Significance Thresholds) lists the following significance thresholds for emissions from these pollutants.

Table 1
Emission Significance Thresholds

Pollutant	Construction Criteria (lb/day)	Construction Criteria (tons/qtr)	Operational Criteria (lb/day)
CO	550	24.75	550
NO_X	100	2.5	55
ROG	75	2.5	55
SO_X	150	6.75	150
PM_{10}	150	6.75	150

Source: SCAQMD CEQA Air Quality Handbook, Chapter 6.
Note: The SCAQMD CEQA Air Quality Handbook does not list daily construction criteria for SO_X. This value is extrapolated from the quarterly criterion.

As indicated in the SCAQMD CEQA Air Quality Handbook, "The District considers a project to be mitigated to a level of insignificance if its impact is mitigated below the thresholds defined in Chapter 6 of the SCAQMD CEQA Air Quality Handbook."

Additional Indicators (Secondary Effects). The SCAQMD recommends that "additional indicators" be used as screening criteria with respect to air quality. Relevant additional factors identified in the SCAQMD CEQA Air

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Quality Handbook include the following significance criteria: 1) interference with the attainment of the Federal or State ambient air quality standards by either violating or contributing to an existing or projected air quality violation; 2) generation of vehicle trips that cause a CO "hot spot"; 3) creation of, or subject receptors to, an objectionable odor onsite that could result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety; 5) emissions of an air toxic contaminant regulated by SCAQMD rules or included on a Federal or State air toxic list; 6) the burning of hazardous, medical, or municipal waste as in waste-to-energy facilities; and/or, 7) emissions of carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of 10 in 1 million.

a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐

Potentially Significant Impact. See response 3b below.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

Potentially Significant Impact. The Coachella Valley is currently federally designated as a "severe-17" ozone nonattainment area and is required to reduce emission by 3% per year. This designation indicates that the attainment date for federal ozone standards in November 15, 2007 (17 years from the date of enactment of the Federal Clean Air Act: CCA). The City in cooperation with the Coachella Valley Association of Governments is involved in the regional management of air quality through the implementation of the Coachella Valley PM_{10} plan. This Plan has been approved by the U.S. Environmental Protection Agency. The implementation programs, as wells as applicable SCAQMD rules and regulations, commit the City to mitigation that will reduce construction-related and operational air quality impacts. Dust (PM_{10}) created by grading and construction activities is specifically targeted for mitigation.

Future development of the site is expected to result in an increased potential of air quality degradation. The most significant short-term impacts are expected to come from the generation of dust during future construction, while long-term impacts are expected to come from the emission of pollutants generated by vehicular traffic, consumption of electricity and natural gas. Cumulative emissions from the project and surrounding projects will exceed the SQAMD (South Coast Air Quality Management District) daily emissions significance threshold criteria for carbon monoxide, reactive organic compounds and oxides of nitrogen. Because there are existing residential areas to the east and south of the proposed project, construction activities may potentially expose sensitive receptors to pollutants.

Potential does exist for a net cumulative increase in certain criteria pollutant or ozone precursors, although this increase is expected to be limited. Potential impacts to local and regional air quality shall be addressed in the EIR. The potential impacts to air quality will be analyzed and the level of significance determined in the forthcoming EIR.

Mitigation: Potential impacts related to air quality will be evaluated in the forthcoming EIR for this project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐

Potentially Significant Impacts. See response in 3(b) above.

d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

Potentially Significant Impacts. See response in 3(b) above.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Less Than Significant Impact. The development is a residential community and anticipated odors are those that are commonly found in these settings and therefore the development will not create objectionable odors. Short-term odor impacts associated with project construction, including diesel fumes and asphalt paving, will dissipate quickly and will not pose a significant impact.

4. BIOLOGICAL RESOURCES -- Would the project:

Thresholds of Significance

A project has significant effect on Biological Resources if it will result in a loss of individuals, populations, or habitat of a federal or state designated threatened, endangered, or rare species; a loss of locally designated species, such as heritage trees; a loss of locally designated natural communities, such as vernal pools; a loss of wetland habitat; or an interference with wildlife dispersal or migration corridors.

Project actions are also evaluated in terms of impacts to species that do not fall into one of the above categories, but which nevertheless are protected by federal or state regulations. Most often such cases involve nests of birds such as red-tailed hawks that are not rare, but are still protected under the federal Migratory Bird Treaty Act and the California Department of Fish and Game Code.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impacts. The project site exhibits evidence of human disturbance including off road vehicle trails, powerline access roads and scattered piles of dumped debris. The density and diversity of plant species on the site had been much reduced as a result of years of drought in Southern California. The project area was also impacted by a fire that burned approximately three quarters of the property in 1988.

However, potential sensitive plant species that may occur in the area include: Coachella Valley milk vetch, Little San Bernardino Linanthus, Ribbed Cryptantha and Winged Cryptantha. Potential sensitive animal species that may occur in the area include the Desert Tortoise, Coachella Valley Fringe-toed Lizard, Flat-Tailed Horned Lizard and the Coachella Valley Round Tailed Squirrel. In addition to cited sensitive species, the area supports the common chuckwalla, desert iguana, zebra tailed lizard, Golden eagle, and Prairie falcon. The western burrowing owl, Palm Springs ground squirrel, the round tailed ground squirrel, and several species of bats also occur in the region.

The proposed development will result in the loss of native habitat within the project area and may interfere substantially with the movement of native resident wildlife species or with established native resident or migratory wildlife corridors. A previous EIR for the site (State Clearinghouse No. 91012048) reported that none of sensitive plant or animal species was detected in the project area. However, to determine whether significant impacts to important biological resources could occur, an updated biological assessment of the site will be required, and potential impacts will be analyzed and the level of significance determined in the forthcoming EIR.

Mitigation: Potential impacts related to biological resources and wildlife corridors will be evaluated in the forthcoming EIR for this project.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

No Impact. There are no riparian habitats on the proposed project area. Aerial Imagery from the Coachella Valley Association of Governments (January 1, 2004) indicates that the proposed project site is not within the Draft Coachella Valley Multiple Species Habitat Conservation Plan or within Coachella Valley Fringe-toed Lizard Fee area. The City's General Plan does not identify the proposed site as containing any locally designated natural plant communities.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

No Impact. There are no protected wetlands, vernal pools, marshes, or coastal bodies of water in the City of Desert Hot Springs. Consequently, project implementation would not have any impacts upon wetlands habitat issues.

Mitigation: None required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐

Potentially Significant Impacts. See responses in 4 (a) above.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

No Impact. There are no local polices or ordinances protecting biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

No Impact. The City of Desert Hot Springs participates in the Coachella Valley Fringe-toed Lizard Habitat Conservation Plan and is participating in the development of the Coachella Valley Multiple Species Habitat Conservation Plan. The proposed project site is not designated as sensitive habitat area within the Draft Coachella Valley Multiple Species Habitat Conservation Plan or within Coachella Valley Fringe-toed Lizard Fee area. There is therefore no impact with regard to the aforementioned criterion.

5. CULTURAL RESOURCES -- Would the project:

Thresholds of Significance

A project may significantly impact Cultural Resources if it disrupts or adversely affects a prehistoric or historic archaeological site or a property of historic significance to a community, ethnic or social group, or a paleontological site except as part of a scientific study.

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impacts. Policies in the Desert Hot Springs Comprehensive General Plan and EIR Mitigation Measures require that development on sites with existing or potential cultural, historical, or paleontological resources be subject to resource surveys and site-specific mitigation prior to individual project approval. A Cultural Resources Assessment was conducted by Bruce Love and Kevin Hallaran in October 1990 for the previous project. This report identified two archaeological sites on the property. It was determined that these sites did not meet the CEQA criteria for significance. An updated cultural study is being generated and potential impacts will be analyzed and the level of significance determined in the forthcoming EIR.

Mitigation: Potential impacts related to cultural and historical resources will be evaluated in the forthcoming EIR for this project.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☒	☐	☐	☐

Potentially Significant Impacts. See response in 5(a) above.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

Potentially Significant Impacts. Policies in the Desert Hot Springs Comprehensive General Plan and EIR Mitigation Measures require that development on sites with existing or potential cultural, historical, or paleontological resources be subject to resource surveys and site-specific mitigation prior to individual project approval. No known paleontological assessments have been undertaken for this site. To determine whether significant impacts to important paleontological resources could occur, a Paleontological Assessment of the site will be required, and potential impacts will be analyzed and the level of significance determined in the forthcoming EIR.

Mitigation: Potential impacts related to paleontological resources will be evaluated in the forthcoming EIR for this project.

d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Potentially Significant Impacts. See response in 5(a) above.

6. GEOLOGY AND SOILS -- Would the project:

Thresholds of Significance

A project has significant effect in relation to Geology and Soils if it will expose people or occupied structures to geologic or soils hazards (including fault rupture, ground shaking, liquefaction, subsidence, landslides, erosion, expansive soils) or facilitate damage to, or the destruction of, unique geologic features.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒

No Impact. No faults are known to pass through the site. According to the previous EIR conducted for this property, the project site is located approximately one and eight-tenths (1.8) miles southwest of the Mission Creek Fault and three (3) miles northeast of the Banning Fault. These faults are the two principal components of the San Andreas rift zone and are responsible for earthquakes recently felt in the northwest Coachella Valley. The project is not located in any Alquist-Priolo special study zones. Due to the distance from any active faults or study zones, on-site fault rupture hazards are unlikely to occur.

ii) Strong seismic ground shaking?	☐	☒	☐	☐

Less Than Significant With Mitigation Incorporation. The City of Desert Hot Springs and its Sphere-of-Influence area contain active and potentially active faults. According to the previous EIR conducted for this property, the project site is located approximately one and eight-tenths (1.8) miles southwest of the Mission Creek Fault and three (3) miles northeast of the Banning Fault. These faults are the two principal components of the San Andreas rift zone and are responsible for earthquakes recently felt in the northwest Coachella Valley. Based upon the historical and prehistoric record, the Coachella Valley segment of the San Andreas fault system is likely to generate a magnitude seven (7.0) or greater earthquake within the next fifty (50) years. Therefore, strong ground motion is the seismic hazard most likely to affect the site. General Plan policies and programs, including strict adherence to the California Building Code and other applicable building standards are expected to result in measures which mitigate the impact associated with strong ground motion and other seismic hazards. Nevertheless, issues associated with these geotechnical conditions shall be addressed in the EIR.

Mitigation: Potentially significant impacts related to strong seismic ground shaking and other seismic hazards that may occur as a result of development on the property will be evaluated within the required EIR and mitigation measures/monitoring will be established.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒

No Impact. The potential for seismic-related liquefaction, in the general area is low to none. The only exception is immediately north of, and adjacent to the Banning and Mission Creek Faults, where shallow groundwater and ponding water have been reported. Liquefaction could occur if water rises to within 50 feet of the ground surface (Desert Hot Springs Comprehensive General Plan EIR, June 2000, page III-50). According to the Desert Hot Springs Comprehensive General Plan EIR (page III-52) the subject property is identified as not being within an area with susceptibility to seismically induced settlement.

iv) Landslides?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Less Than Significant with Mitigation Incorporation. The subject property is not identified in the City's General Plan (page III-52) as an area with landslide potential. However, a significant existing drainage course is located on the property. This unique physical feature will present potential issues related to mudflows, erosion and hydrology. The remainder of the property is relatively flat but potential impacts related to soil stability may arise from grading operations. The property is also subject to ground shaking related to seismic activity. However, strict adherence to the California Building Code and other applicable building standards are expected to result in measures which mitigate the impact associated with soil stability.

Mitigation: Potential impacts related to soil stability including mudflows, erosion and hydrology hazards that may occur as a result of development on the property will be evaluated within the required EIR and mitigation measures/monitoring will be established.

b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐

Potentially Significant Impacts. Blowsand, or wind induced soil erosion, is prevalent in the Coachella Valley. The City's Desert Hot Springs Comprehensive General Plan identifies the project area as within a "Slight wind erosion hazard" area. However, development activities on the project site could result in significant impacts as a result of blowing dust and sand during the construction phase of the project. It is anticipated that through mitigation the potential impacts of this project can be reduced to a level less than significant; this shall be analyzed in the project EIR.

Mitigation: Potentially significant impacts related to blowing dust and sand hazards that may occur as a result of development on the property will be evaluated within the required EIR and mitigation measures/monitoring will be established.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporation. See response to 6a(iv) above and 6a(d) below.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Less Than Significant with Mitigation Incorporation. Expansive soils are not generally considered a hazard in the Desert Hot Springs area, although older alluvial fan deposits could have moderate to high expansion potentials. These soils typically occur within the upper 10 feet near the ground surface. The City requires site-specific soils analysis and the provision of appropriate recommendation, such as soil compaction, for permanent structures. Such requirements are expected to result in measures which mitigate the impact associated with expansive soils and such related soils hazards.

Mitigation: Potentially significant impacts related to expansive soil hazards that may occur as a result of development on the property will be evaluated within the required EIR and mitigation measures/monitoring will be established.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

No Impact. Mission Springs Water District (MSWD) is the service provider for sewage collection and treatment services for the project area. MSWD currently has no wastewater facilities within the vicinity of the project site. As a condition of project approval future development on the subject site will be required to be connected to the public sewer system and septic tanks will be prohibited on the subject site.

7. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

Thresholds of Significance
A project may cause significant Hazards and Hazardous Material impacts if it will create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected; or, interfere with emergency response plans or emergency evacuation plans.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

No Impact. The proposed project consists of the creation of up to 2,140 single family residential units with private and public open space and a school site on approximately 604 acres of undeveloped land. These land use will not involve the production, storage, or distribution of hazardous substances except normally occurring household hazardous wastes (such as cleaning products and paints). The range of land use activities that would be permitted on the project site would not allow for the use, storage, disposal or transport of large volumes of toxic, flammable, explosive or otherwise hazardous materials that could cause serious environmental damage in the event of an accident. There is therefore no impact with regard to the aforementioned criterion.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒

No Impact. See response in 7(a) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

No Impact. See response in 7(a) above.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

No Impact. According to State of California Hazardous Waste and Substances Sites List there are no known hazardous material sites within the proposed project area. A site assessment was conducted by Earth Systems Environmental, Inc. for the previous project. This report identified that the sites potential for the existence of toxic and hazardous materials was extremely low (Olympus Golf Club EIR, State Clearinghouse No. 91012048, page 268). There is therefore no impact with regard to the aforementioned criterion.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

No Impact. The project site is not located within the boundaries of an airport land use plan or within two miles of a public or private airport or airstrip, and therefore is not expected to impact the safety of people working or residing in the area. There is therefore no impact with regard to the aforementioned criterion.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

No Impact. See response in 7(e) above.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No Impact. The project, in and of itself, will not impair or interfere with implementation of an emergency response plan. Development within the project site will be required to provide internal project circulation with access points to connect with existing roadways providing adequate emergency or secondary access for evacuation needs and emergency vehicle response needs. There is therefore no impact with regard to the aforementioned criterion.

h) Expose people or structures to a significant	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

No Impact. There are no wildlands near or adjacent to the projected project area and the project includes irrigated landscaping, therefore there will be no increased risk of fire hazard. There is therefore no impact with regard to the aforementioned criterion.

8. HYDROLOGY AND WATER QUALITY --
Would the project:

Thresholds of Significance
A project may be deemed to have a significant effect on Hydrology and Water Quality if it will significantly affect absorption rates, drainage patterns, the rate and amount of surface runoff, the quality and/or quantity of surface or public water supply, the course or direction of surface and/or groundwater movements or would expose people or property to water-related hazards such as flooding.

a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐

Potentially Significant Impact. Development of the project will result in increases of in permeable surface and landscape areas, which could produce urban runoff. Urban runoff tends to include substances used in agriculture, such as fertilizer and pesticides associated with landscape maintenance, and other pollutants such as oils from road or high concentration (e.g. "first flush" runoff from storms after a period of drought). Each of these factors could potentially contribute to groundwater changes. The potential impacts to water quality standards will be analyzed and the level of significance determined in the forthcoming EIR.

Project build out will increase wastewater flows. Anticipated flows will be accommodated through sewer mains owned and operated by Mission Springs Water District (MSWD). Since the project will be sewered, no impacts will occur resulting from septic tank or leach field discharge to underground basins. The project will be served by the Mission Springs Water District (MSWD) for water, which conforms to the accepted water quality standards.

The project has the potential to impact water quality during construction and throughout the life of the project. Construction of the project may have impacts during grading and construction, when there will be an increased potential for erosion and transport of sediment to surrounding drainages.

Mitigation: Potential impacts related to water quality standards will be evaluated in the forthcoming EIR for this project.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impact. The project site is located within the service area of Mission Springs Water District (MSWD). The development of up to 2,140 homes will impact existing water supplies. In accordance with SB 601 and SB 221, a water supply assessment and verification of sufficient water supply to serve the project will be required. These shall be analyzed in the project EIR.

Mitigation: Potential impacts related to groundwater supplies will be evaluated in the forthcoming EIR for this project.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒

No Impact. The project will not alter the course of a stream or river.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☒	☐	☐	☐

Potentially Significant Impact. Existing surface drainages traverse the project site in a northwest to southwest direction. Project development will necessitate alteration of existing natural drainage patterns within the site and may substantially increase the rate or amount of surface runoff. The EIR shall address drainage impacts and mitigations, as well as any additional agency permits required (e.g. California Department of Fish and Game Streambed Alteration Permit).

Mitigation: Potential impacts related to alteration of existing natural drainage patterns will be evaluated in the forthcoming EIR for this project.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐

Less Than Significant With Mitigation Incorporation. The project shall be required to retain all incremental increases of storm water on the property. The EIR shall assess stormwater drainage and measures necessary to mitigate potential impacts.

Mitigation: Potential impacts related to stormwater drainage will be evaluated in the forthcoming EIR for this project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

No Impact. The project site is vacant and is surrounded by largely vacant land. It therefore will not divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

Less Than Significant With Mitigation Incorporation. The proposed development will require an amendment to the City's General Plan land use diagram, an amendment to the City's Zoning Map, and a Specific Plan in order to allow the residential development as proposed. Applications for these entitlements will be processed concurrently.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

No Impact. The site is not designated by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) (not yet adopted) for preservation purposes.

10. MINERAL RESOURCES -- Would the project:

Thresholds of Significance
A project may be deemed to have a significant effect on Mineral Resources if it will result in the loss of a known mineral resource of value to the state, region, or loss of a locally important mineral resource recovery site delineated on a local general plan.

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐

Potentially Significant Impact. See response in 8(a) above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☒	☐	☐	☐

Potentially Significant Impact. Portions of the project site (northeasterly) are designated as Flood Zone B – Areas between limits of the 100 year flood and 500 year flood; or areas subject to 100 year flooding with average depths of less than 1 foot. The project EIR shall evaluate the impacts of these flood issues and the proposed residential development and shall discuss any potential mitigations.

Mitigation: Potential impacts related to flood hazards will be evaluated in the forthcoming EIR for this project.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☒	☐	☐	☐

Potentially Significant Impact. The project proposes residential development, portions of which may be within a 100-year flood area. The project EIR shall evaluate the impacts of the proposed development with respect to flooding.

Mitigation: Potential impacts related to flooding hazards will be evaluated in the forthcoming EIR for this project.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐

Potentially Significant Impact. See 8(g) and 8(h) above.

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

No Impact. There are no large natural bodies of water in the vicinity of the subject property. As such there are not threats of seiche, tsunami, or mudflows.

9. LAND USE AND PLANNING - Would the project:

Thresholds of Significance

A project may be deemed to have a significant effect on Land Use and Planning if it will conflict with adopted general plans, policies, goals and/or zoning ordinances, be incompatible with surrounding land uses or physically divide or disrupt an existing community.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Less Than Significant Impact. There are no known mineral resources on the site that would be of value to the region or the residents of the state; however, the project EIR shall analyze possible resources that could be contained within the project site.

Mitigation: Potential impacts related to the loss of availability mineral resources will be evaluated in the forthcoming EIR for this project.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No Impact. The project site is not delineated on any local plans as an important mineral resource recovery site.

11. NOISE – Would the project result in:

Thresholds of Significance
A project may have a significant effect in relation to Noise if it will expose people to noise hazards or generation of noise levels in excess of standards established by the City of Desert Hot Springs General Plan (exterior CNEL 65, interior CNEL 45 for residential developments and transient lodging); generation of excessive ground borne vibration or ground born noise levels; substantial permanent or temporary increase in ambient noise levels; or projects located within an airport land use plan or within two miles of a airport or private airstrip that would expose people residing or working in the project area to excessive noise levels.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Less Than Significant With Mitigation Incorporation. Long term noise impacts upon buildout will be characteristic of residential development. The major source of noise will be vehicular traffic. The project design will include walls and landscaping to help provide mitigation for roadway noise affecting residences. City codes as well as the Uniform Building Code provide minimum noise and soundproofing requirements. The EIR shall analyze noise impacts on future residents, including location of units and specific pad elevations, and will provide mitigation where necessary.

Mitigation: Potential impacts related to long-term and short-term noise hazards will be evaluated in the forthcoming EIR for this project.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Less Than Significant With Mitigation Incorporation. Future development in the project area may generate limited groundborn vibration or groundborn noise levels associated with residential or other development in the area. Temporary construction activities may result in temporary vibration or groundborne noise impacts to surrounding properties. These impacts are anticipated to take place during ground clearing/grading and excavation phases of construction. These construction activities would only take place during the daytime hours in accordance with the City's noise ordinance. The EIR shall analyze noise impacts and provide appropriate mitigation.

Mitigation: Potential impacts related to groundborn vibration or groundborn noise levels will be evaluated in the forthcoming EIR for this project.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Less Than Significant Impact. Areas off-site would experience a change in their existing noise environment due to the increased human activity on the project site as a result of daily operations. Point source noises typically of residential areas include people talking, children playing, lawn care equipment operation, support service activities, and vehicular traffic on area roadways. Noise levels generated by these sources would typically not exceed the City's noise standards for residential land uses of the City's Municipal Code.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐

Potentially Significant Impact. The project vicinity will experience increased noise levels as a result of the developed condition. The EIR shall analyze noise impacts and provide appropriate mitigation.

Mitigation: Potential impacts related to substantial temporary or periodic ambient noise levels will be evaluated in the forthcoming EIR for this project.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The project is not located within an airport land use plan or within two miles of an airport.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. The project is not within the vicinity of any airstrip.

12. POPULATION AND HOUSING -- Would the project:

Thresholds of Significance
A project may be deemed to have a significant effect on Population and Housing it will induce substantial growth or concentration of population, or displace a large number of people.

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☒	☐	☐

Less Than Significant With Mitigation. The proposed project, though similar to the planned development in the area, will have an impact on neighboring development. The proposed project will generate a significantly higher concentration of urbanization in this area than exists today. The compatibility of the proposed project with existing and planned development will be examined, and the growth inducing impacts will be addressed in the EIR. Growth inducing impacts of the project will be analyzed in the forthcoming EIR and appropriate mitigation provided.

Mitigation: The compatibility of the proposed project with existing and planned development will be examined, and the growth inducing impacts will be addressed in the forthcoming EIR for this project.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact. The proposed project would not remove any existing residential units, as the subject property is vacant and uninhabited.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

No Impact. The subject property is vacant and uninhabited; as such no persons would be displaced by the development.

13. PUBLIC SERVICES

Thresholds of Significance
A project may be deemed to have a significant effect on Public Services if it requires an alteration or expansion of such facilities.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐

Potentially Significant Impact. Fire protection services are provided by the Riverside County Fire Department under contract to the City of Desert Hot Springs. The proposed project will increase the demand for fire protection services within the City by increasing the City's population and the ratio of fire protection personnel, equipment, and facilities per population will be impacted. Impacts to the area of fire protection services will be analyzed in the forthcoming EIR and appropriate mitigation provided.

Mitigation: Potential impacts related to fire protection services will be evaluated in the forthcoming EIR for this project.

Police protection?	☒	☐	☐	☐

Potentially Significant Impact. Police services are provided by the City of Desert Hot Springs; the City's Police Department is located approximately 3 miles east of the subject property. The proposed project will increase the demand for police services within the City by increasing the City's population and the ratio of police protection personnel, equipment, and facilities per population will be impacted. Impacts to the area of police protection services will be analyzed in the forthcoming EIR and appropriate mitigation provided.

Mitigation: Potential impacts related to police protection services will be evaluated in the forthcoming EIR for this project.

	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Schools?				

Potentially Significant Impact. The property lies within the Palm Springs Unified School District (PSUSD) boundaries. The project consists of the development of up to 2,140 single family homes and can be expected to generate students, impacting already overburdened schools within PSUSD. A school site is depicted on the proposed plans. Potential impacts on schools and mitigation shall be analyzed in the project EIR.

Mitigation: Potential impacts related to school facilities and services will be evaluated in the forthcoming EIR for this project.

Parks?	☒	☐	☐	☐

Potentially Significant Impact. The project proposes the development of up to 2,140 new single family homes, which will increase the need for parks within the City. The project proposes lots to be designated for public parks. The project EIR shall analyze the project's impacts on the City's park system and shall discuss adequate mitigation.

Mitigation: Potential impacts related to park facilities and services will be evaluated in the forthcoming EIR for this project.

Other public facilities?	☒	☐	☐	☐

Potentially Significant Impact. The project proposes the development of up to 2,140 new single family homes, which will increase the need for other public facilities such as library services and streets (maintenance). The project EIR shall analyze the project's impacts on other public facilities and shall provide adequate mitigation measures.

Mitigation: Potential impacts related to public facilities will be evaluated in the forthcoming EIR for this project.

14. RECREATION --

Thresholds of Significance
A project may be deemed to have a significant effect on Recreation if it increases demand for neighborhood parks, regional parks, open space, or other recreational facilities; or affects existing recreational opportunities.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impact. The project proposes the development of up to 2,140 new single family homes, which will increase the need for recreational facilities within the City. Parks located less than 5 miles from the project site include local parks in the City of Desert Hot Springs as well as regional recreational areas, including the Big Morongo Canyon Preserve and Joshua Tree National Park. Potential direct and indirect impacts to existing parks and other recreational facilities will be more fully considered in the EIR.

Mitigation: Potential impacts related to neighborhood and regional parks will be evaluated in the forthcoming EIR for this project.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐

Potentially Significant Impact. The project proposes park sites, and may require the construction of recreational facilities. Potential impacts to parks shall be discussed in the project EIR along with mitigation for impacts identified.

Mitigation: Potential impacts related to the construction of recreational facilities will be evaluated in the forthcoming EIR for this project.

15. TRANSPORTATION/TRAFFIC – Would the project:

Thresholds of Significance

A project may be deemed to have a significant effect on Transportation/Traffic if it causes an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system; exceed, either individually or cumulatively, a level of service standard; change in air traffic patterns; hazards due to a design feature or incompatible uses; inadequate emergency access or parking capacity; conflict with adopted policies, plans, or programs supporting alternative transportation.

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impact. The circulation pattern of a project of this magnitude can have significant effects on the surrounding transportation system. The proposed development may generate significant amounts of traffic and have substantial impacts on surrounding roadway capacities. Access to the project will be located along existing Pierson Boulevard, Worsley Road, Karen Way and the future Mission Lakes Boulevard. These roadways are expected to accommodate anticipated increases in traffic related to the construction and post-construction phases of this project. Potentially significant transportation and circulation issues for this project also relate to emergency access. A traffic study will be prepared to assess the potential traffic impacts, as well as site design and development with regard to traffic issues. The projects potential traffic impacts will analysed in the EIR.

Mitigation: Potential impacts related to the traffic impacts will be evaluated in the forthcoming EIR for this project.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐

Potentially Significant Impact. The project has the potential to cause unacceptable levels of service. The project EIR shall provide and in-depth traffic analysis addressing the project's impact on all affected streets and highways.

Mitigation: Potential impacts related to unacceptable levels of service will be evaluated in the forthcoming EIR for this project.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

No Impact. The project will not affect air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

No impact. The project will not cause hazards due to a design feature or incompatible uses.

e) Result in inadequate emergency access?	☒	☐	☐	☐

Potentially Significant Impact. See response in 15(a) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity?	☐	☐	☒	☐

Less Than Significant Impact. The project will be required to meet all applicable requirements related to parking to ensure that it does not result in inadequate parking capacity.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐

Less Than Significant With Mitigation Incorporation. The project will be required to comply with adopted policies, plans, or programs supporting alternative transportation, including the City's General Plan.

Mitigation: Potential impacts related to adopted alternative transportation policies, plans, or programs will be evaluated in the forthcoming EIR for this project.

16. UTILITIES AND SERVICE SYSTEMS--
Would the project:

Thresholds of Significance
A project may be deemed to have a significant effect on Utilities and Service Systems if the project results in a violation of solid waste standards, encourages activities which will utilize large amounts of resources, or expands the capacity and network of service systems to serve new development.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐

Potentially Significant Impact. The development of up to 2,140 residential units has the potential to significantly impact/exceed wastewater treatment requirements. The EIR shall analyze impacts on the wastewater system and provide adequate mitigation measures.

Mitigation: Potential impacts related to exceeding wastewater treatment requirements will be evaluated in the forthcoming EIR for this project.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

Potentially Significant Impact. The development of up to 2,140 residential units may require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The EIR shall analyze the project's impacts on water and wastewater facilities and provide mitigation measures as required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Mitigation: Potential impacts related to water and wastewater facilities will be evaluated in the forthcoming EIR for this project.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

Potentially Significant Impact. The development of up to 2,140 residential units may require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. The EIR shall analyze the project's impacts on stormwater facilities and provide mitigation measures as required.

Mitigation: Potential impacts related to the construction/expansion of storm water drainage facilities will be evaluated in the forthcoming EIR for this project.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐

Potentially Significant Impact. The project site is located in the Mission Creek Sub-basin. Development of this project will have a cumulative effect on the long-term viability of this water source. A water assessment will be prepared by MSWD to evaluate the potential project impacts to water supplies. Additionally, the EIR will analyze project build-out requirements for this resource and present mitigation measures to address potential impacts. The EIR will also examine potential project impacts to surface and ground water quality.

Mitigation: Potential impacts related to water supplies will be evaluated in the forthcoming EIR for this project.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐

Potentially Significant Impact. While it is anticipated that the wastewater treatment provider which will serve the project has adequate capacity to serve the project demand, the EIR shall analyze capacity, impacts, and any mitigation necessary to address potential impacts.

Mitigation: Potential impacts related to wastewater treatment capacity will be evaluated in the forthcoming EIR for this project.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impact. While it is anticipated that the solid waster disposal provider has adequate landfill capacity to serve the project demand, the EIR shall analyze capacity, impacts, and any mitigation necessary to address potential impacts.

Mitigation: Potential impacts related to solid waste disposal will be evaluated in the forthcoming EIR for this project.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐

Less Than Significant With Mitigation Incorporation. The project will be required to comply with all federal, state, and local statutes related to solid waste. The project EIR shall identify all regulations and required actions to ensure compliance.

Mitigation: Potential impacts related to solid waste will be evaluated in the forthcoming EIR for this project.

17. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐

Potentially Significant Impact. The project site is vacant land, and is largely surrounded by vacant land. Thus, development of the project has the potential to reduce the habitat of a wildlife species, and/or reduce the number or restrict the range of a rare or endangered plant or animal. The project EIR shall analyze the project's impact on wildlife and provide mitigation measures where necessary.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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)?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

Potentially Significant Impact. Without mitigation, the project has the potential for impacts that are cumulatively considerable. The project EIR shall analyze impacts in each of the required areas and provide mitigation measures where necessary.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Potentially Significant Impact. The project has the potential for environmental effects which may either directly or indirectly cause substantial adverse effects on human beings. These include potentially significant impacts in the areas of air quality, water quality, geology, public services, utilities and service systems. The project EIR shall evaluate all areas of potential impact and provide mitigation measures as necessary.

Earlier Analyses:
Desert Hot Springs Comprehensive General Plan, Adopted September 5, 2000
Draft/Final EIR for the Desert Hot Springs Comprehensive General Plan (SCH No. 2000021006)
City of Desert Hot Springs Municipal Zoning Ordinance, Chapter 159.02

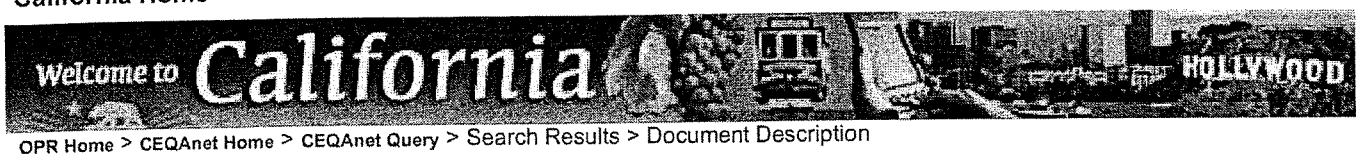
Summary of Mitigation Measurers for Environmental Assessment No. 01-04.

To be discussed in EIR.

APPENDIX B

RESPONSES TO NOTICE OF PREPARATION

California Home



Stoneridge

SCH Number: 2004061026

Type: NOP

Project Description

Development of up to 2,140 single family residences within ten planning areas. Public and private streets, public and private open spa potential 20-acre school site, and a potential 8-acre well site.

Project Lead Agency

Desert Hot Springs, City of

Contact Information

Primary Contact:
Larry Grafton
City of Desert Hot Springs
760 329 6411 x245
65950 Pierson Boulevard
Desert Hot Springs
CA, 92240

Project Location

County: Riverside
City: Desert Hot Springs
Region:
Cross Streets: Pierson Boulevard/Karen Way
Parcel No:
Township: 2S
Range: 4E
Section: 28/29
Base: SB
Other Location Info:

Proximity To

Highways: 62
Airports:
Railways:
Waterways:
Schools:
Land Use: Olympus Golf Course Specific Plan (Resid. Low and Resid. High Density & Visitor Serving, Open Space, Commercial, Ligh

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Development Type

Residential, Educational, Recreational

Local Action

General Plan Amendment, Specific Plan, Rezone, Subdivision, Other Action

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Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Drainage/Absorption, Flood Plain/Flooding, Geologic/Seismic, Noise, Population/I
Public Services, Recreation/Parks, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Traffic/Circ
Vegetation, Water Quality, Water Supply, Wildlife, Growth Inducing

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Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Water Resources; Department of Fish
Region 6; Department of Health Services; Office of Emergency Services; **Native American Heritage Commission**; California Highwa
Department of Housing and Community Development; Caltrans, District 8; Integrated Waste Management Board; State Water Resour
Board, Division of Water Rights; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 7; Departme
Recreation

Date Received: 6/4/2004 **Start of Review:** 6/4/2004 **End of Review:** 7/6/2004

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Director

Notice of Preparation

June 4, 2004

To: Reviewing Agencies

Re: Stoneridge
SCH# 2004061026

Attached for your review and comment is the Notice of Preparation (NOP) for the Stoneridge draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Larry Grafton
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, CA 92240

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2004061026
Project Title Stoneridge
Lead Agency Desert Hot Springs, City of

Type NOP Notice of Preparation

Description Development of up to 2,140 single family residences within ten planning areas. Public and private streets, public and private open space/parks, a potential 20-acre school site, and a potential 8-acre well site.

Lead Agency Contact

Name Larry Grafton
Agency City of Desert Hot Springs
Phone 760 329 6411 x245 **Fax** 760-251-6857
email
Address 65950 Pierson Boulevard
City Desert Hot Springs **State** CA **Zip** 92240

Project Location

County Riverside
City Desert Hot Springs
Region
Cross Streets Pierson Boulevard/Karen Way
Parcel No.
Township 2S **Range** 4E **Section** 28/29 **Base** SB

Proximity to:

Highways 62
Airports
Railways
Waterways
Schools
Land Use Olympus Golf Course Specific Plan (Resid. Low and Resid. High Density & Visitor Serving, Open Space, Commercial, Light Industrial)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Water Resources; Department of Fish and Game, Region 6; Department of Health Services; Office of Emergency Services; Native American Heritage Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 8; Integrated Waste Management Board; State Water Resources Control Board, Division of Water Rights; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 7; Department of Parks and Recreation

Date Received 06/04/2004 **Start of Review** 06/04/2004 **End of Review** 07/06/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Riverside

SCH# 2004061026

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  Suzi Betzler
- ☐ **California Coastal Commission**
  Elizabeth A. Fuchs
- ☐ **Colorado River Board**
  Gerald R. Zimmerman
- ■ **Dept. of Conservation**
  Roseanne Taylor
- ☐ **California Energy Commission**
  Environmental Office
- ☐ **Dept. of Forestry & Fire Protection**
  Allen Robertson
- ■ **Office of Historic Preservation**
  Hans Kreutzberg
- ■ **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- ☐ **Reclamation Board**
  DeeDee Jones
- ☐ **Santa Monica Mountains Conservancy**
  Paul Edelman
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- ■ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- ☐ **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- ☐ **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- ☐ **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- ☐ **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- ☐ **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- ▨ **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- ☐ **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- ☐ **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- ☐ **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- ■ **Dept. of Health Services**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Debby Eddy
- ■ **Office of Emergency Services**
  John Rowden, Manager
- ☐ **Governor's Office of Planning & Research**
  State Clearinghouse

_____

- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ☐ **Public Utilities Commission**
  Ken Lewis
- ☐ **State Lands Commission**
  Jean Sarino
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- ☐ **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- ☐ **Caltrans - Planning**
  Terri Pencovic
- ■ **California Highway Patrol**
  John Olejnik
  Office of Special Projects
- ■ **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division

Dept. of Transportation

- ☐ **Dept. of Transportation 1**
  Mike Eagan
  District 1
- ☐ **Dept. of Transportation 2**
  Don Anderson
  District 2
- ☐ **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- ☐ **Dept. of Transportation 4**
  Tim Sable
  District 4
- ☐ **Dept. of Transportation 5**
  David Murray
  District 5
- ☐ **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- ☐ **Dept. of Transportation 7**
  Cheryl J. Powell
  District 7
- ▨ **Dept. of Transportation 8**
  John Pagano
  District 8
- ☐ **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- ☐ **Dept. of Transportation 10**
  Tom Dumas
  District 10
- ☐ **Dept. of Transportation 11**
  Mario Orso
  District 11
- ☐ **Dept. of Transportation 12**
  Bob Joseph
  District 12

Cal EPA

Air Resources Board

- ☐ Airport Projects
  Jim Lerner
- ☐ Transportation Projects
  Kurt Karperos
- ☐ Industrial Projects
  Mike Tollstrup

- ■ **California Integrated Waste Management Board**
  Sue O'Leary
- ☐ **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ■ **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- ■ **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ☐ **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ■ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

☐ **Other** _____

_____

_____

Last Updated on 05/21/04

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Director

Notice of Preparation

June 4, 2004

To: Reviewing Agencies

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Land Use Olympus Golf Course Specific Plan (Resid. Low and Resid. High Density & Visitor Serving, Open Space, Commercial, Light Industrial)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Water Resources; Department of Fish and Game, Region 6; Department of Health Services; Office of Emergency Services; Native American Heritage Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 8; Integrated Waste Management Board; State Water Resources Control Board, Division of Water Rights; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 7; Department of Parks and Recreation

Date Received 06/04/2004 **Start of Review** 06/04/2004 **End of Review** 07/06/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

MISSION SPRINGS WATER DISTRICT

July 26, 2004

City of Desert Hot Springs
65950 Pierson Blvd.
Desert Hot Springs, CA 92240

PROVIDING, PROTECTING, AND PRESERVING OUR MOST VALUABLE RESOURCE...WATER

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GENERAL MANAGER

BARBARA J. CARR
DISTRICT SECRETARY

Re: Stoneridge Water Source Assessment
SB 221 & SB 610

To Whom It May Concern:

On March 11, 2004, the City of Desert Hot Springs requested the Mission Springs Water District to provide written verification that a "sufficient water supply" is available for the development known as "Stoneridge. The Stoneridge Draft Specific Plan area comprises approximately 572 acres which can be described as a portion of Section 28 and the easternmost quarter of the southwest quarter of Section 29, Township 2 South, Range 4 East, San Bernardino Baseline and Meridian, within the city of Desert Hot Springs. The Draft Plan proposes a residential development of up to 1997 units.

As supported by the Water Source Assessment prepared by Albert A. Webb Associates, the District has determined that a "sufficient water supply" exists to support the Stoneridge Draft Specific Plan.

Water service to the development will be predicated upon satisfaction of terms and conditions set by the District.

This water verification report is non-transferable, and can only be used specifically for the Stoneridge Draft Specific Plan for which it was prepared.

This water verification report will terminate along with the tentative tract map if a final map is not recorded within the time allowed by law. Until such time as actual service connections are approved for the Stoneridge development, the District may withhold water service if a water shortage is declared due to lack of adequate infrastructure.

The Mission Springs Water District makes no claims about nor can be held responsible for acts of God or nature that may affect the ability of the district to provide water for the Stoneridge development.

Sincerely,

Refujio Bocanegra

Refujio (Joe) Bocanegra
General Manager

verizon

295 North Sunrise Way
Palm Springs, CA 92262-5295

July15, 2004

Ms. Melanie Rodi
MSA Consulting
34200 Bob Hope Drive
Rancho Mirage, CA 92270

Dear Ms. Rodi:

Subject: **MSA # 1678 N/S Pierson Blvd Between Worsley Rd & Karen Avenue**

We have received your letter for the above referenced location. The site is located inside the base rate area of our Desert Hot Springs Office serving area.

Telephone facilities will be provided under provisions of our tariffs on file with the Public Utilities Commission of the State of California. No additional charges other than normal installation costs are applicable to individual applicants.

Sincerely,

John Poole

John Poole
Engineer – Network Engineering
760/864-1720

JP/tjw

Main Identity

From: "Mason, Bill" <Bill.Mason@fire.ca.gov>
To: "Evenson, Dale" <Dale.Evenson@fire.ca.gov>; "DHS Todd Webber (E-mail)" <t.weber@ci.desert-hot-springs.ca.us>; "Hutchinson, Dale" <Dale.Hutchinson@fire.ca.gov>; "Roy Hill (E-mail)" <r.hill@ci.desert-hot-springs.ca.us>
Cc: "RRU Desert Hot Springs Stn" <RRU.DesertHotSpringsStn@fire.ca.gov>
Sent: Saturday, July 03, 2004 11:31 AM
Subject: RE: Specific plan recommendations

Roy and I have been talking about the Stoneridge specific plan and the impact on the Fire Department's ability to provide an acceptable level of service. It will put an additional strain on the current station and personnel. The City Building Commission should be recommending that the developer and the school district give some thought making property available for a public park, school, and fire station. Additionally, an access/egress provided for emergency equipment to and from the general area of the Mission Lakes area.

The combining of fire stations, parks, and schools is a win-win situation, and a lot of cities are doing it.

Keep in mind, the City at this time lacks having a much needed fire station on the east side of town, with an addition of 2,000+ new dwellings west of town and current projects both underway and planned, I see a need for a 3rd station.

Bill Mason, BC
Desert Hot Springs/B10
Nextel (909) 906-9043
Pager (909) 617-3424
Cell (909) 906-9043

-----Original Message-----
From: Evenson, Dale
Sent: Saturday, July 03, 2004 10:57 AM
To: DHS Todd Webber (E-mail)
Cc: Mason, Bill; RRU Desert Hot Springs Stn
Subject: Specific plan recommendations

StoneRidge specific plan, 2,140 lot single family community with one and two story homes. Located on 604 acres at the northwest corner of Pierson Blvd and Karen Road.

<< File: sp01-04stoneridge.doc >>

Dale A. Evenson
Fire Safety Specialist
Riverside County Fire Department

RIVERSIDE COUNTY FIRE DEPARTMENT

In cooperation with the
California Department of Forestry and Fire Protection

210 West San Jacinto Avenue • Perris, California 92570 • (909) 940-6900 • Fax (909) 940-6910

Tom Tisdale
Fire Chief

Proudly serving the unincorporated areas of Riverside County and the Cities of:

Banning
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San Jacinto
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Temecula

Board of Supervisors

Bob Buster, District 1

John Tavaglione, District 2

Jim Venable, District 3

Roy Wilson, District 4

Tom Mullen, District 5

July 3, 2004

To: City of Desert Hot Springs, Planning Department

From: Dale Evenson, Fire Safety Specialist

The following information is provided for the Stoneridge specific plan (SP01-04):

This project will have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures and population. The project should participate in a development impact fee program as outlined in the City of Desert Hot Springs ordinances/policies.

All water mains and fire hydrants providing fire flows shall be constructed in accordance with the appropriate sections of the California Fire Code 2001 edition, the City of Desert Hot Springs ordinances/policies and the requirements of the Mission Springs Water District.

All buildings shall be constructed with fire retardant roofing material as outlined in the California Building Code.

Based on national standards, one new Fire and/or Engine Company may be required for every 2,000 new dwelling units. Given this projects cumulative impact, a new Fire Station and/or Engine Company should be considered to service this area.

In the interest of public safety, the project shall provide an alternate or secondary access/egress(s). These access/egress points shall be provided during all phases of construction where access/egress is extended beyond 1320 feet from a circulation roadway.

Final fire protection requirements and impact mitigation measures will be determined when specific project plans are submitted.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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www.scag.ca.gov

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Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Printed on Recycled Paper 559-5/10/04

June 17, 2004

Mr. Larry Grafton
Associate Planner
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, CA 92240

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Stoneridge Specific Plan – SCAG No. I 20040355**

Dear Mr. Grafton:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the Stoneridge Specific Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Notice of Preparation**, and have determined that **the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206).** The proposed Project considers the construction of more than 500 dwelling units. CEQA requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [d]).** If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

COMMENTS ON THE PROPOSAL TO DEVELOP A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STONERIDGE SPECIFIC PLAN SCAG NO. I 20040355

PROJECT DESCRIPTION

The proposed Project considers the development of up to 2,140 single family residences in a community consisting of ten planning areas with a series of gated, neighborhoods, public and private streets and open space. The 604-acre project site is located in the Coachella Valley region of Riverside County, and lies within the corporate limits of the City of Desert Hot Springs.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Stoneridge Specific Plan.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2004 RTP (April 2004) Population, Household and Employment forecasts for the Coachella Valley Association of Governments (CVAG) subregion and the City of Desert Hot Springs. These forecasts are as follows:

CVAG SUBREGION	2000	2005	2010	2015	2020	2025
POPULATION	354,181	419,338	470,827	540,105	607,149	670,378
HOUSEHOLD	123,364	141,452	164,169	190,221	216,311	242,071
EMPLOYMENT	138,400	156,678	186,124	206,537	227,494	248,730

CITY OF DH SPRINGS	2000	2005	2010	2015	2020	2025
POPULATION	16,607	21,192	27,708	34,400	41,000	47,325
HOUSEHOLD	5,859	7,033	9,789	12,186	14,606	16,994
EMPLOYMENT	5,011	5,672	6,732	7,528	8,343	9,169

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

3.17 Support and encourage settlement patterns, which contain a range of urban densities

3.18 Encourage planned development in locations least likely to cause environmental impact.

3.19 SCAG shall support policies and actions that preserve open space areas identified in local, state and federal plans.

3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.

3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.

3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.

3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed • Average Daily Delay	Speed-experienced by travelers regardless of mode. Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	10% Improvement 40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 37% Auto 8% Improvement Transit 8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement

Performance Indicator	Performance Measures	Definition	Performance Outcome
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. • Roadway Capacity - vehicles per hour per lane by type of facility. • Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	No disproportionate impact to any group or quintile

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*

9.02 *Increase the accessibility to open space lands for outdoor recreation.*

9.03 *Promote self-sustaining regional recreation resources and facilities.*

Public Health and Safety

9.04 *Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*

9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*

Resource Production

9.07 *Maintain adequate viable resource production land, particularly lands devoted to commercial agriculture and mining operations.*

Resource Protection

9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

GROWTH VISIONING

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility**, **livability** and **prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve **mobility** for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

Principle 2: Foster **livability** in all communities

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.

- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

SunLine
TRANSIT AGENCY
A Public Agency

MEMBERS
Desert Hot Springs, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, Riverside County

June 8, 2004

Development Department
City of Desert Hot Springs
65950 Pierson Blvd
Desert Hot Springs, CA 92240

SUBJECT:

Case #: EIR
Name/Title: Stoneridge Specific Plan
Location: Pierson on the south, future Mission Lakes north
Description: development of 2,140 single family homes.

Dear :

Thank you for your recent communication regarding the project described above. Sunline Transit Agency does not currently provide service.

As no impacts to Sunline's service are anticipated as a result of this development, we have no recommendations for site improvements at this time. Please do not hesitate to contact this department for any other additional information.

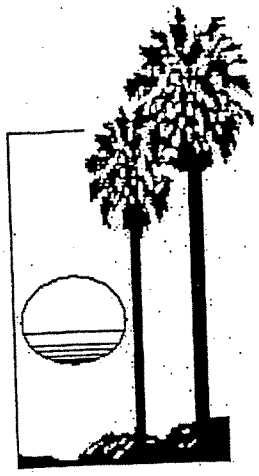
Sincerely,

Leslie Grosjean
Senior Transportation Analyst

32-505 Harry Oliver Trail, Thousand Palms, CA 92276 Ph 760.343.3456 Fax 760.343.3845 www.sunline.org

NOTICE OF PREPARATION

OF AN



ENVIRONMENTAL IMPACT REPORT

For the
STONERIDGE SPECIFIC PLAN

City of Desert Hot Springs
Development Services Department

INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA), the City of Desert Hot Springs is the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The purpose of this Notice of Preparation (NOP) is to solicit comments on the environmental analysis to be contained in the EIR.

In conjunction with the development of the proposed project, it is necessary to address the potential adverse effects of the proposed project on the environment. The Notice of Preparation (NOP) serves two purposes: to solicit information on the scope of the environmental analysis for the proposed project and notify the public that the City of Desert Hot Springs will prepare a Draft EIR to further assess potential adverse environmental impacts that may result from implementing the proposed project. The Draft EIR will discuss all topics required by CEQA and will evaluate existing conditions and potential impacts associated with the proposed development (Preferred Alternative). The Draft EIR will also evaluate impacts associated with project alternatives, including a "No Project" alternative.

Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Larry Grafton, Associate Planner the City of Desert Hot Springs. Comments should be received by the City within 30-days of the date of this NOP and will be considered during the preparation of the Draft EIR. Please include the name and phone number of the contact person for your organization. If the proposed project has no bearing on you or your organization, no action on your part is necessary. The project's

description, location, and potential environmental impacts are described in the NOP and the attached Initial Study.

PROJECT LOCATION

The project is located in the Coachella Valley region of Riverside County, and lies within the Corporate Limits of the City of Desert Hot Springs. The project site is surrounded by the future extension of Mission Lakes Boulevard on the north, Karen Way on the east, Pierson Boulevard on the south, and Worsley Road on the west (approximately 1.78 acre of the project lies on the west side of Worsley Road.) The subject property is located approximately .25 mile (distance varies) east of State Highway 62 and approximately 3.25 miles north of Interstate-10. The planning area encompasses approximately 604 acres, which can be described as a portion of Section 28 and the easternmost quarter of the southwest quarter of Section 29, Township 2 South, Range 4 East, San Bernardino Baseline and Meridian (see attached Exhibit A).

BACKGROUND

In 1993, Riverside County approved the construction of the Olympus Golf Club (Specific Plan No. 287 and Final EIR #375) consisting of low and high density residential land uses, a golf course, visitor serving residential, commercial, light industrial, and open space and public uses on the subject site. In 1994 the site was annexed into the City of Desert Hot Springs. The site has not been developed, and the currently proposed project would replace the existing approved Olympus project.

PROJECT DESCRIPTION

The StoneRidge project to be evaluated in the Draft EIR proposes the development of up to 2,140 single family residences in a community consisting of ten planning areas with a series of gated, single family neighbourhoods, public and private streets, and private and public open space on approximately 604 acres of undeveloped land. Proposed lots range from approximately 5,500 sq. ft. to 18,000 sq. ft. in size. The proposed project includes a private clubhouse, approximately 80 acres of private open space, and approximately 15 acres of public park open space. A possible 20-acre school site and a possible 8-acre well site are called out within the project boundaries.

The project will replace the existing approved Olympus Golf Course Specific Plan.

REQUESTED ENTITLEMENTS

- **General Plan Amendment (GP) No. 02-04** to amend the General Plan Land Use Diagram designations for the site from Private Open Space (OS/PV), Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-

H), General Commercial (C-G), Public (P) and Light Industrial (I-L) to Residential Low Density (R-L), Private Open Space (OS/PV), and Parks Open Space (OS/PP);

- **Zoning Map Amendment (ZMA) No. 02-04** to amend the Zoning Map designations for the site from Olympus Specific Plan - Private Open Space (OS/PV), Residential Visitor Serving-Medium Density (R/VS-M), Residential Low Density (R-L), Residential High Density (R-H), General Commercial (C-G), Public (P) and Light Industrial (I-L) - to Residential Low Density (R-L), Private Open Space (OS/PV), and Parks Open Space (OS/PP);
- **StoneRidge Specific Plan (SP) No. 01-04** to provide guidelines and land use regulations for the development of a maximum 2,140 lot single family community with one and two story homes, clubhouse and related recreational facilities, private/public streets, open space, possible school site, and a possible well site, all on 604 acres of vacant land;
- **Tentative Parcel Map (TPM) No. 32029** to subdivide 604 acres of vacant land into ten parcels;
- **Vesting Tentative Tract Map (TM) No. 32030** to subdivide 604 acres of vacant land into 2,140 single family residential lots, private and public streets and private/public open space lots;
- **Development Agreement (DA) No. 01-04** to establish certain development rights for the project.

ENVIRONMENTAL SETTING

The following briefly describes the project planning area and environmental resources that may be adversely affected by the development of the project.

Existing and Surrounding Land Uses

The 604± acre StoneRidge Specific Plan project site consists of vacant desert lands. The property is composed of the Sonoran Creosote Bush Scrub community which includes plants such as the creosote bush, burrobush, encelia and California dalea. The subject property is undeveloped. Pierson Boulevard (paved) is located along the southern boundary of the project. Worsley Road (paved) is adjacent to a portion of the western bound? of the project and Karen Avenue (dirt) is adjacent to a portion of the eastern boundary. Mis ı Lakes Boulevard is proposed according to the Circulation Element of the City's General Pla ıong the northern boundary. The property is located adjacent to vacant desert and scattered single family residential properties. The surrounding General Plan land use designations are as follows: North=Rancho Royale Specific Plan (R-H, C-G and OS/PV); East=R-L/SP; South=R-L/SP and (southwest) C-G/SP; West=C-G/SP and R-L/SP.

Issues

The Draft EIR shall address all topics required by Sections 15120 through 15131, inclusive of the State CEQA Guidelines. Particular attention shall be given to the concerns listed below, as well as any additional concerns raised in the responses to the Notice of Preparation.

- ☒ Aesthetics (scenic corridor, light/glare)
- ☐ Agriculture Resources
- ☒ Air Quality (air quality degradation)
- ☒ Biological Resources (loss of habitat, range)
- ☒ Cultural Resources (archaeological & paleontological resources)
- ☒ Geology /Soils (blowsand erosion)
- ☐ Hazards & Hazardous Materials
- ☒ Hydrology / Water Quality (drainage, water quality)
- ☒ Land Use / Planning (General Plan consistency)
- ☐ Mineral Resources
- ☒ Noise (increase in noise levels)
- ☒ Population / Housing (growth inducing)
- ☒ Public Services (fire, police, schools, library)
- ☒ Recreation (adequacy of facilities)
- ☒ Transportation/Traffic (circulation system impacts)
- ☒ Utilities / Service Systems (water, sewer, solid waste)
- ☒ Mandatory Findings of Significance

REQUEST FOR COMMENTS

The City of Desert Hot Springs is soliciting input based on your views and opinions concerning the scope of the EIR for the proposed project. To facilitate your review, the following materials are attached:

- City of Desert Hot Springs Initial Study
- Regional Location Exhibit
- US Geological Survey Exhibit
- Site Plan Exhibit
- Aerial Photograph Exhibit

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, and no later than July 5, 2004, 5:00 p.m. Comments must be sent via U.S. Mail as follows:

Larry Grafton, Planner
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, CA 92240
Telephone: 760-329-6411 x245
Fax: 760-251-6857

July 1, 2004

TO: Patty Nevins
DHS – Planning Department

FROM: Roy W. Hill
Director of Pubic Safety

RE: StoneRidge Development Project

First of all, I must say StoneRidge looks like an exciting project that will enhance Desert Hot Springs.

I have a few comments in regards to overall Public Safety for that development and the entire western end of Desert Hot Springs.

The City will be having a need for a Fire Station in the area of Stone Ridge and Highland Falls to properly serve and protect the residents. I have spoke with Battalion Fire Chief Mason about this also. We feel that a Fire Station (which needs approximately 2 acres of land) off of Karen Drive in the area of the proposed school and park would be a good location. Also during my latest review another option might be where the proposed well site is off of Worsley Road.

I also have concerns about the overall flow of traffic around the subdivision and I probably just need to be briefed on this. We have complete East – West traffic flow on Pierson and North – South on Worsley. Is Karen Avenue a complete road North – South? The proposal talks about exceptions to the improvements at the keyhole and 10 acre site at the southeastern corner of the site. Is Mission Lakes Boulevard more than a partial road coming off of Worsley and dumping onto a half street, of Karen Avenue (which is also not completely improved)?

It appears that we are eventually putting the transportation needs of families from 2,000 (or 2,140) single family dwellings onto Pierson Blvd, no matter what entrance or exit they use in / out of StoneRidge.

Let's sit down and go over this project. I'm sure some of my concerns can be quelled, through our discussions.

AGUA CALIENTE BAND OF CAHUILLA INDIANS
TRIBAL PLANNING, BUILDING & ENGINEERING

July 1, 2004

Larry Grafton, Planner
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, California 92240

Re: StoneRidge Specific Plan

Dear Mr. Grafton,

Thank you for the opportunity to review the Draft Specific Plan and Notice of Preparation of an EIR for the above referenced project. Tribal Staff offer the following comments:

1. Traffic:
   a. The traffic study should include analysis of Interstate 10 intersections at:
      i. Highway 62
      ii. Indian Canyon
      iii. Gene Autry
      iv. Date Palm
      v. Dillon Road between Ramon and Highway 62

2. Water:
   a. The project could have an impact on the Mission Springs Water District's existing water supply. A water supply assessment should be conducted.
   b. The project should contain all increases in surface runoff on-site and maintain an infiltration rate equal to that of the undeveloped land.

3. Hydrology:
   a. The project should be conditioned to retain all increases in surface runoff on-site.

4. Cultural Resources:
   a. Item 5a, page 17 notes that a cultural resource survey was completed in 1990 and that another is currently under way. The 1990 effort resulted in definition of two prehistoric sites in the area. The Tribal Cultural Resources Coordinator would appreciate the opportunity to review any cultural resource reports prepared for this project.

650 E. TAHQUITZ CANYON WAY • PALM SPRINGS, CA 92262 • (760) 325-3400 • FAX: (760) 325-0593

Please notify this Department of all future actions and hearings related to this project. Also, please notify us when the DEIR is available for public review. If you have any questions, please call me at 883-1326.

Very truly yours,

Margaret Park

Margaret Park, AICP
Director of Planning
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

MEP

C: Tom Davis, Chief Planning Officer
Dale Walters, Senior Civil Engineer
Clifford Batten, Tribal Hydrogeologist
Joe Nixon, Cultural Resources Coordinator

DEPARTMENT OF CONSERVATION

STATE OF CALIFORNIA

DIVISION OF OIL,
GAS, & GEOTHERMAL
RESOURCES

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SUITE 200
CYPRESS
CALIFORNIA
90630-4731

PHONE
714/816-6847

FAX
714/816-6853

INTERNET
consrv.ca.gov

ARNOLD
SCHWARZENEGGER
GOVENOR

June 29, 2004

Mr. Larry Grafton
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, California 92240

Subject: Notice of Preparation for Draft Environmental Impact Report for the Stoneridge Specific Plan, SCH# 2004061026

Dear Mr. Grafton:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located beyond the administrative boundaries of any oil or gas field. There are no oil, gas, or injection wells within the boundaries of the project. However, if excavation or grading operations uncovers a previously unrecorded well, the Division district office in Cypress must be notified, as the discovery of any unrecorded well may require remedial operations.

Thank you for the opportunity to comment on the Notice of Preparation for the draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

Paul Frost

Paul Frost
Associate Oil & Gas Engineer

cc: State Clearinghouse – Office of Planning and Research

Terry Tamminen
Agency Secretary
Cal/EPA

Department of Toxic Substances Control

Edwin F. Lowry, Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

July 2, 2004

Mr. Larry Grafton, Planner
City of Desert Hot Springs
Development Services Department
65859 Pierson Boulevard
Desert Hot Springs, California 92240

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STONERIDGE SPECIFIC PLAN (SCH# 2004061026).

Dear Mr. Grafton:

The Department of Toxic Substances Control (DTSC) has received your Draft Environmental Impact Report (EIR) document. Based on the review of the currently submitted document DTSC has comments as follows:

1) The EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances and present any investigation or results.

2) The EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site pose a threat to human health or the environment. Further Assessment or an Remedial Investigation may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:

   - National Priorities List (NPL): A list is maintained by the United States Environmental Protection Agency (U.S.EPA).
   - CalSites: A Database primarily used by the California Department of Toxic Substances Control.
   - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.

- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that maintained by U.S.EPA.

- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.

- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.

- Local County and City maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials/wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies.

4) All environmental investigation and/or remediation should be conducted under a Workplan which is approved by related regulatory agencies that have jurisdiction to oversee hazardous waste cleanup. Previously submitted assessment reports, sampling results of related and site related documents should be summarized in the EIR and submitted to regulatory and/or reviewing agencies.

5) If the subject property was previously used for vegetation, agriculture, nursery or weed abatement, onsite soils could contain pesticide residue. It is stated in the EIR: "... project site consists of vacant desert lands." However past uses may have contributed to soil contamination. Proper investigation, analysis and remedial actions should be conducted at the site prior to the new development.

6) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."

7) If building structures, asphalt or concrete-paved surface areas or transportation structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints and asbestos containing materials (ACMs). If lead-based paints or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

8) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

9) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site should be conducted to provide basic information for determining if there are, have been, or will be, any threatening releases of hazardous materials that may pose a risk to human health or the environment.

10) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).

11) If it is determined that hazardous wastes are or will be generated and the wastes are (a) stored in tanks or containers for more than ninety days, (b) treated onsite, or (c) disposed of onsite, then a permit from DTSC may be required. The facility should contact DTSC at (818) 551-2171 to initiate pre application discussions and determine the permitting process applicable to the facility.

12) If it is determined that hazardous wastes will be generated, the facility should obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942.

13) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

14) If the project plans include discharging waste water to storm drain, you may be required to obtain a waste water discharge permit from the Regional Water Quality Control Board, Region 7.

15) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the government agency to provide appropriate regulatory oversight.

DTSC provides guidance for preparation of a Preliminary Endangerment Assessment (PEA), and cleanup oversight, through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov. If you have any questions regarding this letter, please contact Ms.Teresa Hom, Project Manager, at (714) 484-5477.

Sincerely,

Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

STATE OF CALIFORNIA

Arnold Schwarzenegger *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 – Fax

June 14, 2004

Mr. Larry Grafton
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, CA 92240

RE: Stoneridge Draft EIR
SCH# 2004061026

Dear Mr. Grafton:

Thank you for the opportunity to comment on the above referenced Negative Declaration. The Commission was able to perform a record search of its Sacred Lands File for the project area. The record search failed to indicate the presence of Native American cultural resources in the immediate project area; however, the absence of specific site information in the Sacred Lands File does not guarantee the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Early consultation with tribes in the project vicinity is the best way to avoid the unanticipated discovery of cultural resources. Enclosed is a list of Native American individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. A minimum of two weeks must be allowed for responses after notification. If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA), Public Resources Code §15064.5 (f); Health and Safety Code §7050.5; and Public Resources Code §5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Carol Gaubatz
Program Analyst

cc: State Clearinghouse

NATIVE AMERICAN CONTACTS
Riverside County
June 16, 2004

Agua Caliente Band of Cahuilla Indians
Richard Milanovich, Chairperson
600 Tahquitz Way Cahuilla
Palm Springs , CA 92262
(760) 325-3400
(760) 325-0593 Fax

Morongo Band of Mission Indians
Maurice Lyons, Chairperson
11581 Potrero Rd. Cahuilla
Banning , CA 92220
(909) 849-4697/98
(909) 849-4425 Fax

Cabazon Band of Mission Indians
John A. James, Chairperson
84-245 Indio Springs Parkway Cahuilla
Indio , CA 92203-3499
(760) 342-2593
(760) 347-7880 Fax

Ramona Band of Mission Indians
Joseph Hamilton, Representitive
P.O. Box 391670 Cahuilla
Anza , CA 92539
(909) 763-4105
(909) 763-4325 Fax

Cahuilla Band of Indians
Eugenia Nogales, Chairperson
P.O. Box 391760 Cahuilla
Anza , CA 92539
(909) 763-5549
(909) 763-2808 Fax

Torres-Martinez Desert Cahuilla Indians
Ray Torres Sr., Chairperson
PO Box 1160 Cahuilla
Thermal , CA 92274
raymondt@torresmartinez.org
(760) 397-0300
(760) 397-8146 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Stoneridge DEIR, SCH# 2004061026, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
June 16, 2004

Samuel H. Dunlap
P.O. Box 1391
Temecula , CA 92593
(909) 262-9351 (Cell)
(909) 693-9196 FAX

Gabrielino
Cahuilla
Luiseno

Anthony J. Andreas, Jr.
3022 W. Nicolet Street
Banning , CA 92220
(909) 849-3844

Cahuilla

Alvino Siva
2034 W. Westward
Banning , CA 92220
(909) 849-3450

Cahuilla

Santa Rosa Band of Mission Indians
Christina Arzate, Spokesperson
P.O. Box 390611
Anza , CA 92539
(909) 763-5140
(909) 763-9781 Fax

Cahuilla

Torres-Martinez Desert Cahuilla Indians
Ernest Morreo
PO Box 1160
Thermal , CA 92274
(760) 397-0300
(760) 397-8146 Fax

Cahuilla

Augustine Band of Mission Indians
Maryann Martin, Chairperson
P.O. Box 846
Coachella , CA 92236
(760) 398-4722

Cahuilla

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Stoneridge DEIR, SCH# 2004061026, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
June 16, 2004

Augustine Band of Mission Indians
Karin Kupcha, Tribal Administrator
P.O. Box 1291 Cahuilla
Yucca Valley , CA 92286
(760) 365-1373
(760) 365-2664 Fax

Morongo Band of Mission Indians
Allen J. Parker, Tribal Administrator
245 N. Murray St., Suite C Cahuilla
Banning , CA 92220
(909) 849-8807
(909) 849-9667 - FAX

Morongo Band of Mission Indians
Britt W. Wilson, Cultural Resource Coordinator
245 N. Murray Street, Suite C Cahuilla
Banning , CA 92220
Bwilson@morongoplanning.com
(909) 849-8807
(909) 922-8146 Fax

Cahuilla Band of Mission Indians
Anthony Madrigal, Jr., Environmental Coordinatc
P.O. Box 391760 Cahuilla
Anza , CA 92539
(909) 763-5549
fax: (909) 763-2808

Torres-Martinez Desert Cahuilla Indians
Laura Hopkins, Tribal Administrator
P.O. Box 1160 Cahuilla
Thermal , CA 92274
760) 397-0300
(760) 397-8146 Fax

Torres-Martinez Desert Cahuilla Indians
Gary Resvaloso, Cultural Resources Coordinatoı
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(760) 397-8146 Fax

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This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Stoneridge DEIR, SCH# 2004061026, Riverside County.

NATIVE AMERICAN CONTACTS
Riverside County
June 16, 2004

Torres-Martinez Desert Cahuilla Indians
Alberto Ramierz, Environmental Coordinator
P.O. Box 1160 Cahuilla
Thermal , CA 92274
albertor@torresmartinez.org
760) 397-0300
(760) 397-8146 Fax

Ramona Band of Mission Indians
Manuel Hamilton, Chairperson
P.O. Box 391372 Cahuilla
Anza , CA 92539
ramona41@gte.net
(909) 763-4105
(909) 763-4325 Fax

Cabazon Band of Mission Indians
Judy Stapp, Director of Cultural Affairs
84-245 Indio Springs Parkway Cahuilla
Indio , CA 92203-3499
(760) 342-2593
(760) 347-7880 Fax

Ramona Band of Mission Indians
Anthony Largo, Environmental Coordinator
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Anza , CA 92539
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(909) 763-4325 Fax

Cabazon Band of Mission Indians
Bill Anderson, Environmental Manager
84-245 Indio Springs Parkway Cahuilla
Indio , CA 92203-3499
(760) 342-2593
(760) 347-7880 Fax

Ramona Band of Mission Indians
Karen Kupcha, Tribal Administrator
PO Box 1291 Cahuilla
Yucca Valley , CA 92286
ramona41@gte.net
(760) 365-1373
(760) 635-2664 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Stoneridge DEIR, SCH# 2004061026, Riverside County.

JOHN SNYDER
Agricultural Commissioner
Sealer of Weights & Measures

OFFICE OF THE
AGRICULTURAL COMMISSIONER
P.O. BOX 1089
RIVERSIDE CA 92502-1089
PHONE (909) 955-3000
FAX (909) 955-3012

WEIGHTS & MEASURES OFFICE
P.O. BOX 1480
RIVERSIDE CA 92502-1480
PHONE (909) 955-3030
FAX (909) 276-4728

FAX COVER SHEET

FAX NO. (760) 775-9049

To: Planning Department
Larry Grafton

Date: 6-30-2004

From: Richard W Sheffe

Total number of pages including this cover sheet 4.

Please call (760) 863-8291 if you do not receive the total # of pages listed.

____ URGENT

____ NOT URGENT

X FOR YOUR INFORMATION

MISCELLANEOUS INFORMATION/COMMENTS: SP No. 01-04 Landscape Plan Check for Stone Ridge.

CAUTION: THE INFORMATION CONTAINED IN THIS FAX MESSAGE IS CONFIDENTIAL AND INTENDED SOLELY FOR THE USE OF THE INDIVIDUAL OR ENTITY NAME ABOVE (PRESS RELEASES EXCLUDED). IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION, COPYING, OR UNAUTHORIZED USE OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU RECEIVE THIS COMMUNICATION IN ERROR, PLEASE IMMEDIATELY NOTIFY THE SENDER BY TELEPHONE AND RETURN THE FAX MESSAGE TO THE SENDER AT THE ADDRESS LISTED BELOW VIA U.S. MAIL. THANK YOU.

INDIO DISTRICT OFFICE, 82-675 HIGHWAY 111, RM. 14, INDIO, CA 92201

DESERT HOT SPRINGS PLANNING DEPARTMENT
PROJECT NOTICE & REQUEST FOR AGENCY COMMENT

Date: June 18, 2004

Project Name, Case File(s) & Description:
StoneRidge Specific Plan; SP No. 01-04: To provide guidelines and land use regulations for the development of a maximum 2,140 lot single family community with one and two story homes, clubhouse and related recreational facilities, private/public streets, open space, possible school site, and a possible well site all on 604 acres of vacant land.

Applicant:
Royce International Investments
74-900 Highway 111, Suite 111
Indian Wells, California 92210
760 837-9151

Location & APN:
The project area is located on approximately 604 gross acres at the northwest corner of Pierson Boulevard and Karen Road in the City of Desert Hot Springs, California. Location more particularly described as follows: in a portion of Section 28, T.2S., R.4E., SBB&M. Assessor Parcel Numbers: 667-080-002 through 006; 667-090-004 and 028; 667-100-002 through 008, 010 and 011; and 667-120-024 through 027

The City of Desert Hot Springs has determined that this application is subject to the California Environmental Quality Act (CEQA), to be implemented via preparation of an Environmental Assessment (EA). Your comments/recommendations are requested regarding any measures or conditions of approval that: a) you or your agency believes would mitigate any potential concerns; or b) that should apply to this proposal; or c) to satisfy other regulations or concerns for which your agency is responsible.

Initial Comments: (or attach additional sheets as needed)

See attachment

Comments made by: Richard W Shaffer Title: Agricultural Standards Investigator II
Date: 6-30-04 Agency/Division: Office of Agricultural Commissioner Phone: 760-863-8291

Please send your response to the City of Desert Hot Springs Planning Department, 65950 Pierson Blvd., Desert Hot Springs, CA 92240 by **July 6, 2004**. If not enough space was provided, please attach any additional comments to this form and return. Comments will be considered during all phases of project review and questions can be addressed to Larry Grafton, Planner at (760) 329-6411,x-245 or via e-mail t.weber@ci.desert-hot-springs.ca.us.

JOHN SNYDER
Agricultural Commissioner
Sealer of Weights & Measures

OFFICE OF THE
AGRICULTURAL COMMISSIONER
P.O. BOX 1089
RIVERSIDE CA 92502-1089
PHONE (909) 955-3000
FAX (909) 955-3012

WEIGHTS & MEASURES OFFICE
P.O. BOX 1460
RIVERSIDE, CA 92502-1460
PHONE (909) 955-3030
FAX (909) 276-4728

82-675 Highway 111, Rm. 14
Indio, CA 92201
(760) 863-8291

DATE 6-30-2004 CASE NO. PC RS 063004B (SP No. 01-04)

DEVELOPER'S NAME: Royce International Investments

ADDRESS: 74-900 Highway 111, Suite 111
Indian Wells, CA 92210

TELEPHONE: 760-837-9157

Location - Stone Ridge
Pierson Blvd & Karen Road
Desert Hot Springs, California

Dear Developer:

After reviewing your landscaping plants, all plant material listed is not in violation of quarantine laws governing the Coachella Valley. If substitutions do occur and they differ from plant material listed, this office must be notified immediately.

Thank you for protecting and preserving the Coachella Valley's pest-free environment.

Richard W Sheffer
Agricultural Commissioner's Office

cc: Indio and Riverside

JOHN SNYDER
Agricultural Commissioner
Sealer of Weights & Measures

OFFICE OF THE
AGRICULTURAL COMMISSIONER
P.O. BOX 1089
RIVERSIDE CA 92502-1089
PHONE (909) 955-3000
FAX (909) 955-3012

WEIGHTS & MEASURES OFFICE
P.O. BOX 1480
RIVERSIDE, CA 92502-1480
PHONE (909) 955-3030
FAX (909) 276-4728

Dear Developer/Landscaper:

WARNING: The California Agricultural code prohibits or restricts certain plant material from entering the Coachella Valley. Plant material found in violation of those laws SHALL be destroyed at owner's expense. Civil fines upwards of $1,000.00 and six months in jail may also apply to each violation. Authority cited: Agricultural Code section 5311 and sections 6300, 6400 & 6500 (inclusive).

Palms, genus Phoenix: entry PROHIBITED from outside of the Coachella Valley. Please contact the Agricultural Commissioner's Office for further details.

Citrus (all): entry RESTRICTED OR PROHIBITED from outside of the Coachella Valley. Please contact the Agricultural Commissioner's Office for further details.

Soil (earth), alone, plants contained within, or adhering to roots: entry RESTRICTED. Please contact the Agricultural Commissioner's Office for further details.

The following plant material may harbor certain insects or diseases warranting destruction or pesticide treatments. Also, in general, plant material found infested with common pests to a degree heavier than commercially clean may warrant pesticide treatments. THEREFORE, PRIOR TO DELIVERY INTO THE COACHELLA VALLEY, BE SURE YOUR SOURCE OF NURSERY STOCK ELIMINATES ALL PEST RISK:

Insects of concern: Red, Yellow and Purple Scale, Wooly Whitefly, and Comstock Mealybug.

Diseases of concern: Peach (Prunus species) Mosaic, Peach (Prunus species) Yellows, and Dutch Elm (Ulmus, Planera & Zelkova species) Disease.

Other pests: grass seed or other seed contaminated with restricted weed see, and aquatic plants contaminated with Hydrilla.

Your cooperation is greatly appreciated. If you have any questions regarding plant material or appliances associated with them, please do not hesitate to contact Deputy Commissioner Angela Godwin at our Riverside office (909) 955-3045.

Sincerely,

John Snyder

John Snyder
Agricultural Commissioner/
Sealer of Weights & Measures
*Coachella Valley District Office, 82-675 Highway 111, Room 14, Indio CA 92201
(760) 863-8291)

WD/cra/CVPlan/204

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

June 17, 2004

Mr. Larry Grafton, Planner
City of Desert Hot Springs
65950 Pierson Blvd.
Desert Hot Springs, CA 92240

Dear Mr. Grafton:

Notice of Preparation of a Draft Environmental Impact Report for
Stoneridge Specific Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. An analysis of all toxic air contaminant impacts due to the

decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

RVC040609-15LI
Control Number

The Gas Company

A Sempra Energy utility

Southern California
Gas Company
1981 W. Lugonia Avenue
Redlands, CA 92374-9720

Mailing Address:
PO Box 3003
Redlands, CA 92373-0306

July 6, 2004

Gas Co. Ref. No. N/A

MSA Consulting, Inc.
34200 Bob Hope Drive
Rancho Mirage, CA 92270

Attention: Melanie Rodi
Re: Will Serve – MSA Job# 1678
Area: Desert Hot Springs, California

Thank you for inquiring about the availability of natural gas for your project. We are pleased to inform you that Southern California Gas Company has facilities in the area where the above-named project is proposed. Gas service to the project could be provided from the nearest existing gas location, **8" main located in Pierson Blvd.**. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project, but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affects gas supply, or the conditions under which service is available, gas service will be provided in accordance with revised conditions. This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations) which could affect actual construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Those, of course, can only be determined around the time contractual arrangements are made and construction is begun.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact your area Project Manager at (909) 335-7629.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

Frank Vargas
Technical Services Supervisor

Cc: Jonathan Black, Project Manager

1678

SOUTHERN CALIFORNIA
EDISON®
An EDISON INTERNATIONAL® Company

Lin Juniper
Region Manager
Public Affairs

June 25, 2004

City of Desert Hot Springs
Mr. Larry Grafton, Planner
Planning Department
65950 Pierson Blvd.
Desert Hot Springs, CA 92240

Subject: EIR RE: Stoneridge Specific Plan

Dear Mr. Grafton:

Thank you for including Southern California Edison (Edison) in the review process for the above referenced document.

The City of Palm Springs is located within the service territory of Edison. Edison's power distribution system is prepared to deliver the power by the State's electricity market to this area. The California Independent System Operator is the agency now responsible for managing the State's electric grid and securing power supplies.

The relocation, reconstruction, extension or under grounding of Edison's electrical distribution system which may be necessitated within the proposed area will be performed by Edison in accordance with Edison's effective Tariff Schedules approved by and filed with the California Public Utilities Commission.

Please include the following concerns in your report:

- Please be aware that the SCE facilities may be impacted by the project and may require relocation. Facilities will be relocated at the customer expense unless a recorded land rights on private property contains a relocation clause to move facilities at SCE expense.
- The integrity of any and all SCE land rights will be maintained and the developer at no cost will secure all replacement land rights to SCE.
- Identified SCE properties may require relocation, please make sure REO is provided 5 sets of street improvements plans showing all SCE facilities at no less than 50 scale drawings 20 or 30 is preferred. It is critical to provide SCE plans as soon as possible to:

Mark Meizner
Manager of Real Estate Operations
Corporate Real Estate
Southern California Edison
14799 Chestnut Street
Westminster, CA 92683

Please do not hesitate to contact me for questions or additional information at (760) 202-4231.

Sincerely,

Lin Juniper
Region Manager
Public Affairs

36100 Cathedral Canyon Dr.
Cathedral City, CA 92234
760-202-4231/PAX 14231
Fax 760-202-4136
Lin.Juniper@SCE.com

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009

FACSIMILE TRANSMITTAL FORM

Date Sent: 7/19/04

No. of Pages: 5

Time Sent: (Pacific Time) 4:55 pm

TO: Lenny Grafton

Fax No.: (760)251-6857

FROM: Sandra Marquez

Fax No: (760) 431-5901
Phone No.: (760) 431-9440

SUBJECT: NOP of DEIR for Stone Ridge Specific Plan

COMMENTS: Hard copy will be forthcoming in mail.

If you have any have problems receiving this fax, please call (760) 431-9440, extension 290. Thank you.

California Gnatcatcher

The mission of the U.S. Fish and Wildlife Service is working with others to conserve, protect, and enhance fish and wildlife and their habitats for the continuing benefit of the American people.

TAKE PRIDE IN AMERICA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009

In Reply Refer To: FWS-ERIV-4067.1

JUL 1 9 2004

Mr. Larry Grafton
Planner
City of Desert Hot Springs
65950 Pierson Boulevard
Desert Hot Springs, California 92240

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the proposed StoneRidge Specific Plan, in the City of Desert Hot Springs, Riverside County, California

Dear Mr. Grafton:

The U.S. Fish and Wildlife Service (Service or we) has reviewed the above referenced Notice of Preparation (NOP). The Service received the NOP on June 4, 2004, and the StoneRidge Specific Plan on June 22, 2004. On July 2, 2004, a 14 day extension to the comment period for the NOP (from July 5 to July 19, 2004) was granted (Larry Grafton, personal communication). The StoneRidge Specific Plan proposes the development of a residential community consisting of up to 2,140 single family residences, public and private streets, a private clubhouse, a school, two wells, 15 acres of public park open space, and 80 acres of private open space on approximately 604 acres of undeveloped land in the Coachella Valley region of Riverside County, within the Corporate Limits of the City of Desert Hot Springs. Riverside County approved the construction of the Olympus Golf Club (Specific Plan No. 287) in 1993, however, that project was not developed and the StoneRidge project would replace the existing approved Olympus Golf Course Specific Plan.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 *et seq.*).

We appreciate the opportunity to comment on the NOP for the StoneRidge Specific Plan. The following recommendations and comments are offered to assist you in planning for the preservation of sensitive wildlife species and habitat types within the proposed project area and to assist you in complying with pertinent Federal statutes and laws. In order to facilitate the evaluation of the proposed StoneRidge Specific Plan from the standpoint of fish and wildlife protection, we request that the Environmental Impact Report (EIR) contain the following information:

TAKE PRIDE IN AMERICA

Mr. Larry Grafton (FWS-ERIV-4067.1)

1. A list of federally listed, proposed and locally sensitive species that occur on or near the proposed StoneRidge Specific Plan Area. A detailed discussion of these species, including information pertaining to their local status and distribution, should also be included.

2. Specific acreage and descriptions of the types of sensitive habitats or natural communities that may be affected by the proposed StoneRidge Specific Plan or project alternatives, and a description of the biological resources associated with each habitat or community type. These descriptions should include both qualitative and quantitative assessments of the resources present. We recommend including maps and tables to summarize such information.

3. An assessment of direct, indirect, and cumulative project impacts to fish and wildlife species. All facets of the proposed StoneRidge Specific Plan (e.g. construction, implementation, operation, domestic pets, night lighting, noise, increased human activity) should be included in this assessment. We are interested in any potential or known impacts to currently listed, proposed, and narrow endemic species that are found within or adjacent to the proposed StoneRidge Specific Plan Area.

   We are particularly concerned with potential impacts to the federally-listed desert tortoise (*Gopherus agassizii*, threatened). Because the project site includes modeled habitat for this species [Coachella Valley Association of Governments Final Administrative Review Draft *Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan* (CVMSHCP/NCCP); CVAG 2003] and the desert tortoise is known to occur nearby, we recommend conducting protocol presence-or-absence surveys for the desert tortoise. We have enclosed a copy of the Service's desert tortoise field survey protocol for your reference.

   Additionally, it appears that modeled habitat (CVAG 2003) for the federally-listed Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*, threatened) occurs within and/or adjacent to the eastern portion of the project site. We recommend that focused surveys be conducted for this species in the appropriate growing season, when winter and spring precipitation has been adequate to stimulate germination and reproduction of the milk-vetch.

   Modeled habitats for the following sensitive species are also located on or adjacent to the proposed project site: Palm Springs ground squirrel (*Spermophilus tereticaudus chlorus*, Federal candidate for listing), Le Conte's thrasher (*Toxostoma lecontei*), Palm Springs pocket mouse (*Perognathus longimembris bangsi*), and Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilaensis*). Burrowing owl (*Speotyto cunicularia*) have also been reported in the vicinity of the proposed project (CVAG 2003). While these species are not federally listed, they are considered California State Species of Special Concern due to significant declines in their distribution and abundance.

4. An analysis of the consequences of the proposed StoneRidge Specific Plan on the groundwater supply. The StoneRidge Specific Plan indicates that two well sites and two reservoirs are required to support the proposed development, and furthermore, the Environmental Initial Study (IS) indicates that development of up to 2,140 homes will impact existing water supplies. The

project will be served by the Mission Springs Water District (MSWD), which extracts approximately 58 percent of the water pumped from the Mission Creek Groundwater Subbasin (MCGS). The estimated groundwater level drop (considering all extractors together) from natural levels due to overdraft in the MCGS (since 1955) is currently about 18 meters (60 feet), and is projected to drop to 24 meters (80 feet) by 2010, and to 91 meters (300 feet) by 2050. If past trends continue (when existing and planned pumping of all extractors are combined, and these extractions are not offset), by 2050 the MCGS would have less than a third of original capacity (aquifer volume) (*MSWD Urban Water Management Plan 2000*).

Although the IS indicates that the property is composed primarily of the Sonoran Creosote Bush Scrub community, the Service is concerned with the ongoing decline in groundwater elevations within the MCGS and the sequential effect to mesquite hummocks that depend on groundwater for their survival. In Coachella Valley, the sand dunes that accrete in and downwind of mesquite stands provide core ecological values and/or dispersal linkages for several listed and sensitive species, including Palm Springs pocket mouse, Coachella Valley milk-vetch, Coachella Valley Jerusalem cricket, Le Conte's thrasher, flat-tailed horned lizard (*Phrynosoma mcallii*), Coachella Valley fringe-toed lizard (*Uma inornata*), Coachella Valley round-tailed squirrel (*Spermophilus tereticaudus chlorus*), and Coachella Valley giant sand-threader cricket (*Macrobaenetes valgum*) (CVAG 2003). Maintenance of existing dunes associated with mesquite hummocks will require maintaining relatively natural groundwater levels. The EIR should thoroughly describe any adverse effects that may occur to the above listed species, due to habitat modification resulting from groundwater decreases from the proposed project.

5. Specific mitigation measures should be considered to fully offset impacts related to the proposed StoneRidge Specific Plan, including proposals for mitigating the cumulative impacts of direct and indirect habitat loss, degradation, or modification.

We are especially concerned with mitigation to offset the cumulative impacts to the MCGS (described above). Although the MSWD has committed to pursue obtaining imported Colorado River water from the Desert Water Agency for recharge of the MCGS, the MSWD does not currently have entitlement or contract to imported water for the MCGS, and the delivery of this water is not assured. According to the MSWD, their contribution to continued overdraft of the MCGS is "unavoidable because adequate mitigation is not available" (*Draft Environmental Impact Report for the MSWD. 900 Zone Project*. 2004). The EIR should include measures to fully offset the StoneRidge Specific Plan's contribution to the cumulative impacts to the MCGS, or describe limitations in achieving full mitigation. If it is not feasible to fully offset cumulative impacts to the MCGS, then the EIR should describe the potential impacts to species and natural communities from the continued depletion of the aquifer volume.

If the City of Desert Hot Springs participates in the CVMSHCP/NCCP, then mitigation measures should be consistent with the CVMSHCP/NCCP and effects to covered species and their associated habitat would be addressed by the CVMSHCP. However, if the City of Desert Hot Springs does not participate in the CVMSHCP, then any activities that could result in take of federally listed species would require authorization from the Service under sections 7 or 10 of the Act.

6. Measures to be taken to perpetually protect habitat values, on-site and off-site, that are created during restoration (mitigation). Issues that should be addressed include, restrictions on vehicle and people access, control of illegal dumping, restrictions on lighting near mitigation areas, proposed land dedications and the need for a conservation easement, monitoring and management programs, reporting, and adequate funding to manage the site in perpetuity.

We appreciate the opportunity to comment on the NOP for the proposed StoneRidge Specific Plan. We are available to work with the City of Desert Hot Springs to address our concerns. Please contact Sandra Marquez or Jon Avery of my staff at 760/431-9440 if you have any questions or comments concerning this letter.

Sincerely,

for Therese O'Rourke
Assistant Field Supervisor

Enclosure

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road
Carlsbad, California 92009

FACSIMILE TRANSMITTAL FORM

Date Sent: 7/19/04

No. of Pages: 24

Time Sent: (Pacific Time) 5:25pm

TO: Larry Crafton

Fax No.: (760) 251-6857

FROM: Sandra Marquez

Fax No: (760) 431-5901
Phone No.: (760) 431-9440

SUBJECT: ENCLOSURE for NOP / StoneRidge Specific Plan

COMMENTS: Larry, please find the Enclosure - Desert Tortoise Survey Protocol for our comment letter I faxed earlier. As it is very lengthy I thought it best to send separate. A hard copy will be mailed, also.

If you have any have problems receiving this fax, please call (760) 431-9440, extension 290. Thank you.

California Gnatcatcher

The mission of the U.S. Fish and Wildlife Service is working with others to conserve, protect, and enhance fish and wildlife and their habitats for the continuing benefit of the American people.

TAKE PRIDE IN AMERICA

ENCLOSURE

January 1992

FIELD SURVEY PROTOCOL FOR ANY FEDERAL ACTION THAT MAY OCCUR WITHIN THE RANGE OF THE DESERT TORTOISE

The Mojave population of the desert tortoise was listed as a federally endangered species on August 4, 1989 by emergency rule and as a threatened species by final rule on April 2, 1990. Section 7(a) regulations of the Endangered Species Act (Federal Register Vol. 51, No. 106, pp. 19957-19963) require each federal agency to review its actions at the earliest possible time to determine whether any action may affect listed species (Mojave population of the desert tortoise) or critical habitat. If such a determination is made, formal consultation is required with the Fish and Wildlife Service. The Service may request a federal agency to enter into consultation if it identifies any action of that agency that may affect the desert tortoise and for which there has been no consultation. Through completion of the formal Section 7 process, that is issuance of a "no jeopardy" biological opinion, the federal agency receives authorization from the Fish and Wildlife Service to incidentally take a specified number of federally threatened desert tortoises and tortoise habitat through the implementation of a proposed project. Without this authorization from the Fish and Wildlife Service, the federal agency would be in violation of Section 9 of the Endangered Species Act if the proposed project were implemented and resulted in the "take" of a desert tortoise or its habitat.

Section 9 of the Endangered Species Act prohibits the "taking" of any federally listed threatened or endangered species without first obtaining necessary authority from the Fish and Wildlife Service. "Take" includes "harming, harassing, pursuing, hunting, shooting, wounding, killing, capturing, collecting, or attempting to engage in any such conduct"(Section 3(19), Endangered Species Act 1973, as amended). Harm includes "significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavior patterns, including breeding, feeding, or shelter"(50 CFR 17.3(c)). "Take" also includes modification of habitat that would result in harm to the desert tortoise.

In response to a demand for information and/or guidance on compliance with Section 7 of the Endangered Species Act, the Fish and Wildlife Service has developed a protocol for surveys within the range of the federally threatened desert tortoise. The purpose of this protocol is to provide technical assistance to federal agencies to determine 1) if a proposed action "may adversely affect" the desert tortoise and thus initiate formal consultation with the Fish and Wildlife Service and 2) the incidental take of desert tortoises and tortoise habitat. Survey information would also enable the federal agency to modify the proposed project or develop an alternative project that would minimize or avoid

incidental take of desert tortoises or their habitat. This latter point is relevant under Section 7(a)(1) of the Endangered Species Act which requires all federal agencies to consult with the Fish and Wildlife Service and utilize their authorities to carry out programs for the conservation of endangered and threatened species.

We also recommend that you obtain a copy of "Procedures for Endangered Species Act Compliance for the Mojave Desert Tortoise" before you begin planning your project. This document is available from any of the five Fish and Wildlife Service offices listed below and provides more information on sections 7, 9, and 10 of the Endangered Species Act.

This survey protocol is subject to revision as new information becomes available. Before initiating the survey protocol described below, we recommend checking with the Fish and Wildlife Service to verify that you are implementing up-to-date survey methods.

In Arizona:

Fish and Wildlife Service
Phoenix Field Office
2321 W. Royal Palm Road
Phoenix, Arizona 85021
(602) 640-2720

In California, for Inyo, Kern, Los Angeles, and San Bernardino Counties:

Ventura Fish & Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003
(805) 644-1766

In California, for Imperial and Riverside Counties:

Carlsbad Fish & Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008
(760) 431-9440

January 1992

In Nevada:

Nevada Fish & Wildlife Office
1340 Financial Blvd. Suite 234
Reno, Nevada 89502
(775) 861-6300

In Utah:

Utah Ecological Services Field Office
1300 South Lincoln Plaza,
Suite 404
Salt Lake City, Utah 84105-2316
(801) 524-5001

survey protocol includes five parts: 1) survey need, 2) survey types, 3) survey quality, 4) survey time period, and 5) qualifications of the surveyor.

Survey Need: The desert tortoise may occupy numerous habitat types within its range in the Mojave and Colorado deserts and below an elevation of 5000 feet. In these areas there is a likelihood of encountering desert tortoises or tortoise sign. If the federal agency does not know if the proposed project occurs within the range of the desert tortoise, please request a species list from the Fish and Wildlife Service office listed above that has jurisdiction over the project area. If the Fish and Wildlife Service species list includes the Mojave population of the desert tortoise, this means the desert tortoise may be present within or near the project area.

The following criteria have been developed by the Fish and Wildlife Service to assist federal agencies in their determination of "may affect" for the desert tortoise: 1) desert tortoise habitat on the project site, 2) desert tortoise habitat adjacent to the project site such that the project area may overlap the home range of a desert tortoise, or 3) project would introduce direct or indirect disturbance to desert tortoise habitat (e.g., roads). Desert tortoise habitat is defined as areas with presence of tortoises or tortoise sign within areas likely to be home range, dispersal

corridors, or habitat identified in the recovery plan. If the project area and adjacent areas meet one of these three criteria or if any tortoise sign (e.g., live tortoises, shells, bones, scutes, limbs, scats, burrows, pallets, tracks, egg shell fragments, courtship rings, drinking sites, mineral licks, etc.) is known to occur in the project area or adjacent areas, then the proposed project "may affect" the desert tortoise and consultation with the Fish and Wildlife Service should be initiated.

Please note that all free-roaming desert tortoises located north and west of the Colorado River are protected under the Endangered Species Act. For example, the desert tortoise that on occasion occurs above 5000 feet or in pinyon-juniper woodland would be protected under the Endangered Species Act.

The next step is for the federal agency to determine the likelihood of an adverse effect to the desert tortoise from implementation of the proposed project. If the proposed action may adversely affect the desert tortoise, formal consultation is required unless, as a result of the preparation of a biological assessment or as a result of informal consultation with the Fish and Wildlife Service, the federal agency determines, with the written concurrence of the Fish and Wildlife Service, that the proposed action is not likely to adversely affect the desert tortoise or critical habitat.

As mentioned above, the presence of a desert tortoise within the project boundary is not necessary for the project to result in the take of the desert tortoise. For example, a desert tortoise may be present in the Zone of Influence and may use the project site for feeding, breeding, or shelter. The Zone of Influence is defined as the area where tortoises on adjacent lands may be directly or indirectly affected by project exploration, construction, maintenance, operation, monitoring, dismantlement, enhancement, and project abandonment. Destruction of tortoise habitat used for feeding, breeding, or shelter is considered take under the Endangered Species Act.

For formal consultation, that is, projects that may adversely affect the desert tortoise, the Fish and Wildlife Service recommends the following protocols:

> For a surface disturbance project that would result in the clearing or crushing of vegetation (e.g., roads, buildings, excavation or fill sites, utility towers, water improvements, driving overland for land surveying and other activities, etc.) the federal agency should conduct a Presence-or-Absence Survey (100 percent survey) for desert tortoises and tortoise sign over the entire project area and the Zone of Influence adjacent to the project area. (See Survey Types below.) The

survey information would be used to develop a reliable incidental take statement as required in the biological opinion. Depending on the type of project, a Clearance Survey (see below) in occupied tortoise habitat may be necessary. The Fish and Wildlife Service requests that survey results (i.e., copies of the completed transect forms) be submitted to the appropriate Service office within 30 days of completion or with the request for formal consultation. If not included in the biological assessment or biological evaluation this information may be requested in the biological opinion.

For a management project that would result in modification of very large areas of desert tortoise habitat (e.g., grazing), the federal agency should coordinate with the Fish and Wildlife Service to develop an alternative method for surveying for desert tortoises and their sign. This method should consider variations in habitat quality within the project area, the natural history of the desert tortoise, and be statistically acceptable. The survey information would be necessary to develop a reliable incidental take statement as required in the biological opinion. Depending on the type of project, a Clearance Survey (see below) in occupied tortoise habitat may be necessary. The Fish and Wildlife Service requests that survey results be submitted to the appropriate Service office within 30 days unless the federal agency initiates formal consultation. If not included in the biological assessment or biological evaluation this information may be requested in the biological opinion.

If (1) the federal agency has determined that the proposed project is not likely to adversely affect the desert tortoise because the project area is not considered tortoise habitat, and (2) a desert tortoise or tortoise sign (shells, bones, scutes, limbs, burrows, pellets, scats, egg shell fragments, tracks, courtship rings, drinking sites, mineral licks, etc.) are found in the project area during implementation of the proposed action, the proposed action should immediately stop and the federal agency determine whether formal consultation is necessary to comply with the Endangered Species Act. The Fish and Wildlife Service recommends that the federal agency notify us in writing within three (3) days of the discovery. This short notification period will help ensure a prompt response by the Fish and Wildlife Service to facilitate compliance with the Endangered Species Act.

January 1992

Fish and Wildlife Service Survey Protocol for Desert Tortoises and Bureau of Land Management Categories of Desert Tortoise Habitat: The Bureau of Land Management has developed category maps for desert tortoises to assist the Bureau in managing public lands for the tortoise within the Bureau's multiple use mandate. Bureau maps were not developed to provide information on how to avoid take of the desert tortoise or comply with the federal Endangered Species Act. The Bureau has assigned three categories to their maps on desert tortoise habitat. These categories reflect the quality of tortoise habitat, quantity of tortoises present, and the Bureau's ability to manage these areas for the desert tortoise while minimizing resource conflicts. For example, category 1 is considered better for tortoises than category 2. However, category 3 areas may contain high quality tortoise habitat and high density of tortoises, but because of resource conflicts the Bureau has assigned the area to category 3.

If an area is not classified on the Bureau's maps as category 1, 2, or 3, this does not mean that this area does not contain desert tortoises or is not considered desert tortoise habitat. The Bureau did not categorize lands that it does not manage such as military reservations or private lands. Also, the Bureau did not categorize lands in many areas that have densities of desert tortoises less than 20 per square mile. Thus, if a proposed project is not located in an area categorized as category 1, 2, or 3 by the Bureau, the project may still be located in desert tortoise habitat if it is in the desert and below 5000 feet.

Survey Types: Two types of surveys are recommended: 1) Presence-or-Absence and 2) Clearance. Neither survey utilizes the 1.5-mile triangular transect survey method developed by the Bureau of Land Management. This triangular transect method has not provided reliable information on the number of desert tortoises that would be incidentally taken as a result of implementation of the proposed project and thus is not adequate for meeting the requirements of the Endangered Species Act.

Presence-or-Absence: This survey type is recommended for all potential desert tortoise habitats. A Presence-or-Absence survey equivalent to that described below would be requested for habitats thought to be outside suitable habitat for the desert tortoise if tortoise sign is found within these habitats located within the project area.

The purpose of this survey is to determine impacts of potential land disturbance activities or land management activities to the local tortoise population. This includes identifying the number and location of all tortoises and tortoise sign that occur within a given project area or selected area and if any tortoises occur in adjacent areas whose home range may overlap into the project area and thus be lost or harassed by the proposed action.

The project area is defined as any area that will be cleared or partially cleared, with vehicles on or adjacent to it, temporarily or permanently used for equipment or materials storage, loading or unloading, or sites where soils/vegetation is damaged, fragmented, or disturbed (e.g., driving overland).

The entire project area is surveyed using belt transects 10 yards or 30 feet wide (100 percent coverage). In some locations, belt transects less than 30 feet wide may be appropriate (see below). In addition, the Zone of Influence is surveyed. The Zone of Influence is defined as the area where tortoises on adjacent lands may be directly or indirectly affected by project exploration, construction, maintenance, operation, monitoring, dismantlement, enhancement, and project abandonment. As a minimum, the belt transects in the Zone of Influence are located at 100, 300, 600, 1200, and 2400-foot intervals from and parallel to the edge of the project boundaries. (See Figures 1 and 2.) All tortoise sign (live tortoises, shells, bones, scutes, limbs, scats, burrows, pallets, tracks, egg shell fragments, courtship rings, drinking sites, mineral licks, etc.) within the project area and sign located on transects within the Zone of Influence should be mapped.

The extent of the Zone of Influence is dependent on the type of habitat alteration/development and its proximity to other developments. The extent of the Zone of Influence increases as the probability of increased use by domestic predators, potential human use in the Zone, road creation and use, littering, waste disposal, etc. These uses result in increased take of desert tortoises through predation, collection as pets, vandalism, road kills, and attracting predators such as ravens, coyotes, and feral dogs to the area.

Figure 1. Example of a proposed transmission line including areas with full (100 percent) survey coverage for desert tortoises (construction area) and locations of transects within the Zone of Influence.

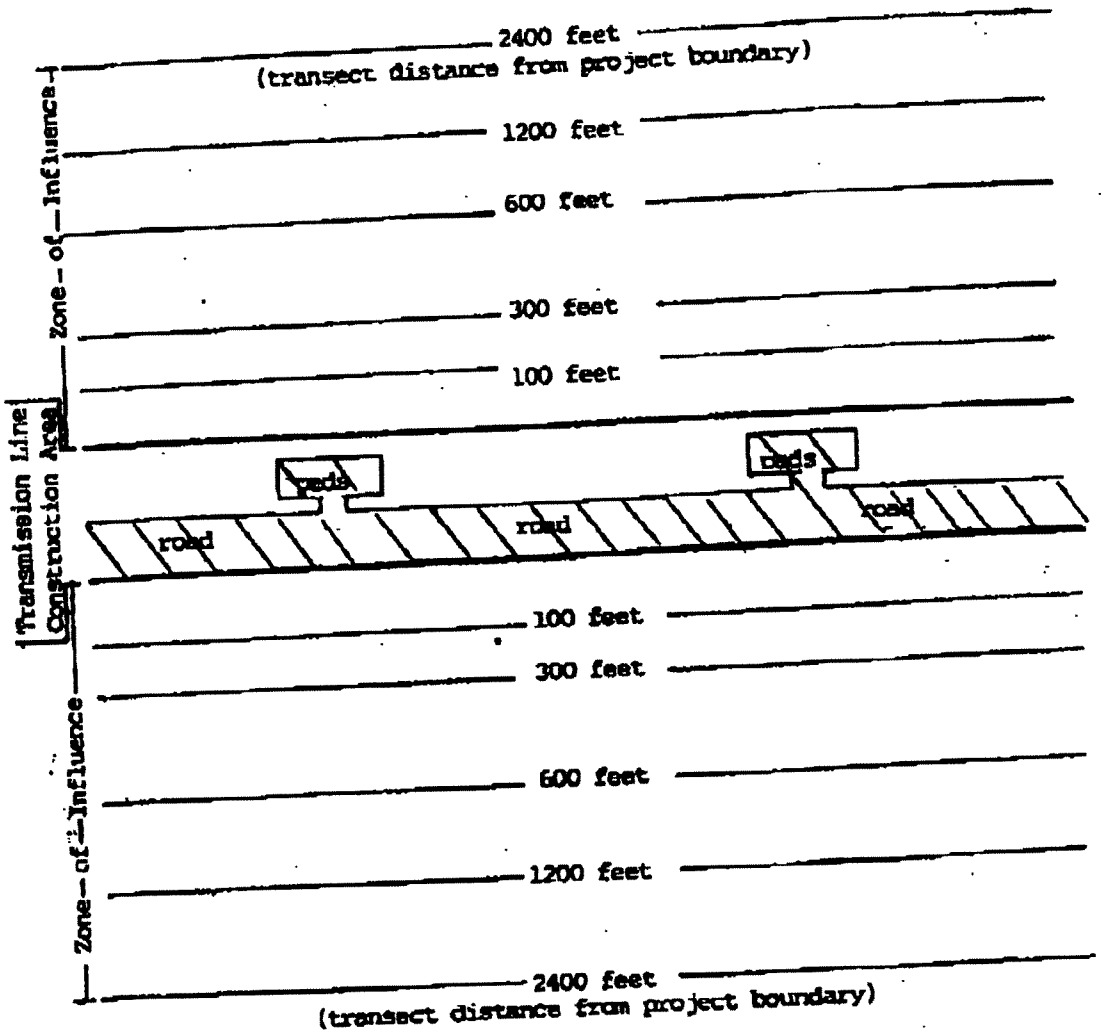
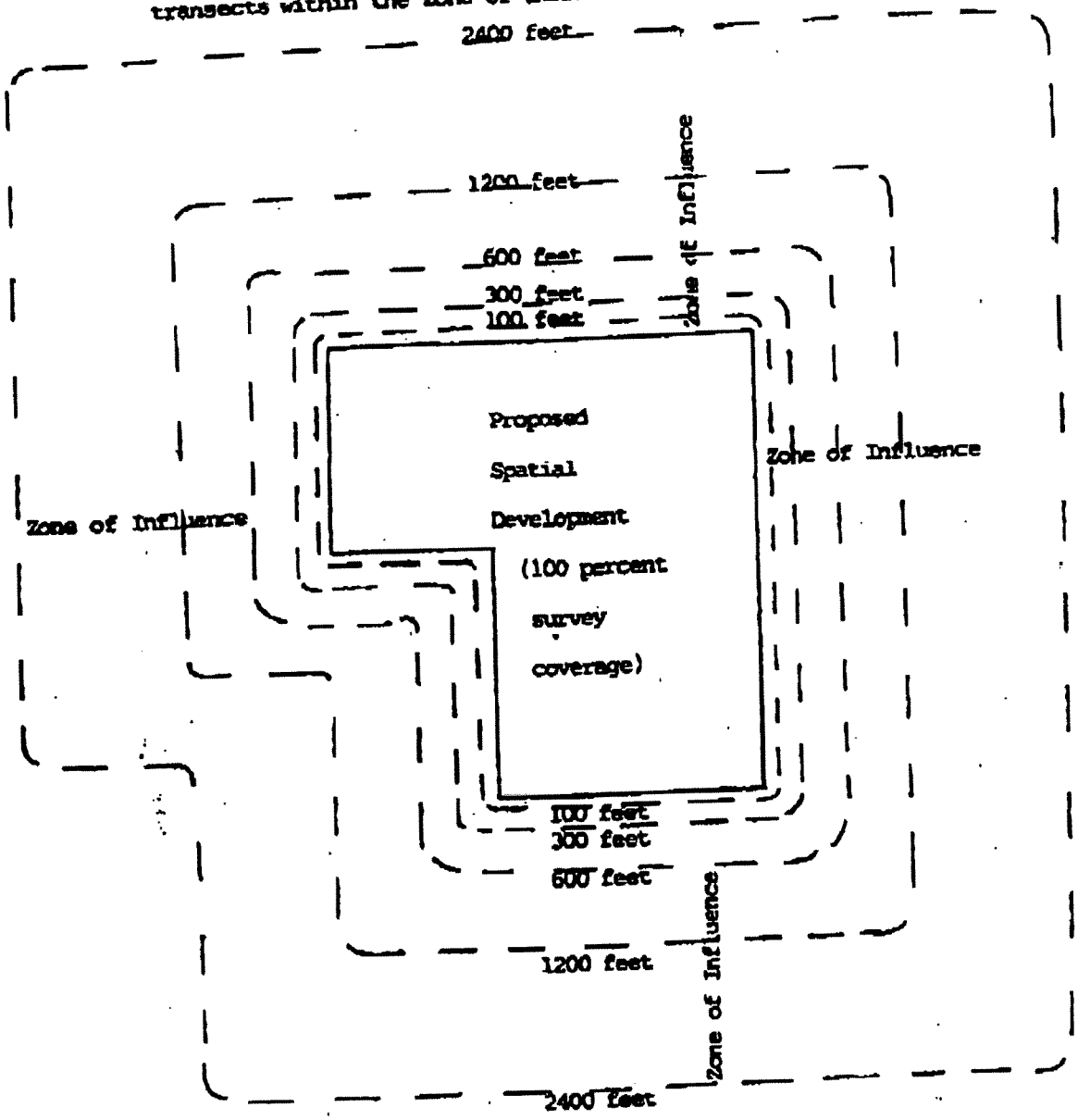


Figure 2. Example of a proposed spatial development (e.g., residential development, commercial development) with full (100 percent) survey coverage for desert tortoises and locations of transects within the Zone of Influence.



Additional transects may be recommended at 3600- and 4800-foot intervals from the perimeter of the project area for developments 1) located in or within one mile of categories 1 or 2 habitats as defined by the Bureau of Land Management or 2) associated with residential development, new or increased road use, landfills, or projects that would result in increases in human use or litter.

For example, if a project area is 640 acres or one square mile, 176 parallel transects each one mile long and 30 feet wide would be necessary to provide 100 percent coverage of the project area. Additional transects would be necessary to survey the adjacent areas or Zone of Influence.

If the project area contains locations with vegetation or topography that obscures or reduces that surveyor's ability to see tortoise sign at distances of up to 15 feet on the ground, the width of the survey should be reduced to 10 feet, that is, 5 feet on either side of the surveyor. Some examples of situations where a 10-foot wide transect should be conducted instead of a 30-foot wide transect would be: 1) foothills and slopes of mountains which contain rocks, boulders, and/or vegetation that obstruct the surveyor's view of the ground at distances greater than 5 feet, and 2) areas in which the vegetation density is greater than that of typical creosote or creosote/bursage flats or bajadas in the Mojave Desert such as desert wash scrub or woodlands and ecotones between habitat types. In these areas the surveyor's view of the ground and tortoise sign, if present, would be obstructed and a 30-foot wide transect would not be acceptable.

When mapping tortoise sign, the recommended map scale is 1 inch=100 feet for plans involving ground disturbance and 1 inch=1000 feet for preliminary planning (master planning or specific planning). These map scales are based on those frequently required by city or county planning departments. The map should include locations and specific types of all tortoise sign found on the project area and Zone of Influence including the number live tortoises, reference to the corresponding transect form with additional information on tortoise sign found, significant landmarks, legal description of the project area, survey dates, and the range of elevation within the project boundaries. Please note that a federal Fish and Wildlife License/Permit is required before a surveyor can capture, touch, or "harass" a live desert tortoise even for the purposes of taking measurements or determining its sex. A permit may also be required from the appropriate state wildlife resource agency (e.g., Arizona Game and Fish

Department, California Department of Fish and Game, Nevada Department of Wildlife, Utah Division of Wildlife Resources). The Fish and Wildlife Service emphasizes that the surveyor should only estimate the size of all live desert tortoises encountered.

If the surveyor wishes to use a fiber-optic scope or video camera that is placed inside a tortoise burrow instead of or in addition to a hand-held mirror to investigate desert tortoise shelter sites, you should contact the Fish and Wildlife Service at one of the offices listed above. We will need information on the type of equipment you will be using and your qualifications to use it. Improper use of such equipment may disturb or injure tortoises, damage the shelter site, and may promote the spread of disease. These actions may be considered take under the Endangered Species Act. You should refer to the Desert Tortoise Handling Protocols for information on when and how to utilize these scopes to avoid the possible transmission of disease between tortoises.

The following format is recommended for recording transect data. (See Figure 3.) This format has been modified from the Bureau of Land Management's Interim Techniques Handbook for Collecting and Analyzing Data on Desert Tortoise Populations and Habitats. One form is used for each transect where tortoise sign occurs. Pages 1, 2, and 3 of the form would be completed for each transect in the project site and the Zone of Influence where tortoise sign occurs. If additional space is needed, more forms may be used for each transect and stapled together.

If no tortoise sign is located during Presence-or-Absence Surveys, we recommend that the surveyor complete and submit summary form(s) (Figure 4) to the appropriate Fish and Wildlife Service office listed above.

Please do not collect any desert tortoise sign. Tortoise scats may be used by tortoises to mark or identify travel areas and shelter sites. Tortoise shells may be an important source of minerals for reptiles and mammals.

Figure 3. Desert tortoise survey form for Presence-or-Absence and Clearance Surveys (4 pages).

January 1992

M/D/Y
Date_____
Transect No._____
State_____
County_____
City_____
Recorder_____
Project Name_____
_____
Parcel No._____

INFORMATION ON SHELTER SITES
(Please indicate why you believe a shelter site is active or inactive[1])

Sign No.	Type	Location	Width	Estimated Length	Other Sign

Condition of Shelter Site[1]/Comments

CONDITION OF SCATS[2] - COMMENTS (See below)

CONDITION OF SHELL REMAINS[3] - COMMENTS (See below)

SIGNS OF HUMAN DISTURBANCE-COMMENTS

January 1992

Show locations of types of tortoise sign on transect line below:

Drawing: Scale 1 in = _____ ft
Recorder_____ Date_____

Drawing or Map Reference No._____ Transect No. _____
Parcel No._____ Location_____

January 1992

INFORMATION INDEX FOR DESERT TORTOISE SIGN
Burrows and Dens, Scats, and Shell Remains

[1]Burrows and Dens:
1. currently active, with tortoise or recent tortoise sign
2. good condition, definitely tortoise; no evidence of recent use
3. deteriorated condition (please describe); definitely tortoise
4. deteriorated condition; possibly tortoise (please describe)
5. good condition; possibly tortoise (please describe)

[2]Scats:
1. wet (not from rain or dew) or freshly dried; obvious odor
2. dried with glaze; some odor; dark brown
3. dried; no glaze or odor; signs of bleaching (light brown), tightly packed material
4. dried; light light brown to pale yellow, loose material; scaly appearance
5. bleached, or consisting only of plant fiber

[3]Shell Remains:
1. fresh or putrid
2. normal color; scutes adhere to bone
3. scutes peeling off bone
4. shell bone is falling apart;growth rings on scutes are peeling
5. disarticulated and scattered

Figure 4. Desert tortoise summary form for Presence-or-Absence and Clearance Surveys (3 pages).

January 1992

(place a, 4 X 6 photograph showing the area where the transect was conducted)

This form should be completed for those transects that contain one or more desert tortoise sign. After the project site and zone of Influence have been surveyed for tortoise sign, the results from the transect forms should be compiled on a summary form.

If no tortoise sign occurs on the project site or Zone of Influence, the summary form should be completed. Please fill in all sections on the top 2/3 of the page of the summary form.

M/D/Y

Date _____
Transect No. _____
State _____
County _____
City _____
Recorder _____
Address _____
Project Name _____
Type of Project _____
_____
Quad Name _____
Scale _____
Site Name _____
T____ R____ Sec____
¼ Sec____ ¼¼ Sec____
UTM Zone _____
Northing _____
Easting _____
Parcel No. _____

DESERT TORTOISE HANDBOOK 1992:
FORM FOR PRESENCE-OR-ABSENCE AND CLEARANCE SURVEYS

Project Site | | Zone of Influence | | _____ft from Project Site

Transect Length: _____ft Width: 30 ft Other _____ft Time _____

Weather: Airtemp at: 5 cm_____°C Surface_____°C Cloud cover_____%

Rainfall_____in Wind speed_____ Rainfall in last 30 days_____in

Land Form (e.g., mesa, bajada, wash)_____ Aspect_____ Elevation_____ft

& Slope: high_____ low_____

Soils_____

Vegetation: dominant perennials_____

dominant annuals_____

Adjacent Land Use: up to 1 mi_____

Soils_____

Vegetation_____

TOTAL NUMBER OF

Corrected Sign	Live Tortoises Adult/Juv.	Shelter Sites Pallet/Burrow/Den Active/Inactive [1]	Scats [2]	Shell Remains [3]
	A= J=		M= F=	A= J= Unk= Unk=

Tracks	Eggshell Fragments	Drinking Sites	Courtship Rings	Other	Neotoma Middens w/sign	:w/o sign
					:	

SIGNS OF HUMAN DISTURBANCE - NUMBER AND TYPES SEEN

Tire Tracks	Human Footprints	Dog Sign	Trash	Dump Sites	Shotgun/ Rifle shells	Blading	Ravens	Other

January 1992

SUMMARY FORM (continued)
FOR PRESENCE-OR-ABSENCE AND CLEARANCE SURVEYS
FOR DESERT TORTOISE SIGN

Comments/Drawings

January 1992

INFORMATION INDEX FOR DESERT TORTOISE SIGN
Burrows and Dens, Scats, and Shell Remains

[1]Burrows and Dens:
1. currently active, with tortoise or recent tortoise sign
2. good condition, definitely tortoise; no evidence of recent use
3. deteriorated condition (please describe); definitely tortoise
4. deteriorated condition; possibly tortoise (please describe)
5. good condition; possibly tortoise (please describe)

[2]Scats:
1. wet (not from rain or dew) or freshly dried; obvious odor
2. dried with glaze; some odor; dark brown
3. dried; no glaze or odor; signs of bleaching (light brown), tightly packed material
4. dried; light light brown to pale yellow, loose material; scaly appearance
5. bleached, or consisting only of plant fiber

[3]Shell Remains:
1. fresh or putrid
2. normal color; scutes adhere to bone
3. scutes peeling off bone
4. shell bone is falling apart;growth rings on scutes are peeling
5. disarticulated and scattered

Clearance Survey: For projects located in areas with habitat used by desert tortoises, especially those projects with a linear band of disturbance (e.g. pipelines, roads, transmission lines), a Clearance Survey may be required as part of the Terms and Conditions of a biological opinion to reduce incidental take of the desert tortoise. The purpose of the survey would be to temporarily relocate or salvage tortoises from the area of construction and any other area deemed necessary to avoid or minimize the death of desert tortoises that may be caused by the project. A Clearance Survey would require full coverage of the project area, and would focus on locating all desert tortoises above and below ground within the project area. This survey would be conducted immediately prior to surface disturbance at each site within the project area. The survey period may be stipulated in the Terms and Conditions of the biological opinion to reduce the incidental take of desert tortoises.

Survey Quality: To determine the accuracy of the surveyor in locating desert tortoise sign during Presence-or-Absence Surveys for each project area, the Fish and Wildlife Service recommends that the surveyor conduct an intensive survey in a portion of the project area following completion of the 100 percent survey. The size of the intensive survey area is 5 percent of the size of the project area. The intensive survey area would also receive 100 percent coverage using transects 10 feet wide rather than 30 feet or 5 feet wide rather than 10 feet wide. The location of the intensive survey would be plotted on the map and a comparison made between the sign recorded in this area during the 100 percent survey effort and the intensive survey effort. The quality or accuracy of the survey for the project area will be determined by comparing these two data sets for this area.

If the surveyor does not meet the minimal qualifications stated below or if there is a major difference in number of sign recorded between the intensive survey effort and the 100 percent survey effort, the survey may not be deemed adequate by the Fish and Wildlife Service.

If the survey results do not include the Zone of Influence, the Fish and Wildlife Service may not concur with the survey results.

Qualifications of Surveyor: The Fish and Wildlife Service does not endorse any individual or company with respect to their abilities to conduct satisfactory surveys. We recommend the following criteria for selecting someone to conduct surveys to determine presence or absence of desert tortoises in a given area or recent use of the area by the desert tortoise.

As a general rule, a qualified desert tortoise surveyor is a biologist with a bachelors degree or graduate degree in biology, ecology, wildlife biology, herpetology, or related fields. He/she must have demonstrated prior field experience using accepted resource agency techniques to survey for desert tortoises. Field experience may mean a minimum of 60 days field experience searching for desert tortoises and tortoise sign.

The surveyor should have the following qualifications for the survey results to be accepted by the Fish and Wildlife Service: 1) ability to recognize and accurately identify all types of desert tortoise sign listed above, and 2) ability to carefully, legibly, and completely record all sign including size of shelter sites, shells, and estimated size of live tortoises.

Survey Time Period: Survey time for determination of "may affect" is not limited. Survey time for Presence-or-Absence Surveys is limited to the following approximate activity period of the desert tortoise, March 25 to May 31. This survey time may be extended by the Fish and Wildlife Service if tortoises on or near the project area have been observed above ground prior to March 25 or after May 31.

This survey window is based on the activity period for the desert tortoise throughout its range during a typical year and equates to the period of time when a tortoise is not brumating or aestivating. During dry years this activity period may be shorter and in wet years it may be longer. Desert tortoises may also become active during and after summer rains.

Surveys conducted outside this window will be subject to close scrutiny by the Fish and Wildlife Service. The Service may consider the results of these surveys as under-representing the number of tortoises on and use of the project site by desert tortoises.

Presence-or-Absence or Clearance surveys should only be conducted during daylight hours.

The Fish and Wildlife Service considers the results of a Presence-or-Absence survey, including the Zone of Influence, to be valid for no more than one year. This time period of survey data reliability may be significantly reduced depending on project size, location, or proximity to other land disturbance.

Coachella Valley Mosquito and Vector Control District
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DONALD E. GOMSI
General Manager

July 7, 2004

City of Desert Hot Springs
Development Department
65950 Pierson Blvd.
Desert Hot Spring, CA 92240

Subject: *Comments on Draft EIR for the StoneRidge Specific Plan, City of Desert Hot Springs, Riverside County, California*

To Whom It May Concern:

I have read the Environmental Impact Report for the Stoneridge Specific Plan in City of Desert Hot Springs, Riverside County, California, and appreciated the opportunity to make comments regarding potential impact of the project on local environment, and consequently breeding and management of mosquitoes and other vectors.

According to the draft EIR, the StoneRidge project involves a request to develop up to 2,140 single family residential units with private open space on approximately 604 acres of undeveloped land. Also included in this development are some recreational facilities, public parks and pocket parks.

To facilitate these series of gated, single-family subdivisions in this new community, new streets, street gutters, catch basins, manhole chambers, lateral drainage pipelines, retention and percolation basins, dry wells, etc. will be added to establish drainage systems. These structures function to drain street run-off water, and then percolate into the ground at retention and percolation basins or dry wells. In order to ensure the efficiency of the drainage system, these structures must be designed correctly. (i.e. proper slopes in gutters and channels, permeable bottoms at percolation basins and dry wells). Additionally a feasible maintenance schedule must be incorporated into the development plan, such as periodic cleaning of debris and trash in the entire drainage system, and also vegetation, if any, in percolation basins. As a result of poor design and/or maintenance, water which stands more than 5-7 days in any component of the system, could create mosquito breeding problems under desert climatic conditions. Besides being a nuisance, some mosquito species breeding in residential water sources are able to serve as vectors for several encephalitis viruses, including the recently introduced West Nile Virus.

Another concern associated with this development is breeding of non-biting chironomid midges. In the semi-permanently flooded areas such as poorly designed and/or maintained percolation basins holding water for days, or permanently flooded areas such as recreational lakes inside the residential area, the eutrophication process in water undergoes actively for most of the year under warm temperatures. This situation will be conducive to the breeding of midges, which create some public health issues by being nuisances around houses and lights in large numbers. Air-borne materials from decomposed dead midges may cause allergic reactions in some individuals which is an increasing public health concern in regards to chironomid midges. It is also recommended to stock catfish or other benthic feeding fish as biological control agents in the lakes to keep chironomid midges under control.

The staff of the Coachella Valley Mosquito and Vector Control District (CVMVCD) must be directly involved in the development and implementation of storm water best management practices (BMP), to help make the systems economically efficient, biologically acceptable, and environmentally compatible, which, as a proactive rather than reactive measure, will ultimately result in cost savings, minimize long term vector production and associated surveillance and control, and ensure compliance with health and safety codes. It will also become vitally important to increase communication and collaboration between all interested agencies, especially the City Council, City Engineering, and the Coachella Valley Water District during the development of these projects.

For more information regarding storm water BMP, please refer to the following websites: cybersoil.com/sw0203dark.html, bmpdatabase.org/, and stormcon.com/.

Besides the mosquitoes and chironomid midges which are associated with standing water, the potential breeding of synanthropic flies is also among our concerns. Improper disposal of clippings from the green belts and other organic wastes associated with the development could cause breeding of a number of synanthropic flies, which are a nuisance to the well being of the residents and also serve as vectors of some human and animal diseases. A well elaborated schedule for green belt maintenance and waste disposal must be developed and incorporated into the plan to minimize the potential of fly breeding in the future.

Finally, in this large scale development, exclusion of commensal rodents from the housing is among our concerns. The Roof rat could invade the house and nest in the attic, while the Norway rat could burrow under the foundations of buildings. House mouse can invade the houses through holes as little as ½ inch in diameter. During construction and completion of the houses, proper seals should be made in all of the walls where wiring, plumbing, etc. run through. This must be emphasized for the sake of rodent proofing. For additional information regarding rodent control and management, please visit cvmvcd.org.

Should you have any additional questions or comments, please do not hesitate to contact me directly at the District.

Sincerely,

T. (Steven) Su, PhD, Biologist

Cc: Donald E. Gomsi, General Manager

APPENDIX C

AIR QUALITY REPORT

URBAN
CROSSROADS

STONERIDGE
AIR QUALITY IMPACT ANALYSIS
(REVISED)

City of Desert Hot Springs
California

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STONERIDGE
AIR QUALITY IMPACT ANALYSIS - REVISED
CITY OF DESERT HOT SPRINGS, CALIFORNIA

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REGISTERED PROFESSIONAL ENGINEER
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No. 52916
Exp. 12/31/04
CIVIL
STATE OF CALIFORNIA

January 9, 2004
June 3, 2004 (Revised)

CW:AE:CW:jb
JN:01565-06

TABLE OF CONTENTS

SECTION		PAGE
1.0	INTRODUCTION AND ATMOSPHERIC SETTING	1-1
1.1	Project Description	1-1
1.1.1	Site Location and Study Area	1-1
1.1.2	Land Use and Intensity	1-3
1.1.3	Site Plan	1-3
1.1.4	Phasing and Timing	1-3
1.2	Atmospheric Setting	1-5
2.0	AIR QUALITY SETTING	2-1
2.1	Ambient Air Quality Standards (AAQS)	2-1
2.2	Baseline Air Quality	2-3
3.0	PROJECT AIR QUALITY IMPACT	3-1
3.1	Standards of Significance	3-1
3.2	Project-Related Sources of Potential Impact	3-5
3.3	Construction Activity Impacts	3-7
3.4	Area Source and Operational (Vehicular) Impacts	3-8
3.5	Secondary Effects Evaluation	3-8
3.6	Microscale Carbon Monoxide (CO) Air Quality Impacts	3-9
4.0	MITIGATION RECOMMENDATIONS	4-1

APPENDICES

EXISTING CONDITIONS MICROSCALE CARBON MONOXIDE (CO) ANALYSIS CALCULATIONS ..... A

URBEMIS COMPUTER MODEL OUTPUT – SITE GRADING IMPACT ANALYSIS ..... B

URBEMIS COMPUTER MODEL OUTPUT – PHASE 3 CONSTRUCTION IMPACT ANALYSIS C

URBEMIS COMPUTER MODEL OUTPUT – YEAR 2008 PROJECT OPERATIONAL IMPACT ANALYSIS ..... D

2008 WITH PROJECT CONDITIONS MICROSCALE CARBON MONOXIDE (CO) ANALYSIS CALCULATIONS ..... E

2008 WITHOUT PROJECT CONDITIONS MICROSCALE CARBON MONOXIDE (CO) ANALYSIS CALCULATIONS ..... F

LIST OF EXHIBITS

EXHIBIT		PAGE
1-A	LOCATION MAP	1-2
1-B	SITE PLAN	1-4
2-A	EXISTING AM PEAK HOUR INTERSECTION VOLUMES	2-5
2-B	EXISTING PM PEAK HOUR INTERSECTION VOLUMES	2-6
3-A	CUMULATIVE (2008) WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES	3-10
3-B	CUMULATIVE (2008) WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES	3-11
3-C	CUMULATIVE (2008) CONDITIONS WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES	3-12
3-D	CUMULATIVE (2008) CONDITIONS WITHOUT PROJECT PM PEAK HOUR INTERSECTION VOLUMES	3-13

LIST OF TABLES

TABLE		PAGE
2-1	AMBIENT AIR QUALITY STANDARDS	2-2
2-2	COACHELLA VALLEY AREA AIR QUALITY MONITORING SUMMARY – 1994-2001	2-4
2-3	INTERSECTION ANALYSIS FOR EXISTING CONDITIONS	2-7
2-4	EXISTING CONDITIONS CARBON MONOXIDE (CO) LEVELS	2-9
3-1	TRIP GENERATION RATES	3-2
3-2	PROJECT TRIP GENERATION	3-3
3-3	SITE GRADING EMISSIONS SUMMARY	3-6
3-4	PROJECT EMISSIONS SUMMARY	3-14
3-5	INTERSECTION ANALYSIS FOR CUMULATIVE (2008) WITH PROJECT CONDITIONS	3-15
3-6	INTERSECTION ANALYSIS FOR CUMULATIVE (2008) WITHOUT PROJECT CONDITIONS	3-17
3-7	CARBON MONOXIDE 1 HOUR LEVELS (PPM) 2008 YEAR CONDITIONS SUMMARY TABLE	3-18

STONERIDGE

AIR QUALITY IMPACT ANALYSIS

CITY OF DESERT HOT SPRINGS, CALIFORNIA

1.0 INTRODUCTION AND ATMOSPHERIC SETTING

The purpose of this analysis is to evaluate the air quality impacts of the Stoneridge Residential Development project located in the City of Desert Hot Springs, California. This initial section of the air quality impact analysis report describes the project and summarizes the atmospheric setting within the study area. Subsequent sections of the report describe the existing air quality setting for the study area; evaluate the project air quality impacts, and present recommended mitigation measures that should be implemented in conjunction with the proposed project.

1.1 Project Description

This section of the report describes the project location, study area, proposed land use type and quantity, and phasing.

1.1.1 Site Location and Study Area

The project site is located north of Pierson Boulevard and west of Karen Avenue (proposed – currently dirt) in the City of Desert Hot Springs. Exhibit 1-A illustrates the site location and traffic analysis study area.

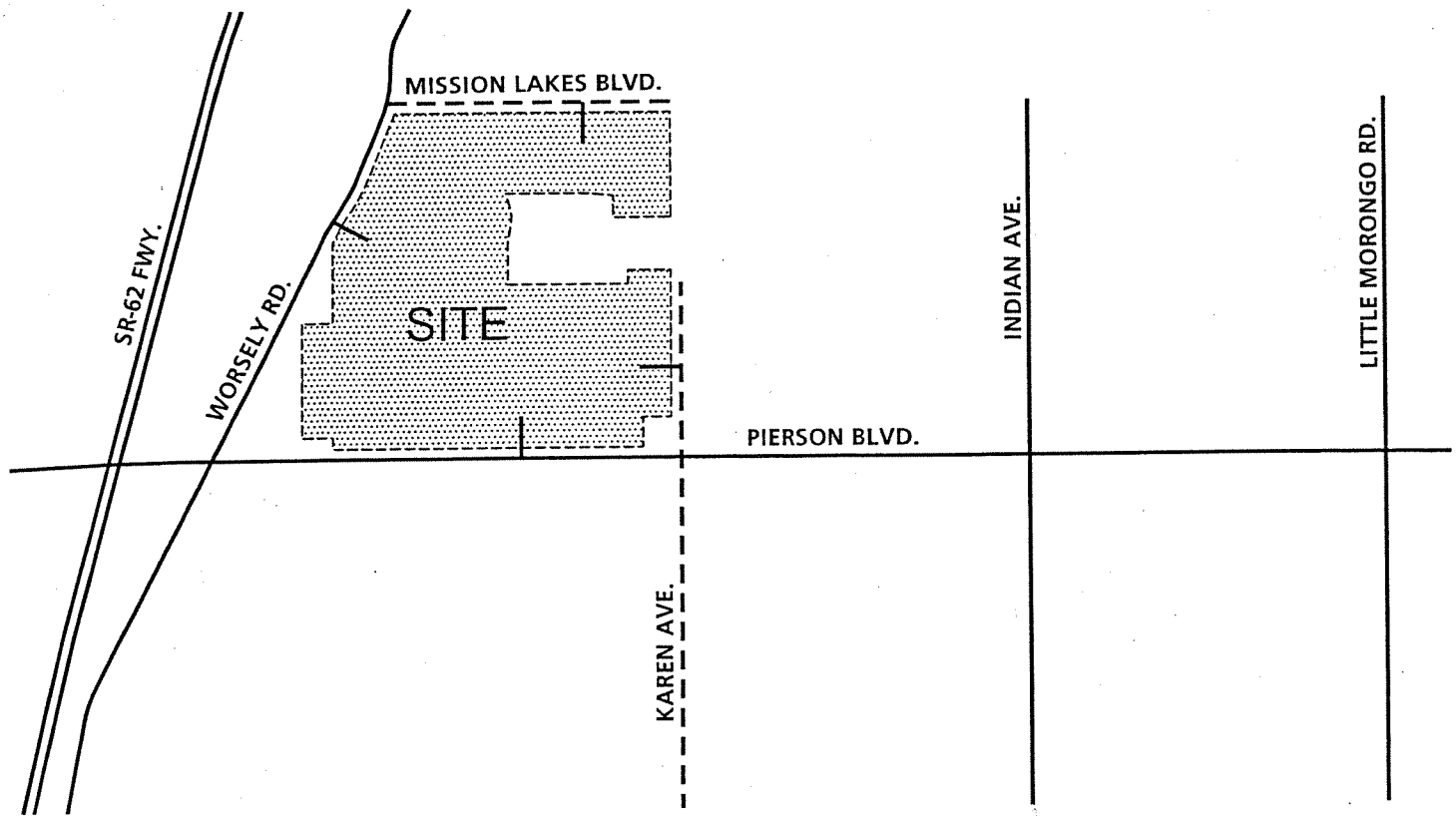
The study area includes the following intersections:

SR-62 Freeway (NS) at:

- Pierson Boulevard (EW)

EXHIBIT 1-A

LOCATION MAP



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Worsley Road (NS) at:

- Driveway 1 (EW) – Future Intersection
- Driveway 2 (EW) – Future Intersection
- Pierson Boulevard (EW)

Driveway 3 (NS) at:

- Pierson Boulevard (EW) – Future Intersection

Driveway 4 (NS) at:

- Mission Lakes Boulevard (EW) – Future Intersection

Karen Avenue (NS) at:

- Easterly Driveway (EW) – Future Intersection
- Pierson Boulevard (EW)

Indian Avenue (NS) at:

- Pierson Boulevard (EW)

Little Morongo Road (NS) at:

- Pierson Boulevard (EW)

The intent of this air quality evaluation is to analyze the potential emissions associated with the development of the project site and prepare a carbon monoxide hotspot analysis for the nine intersections identified previously.

1.1.2 Land Use and Intensity

The proposed land use consists of developing 1,993 detached single family dwelling units and a 1,100 student elementary school.

1.1.3 Site Plan

Exhibit 1-B illustrates the proposed site plan.

1.1.4 Phasing and Timing

The project will be built in five phases during a 5-year span (2004-2008).

1.2 Atmospheric Setting

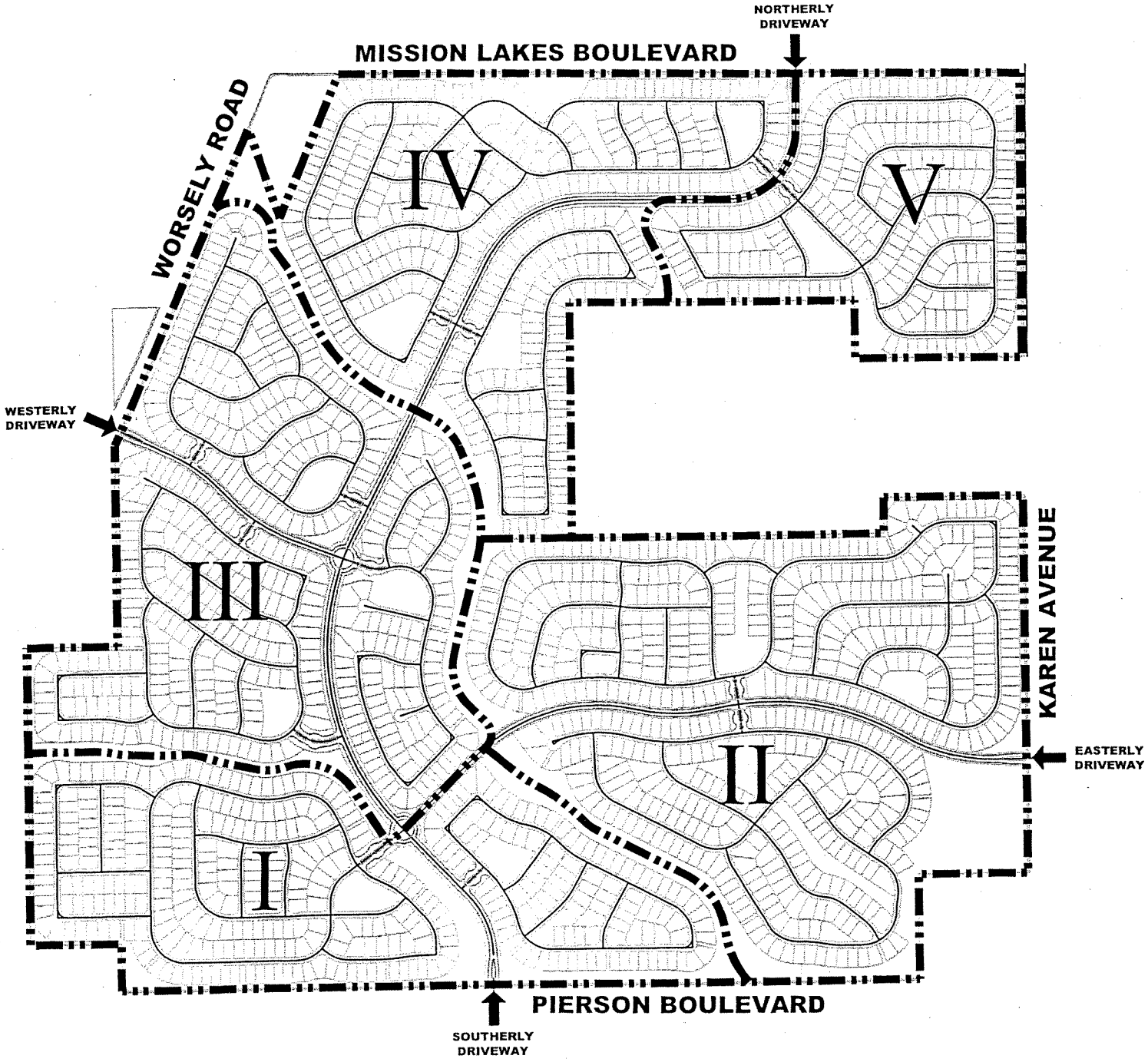
The project location is within the Salton Sea Air Basin (SSAB) which is aligned in a northwest-southeast orientation stretching from Banning Pass to the Mexican Border. The project site is located in the northern part of the Coachella Valley. The South Coast Air Quality Management District (SCAQMD) has the jurisdiction over the Coachella Valley portion of Riverside County and the Imperial County Air Pollution Control District has jurisdiction over the Imperial County portion of the SSAB. The population in the SSAB portion in Riverside County is about 300,000. The remaining area of Imperial County has a population of approximately 142,000.

The climate of the Coachella Valley is a continental desert-type climate with hot summers, mild winters, and very little annual rainfall. Precipitation is less than six inches annually and occurs mostly in the winter months from active frontal systems and in the late summer months from thunderstorms. Temperatures exceed 100 degrees Fahrenheit, on average, for four months each year, with daily highs near 110 degrees Fahrenheit during July and August. Summer nights are cooler with minimum temperatures in the mid-70's. During the winter season, daytime highs are quite mild, but the dry air is conducive to nocturnal cooling via thermal radiation, with early morning lows around 40 degrees.

The Coachella Valley and adjacent area is exposed to frequent gusty winds. The strongest and most persistent winds typically occur immediately to the east of Banning Pass, which is noted as a wind power generation resource area. Aside

EXHIBIT 1-B

SITE PLAN



LEGEND:

I = TRAFFIC ANALYSIS ZONE (TAZ)/DEVELOPMENT PHASE

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URBAN CROSSROADS

from this locale, the wind conditions in the remainder of the valley are geographically distinct. Stronger winds tend to occur in the open mid-portion of the valley, while lighter winds tend to occur closer to the foothills. Less frequently, widespread gusty winds occur over all areas of the valley. Within the project area, there is a natural sand migration process that has direct and indirect effects on air quality. Called "blowsand," this natural sand migration process produces PM10 in two ways: (1) by direct particle erosion and fragmentation (natural PM10), and (2) by secondary effects, as sand deposits on road surfaces. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April with summers often being completely dry.

2.0 AIR QUALITY SETTING

This section of the report discusses current air quality standards and baseline air quality conditions within the study area.

2.1 Ambient Air Quality Standards (AAQS)

In order to gauge the significance of the air quality impacts of the proposed project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors". Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended to 1987 for national AAQS, and has now been further extended in air quality problem areas like Southern California until the year 2010. Because California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 2-1.

TABLE 2-1

AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m^3)	Ultraviolet Photometry	0.12 ppm (235 μg/m^3)	Same as Primary Standard	Ethylene Chemiluminescence
	8 Hour	--		0.08 ppm (157 μg/m^3)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 μg/m^3	Gravimetric or Beta Attenuation*	150 μg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 μg/m^3*		50 μg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard		65 μg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 μg/m^3*	Gravimetric or Beta Attenuation*	15 μg/m^3		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 μg/m^3)	Non-dispersive Infrared Photometry (NDIR)	9 ppm (10 μg/m^3)	None	Non-dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 (μg/m^3)		35 ppm (40 μg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 μg/m^3)		--		
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	--	Gas Phase Chemiluminescence	0.053 ppm (100 μg/m^3)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 μg/m^3)		--		
Lead	30 Days Average	1.5 μg/m^3	AIHL Method 54 (12/74) Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 μg/m^3	Same as Primary Standard	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	Flourescence	0.030 ppm (80 μg/m^3)	--	Pararosoaniline
	24 Hour	0.04 ppm (105 μg/m^3)		0.14 ppm (365 μg/m^3)	--	
	3 Hour	--		--	0.5 ppm (1300 μg/m^3)	
	1 Hour	0.25 ppm (655 μg/m^3)		--	--	
Visibility Reducing Particles	8 Hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07 - 30 Miles or more for Lake Tahoe) due to the particles when the relative humidity is less than 70 percent. Method: ARB Method V (8/18)		No Federal Standards		
Sulfates	24 Hour	25 μg/m^3	Turbidimetric Barium Sulfate - AIHL Method 61 (2/76)			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m^3)	Cadmium Hydroxide Stractan			

* On June 20, 2002, the Air Resource Board approved staff's recommendation to revise the PM10 annual average standard to 20 μg/m^3 and to establish an annual average standard for PM2.5 of 12 μg/m^3. These standards will take effect upon final approval by the Office of Administrative Las, which is expected in May 2003. Information regarding these revisions can be found at http://www.arb.ca.gov/research/aaqs-rs/std-rs.htm

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter-PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be uqualed or exceeded. California ambient air qiality standards are listed in the Table of Standards in Section 70200 Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal or less than the standard, for PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm is this table refers to ppm by volume, or micromoles of pollutant per mole gas.

4. Any equivalent procedure which can be shown to the satisfaction of th ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8. New federal 8-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current federal policies.

9. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrati

The federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. The EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for particulate matter measuring less than 2.5 microns (called "PM-2.5"). New national AAQS were adopted on July 17, 1997. California standards for PM-2.5 are more stringent than the federal PM-2.5 standard.

2.2 Baseline Air Quality

Baseline air quality data for the proposed project site was not available. The closest long-term air quality monitoring station in the SSAB for ozone, nitrogen oxides, carbon monoxide and 10-micron diameter particulate matter (PM-10) is carried out by the SCAQMD at the site called Coachella Valley #1 located in Palm Springs. Table 2-2 summarizes the most recent 8-years of monitoring data from a composite of available data resources.

Ozone and particulates are seen to be the two most significant air quality concerns. The data in Table 2-2 indicate the number of days standards were exceeded for the Coachella Valley area. Localized pollutants such as carbon monoxide, nitrogen oxides, lead, etc. are very low near the proposed project site because background levels are low and there are almost no major sources of such emissions near the project site.

Carbon Monoxide concentrations are often evaluated at the local "micro-scale" level. This level of analysis requires peak hour traffic volumes and traffic operations information as input data. Exhibit 2-A depicts existing AM peak hour traffic volumes in the vicinity of the project site, while Exhibit 2-B presents the PM peak hour traffic volumes. Table 2-3 summarizes existing traffic operations within the study area. The peak hour traffic volume and traffic operations data has been obtained from the document Stoneridge Traffic Impact Analysis (Revised) (Urban Crossroads, Inc., May 21, 2004).

TABLE 2-2

COACHELLA VALLEY AREA AIR QUALITY MONITORING SUMMARY - 1995-2002

POLLUTANT / STANDARD	1995	1996	1997	1998	1999	2000	2001	2002
Ozone:								
1- Hour > 0.09 ppm (days)	49	60	45 [1]	40	27	40	53	49
1- Hour > 0.12 ppm (days)	9	12	4 [1]	8	1	0	6	2
8- Hour ≥ 0.08 ppm (days)	XX	XX	31 [1]	38	21	33	42	48
Max. 1-Hour Conc. (ppm)	0.16	0.16	0.16 [1]	0.17	0.13	0.12	0.14	0.11
Carbon Monoxide:								
1- Hour > 20. ppm (days)	0	0	0	0	XX	XX	XX	XX
8- Hour > 9. ppm (days)	0	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	3	3	3	3	3	3	2	2
Max. 8-Hour Conc. (ppm)	1.5	1.6	1.4	1.6	1.8	1.6	1.5	1.2
Nitrogen Dioxide:								
1-Hour > 0.25 ppm (days)	0	0	0	0	0	0	XX	0
Max. 1-Hour Conc. (ppm)	0.09	0.08	0.07 [1]	0.07	0.07	0.07	0.08	0.1
Particulate Lead:								
1-Month ≥ 1.5 ug/m^3 (months)	XX	XX	XX	XX	XX	XX	XX	XX
Max 1-Hr Conc. (ug/m^3)	XX	XX	XX	XX	XX	XX	XX	XX
Particulate Sulfate:								
24-Hour ≥ 25. ug/m^3 (% samples)	XX	XX	XX	XX	XX	XX	XX	XX
Max 24-Mon. Conc. (ug/m^3)	XX	XX	XX	XX	XX	XX	XX	XX
Inhalable Particulates (PM-10):								
24-Hour > 50 ug/m^3 (days exceeded/sampled)	27/61 [2]	2/61	1/59	XX	XX	0/56	1/49 [3]	3/59
24-Hour > 150 ug/m^3 (days exceeded/sampled)	1/61 [2]	0/61	0/59	0/58	0/58	0/56	0/49 [3]	0/59
Max. 24-Hour Conc. (ug/m^3)	199 [2]	130	63	72	104	44	53 [3]	70
Ultra-Fine Particulates (PM-2.5):								
24-Hour > 65 pg/m^3(days exceeded/sampled)	XX	XX	XX	XX	XX	0/120	0/107	0/119
Max. 24-Hour Conc. (pg/m^3)	XX	XX	XX	XX	29.6 [1]	28.5	44.7	42.3

[1] Less than 12 full months of data. May not be representable.

[2] Includes one high wind natural event day.

[3] The data for the samples collected on high-wind-days (245 ug/m3 on 6/3/01, 180 ug/m3 on 6/12/01, 155 ug/m3 on 7/3/01, 604 ug/m3 on 8/17/01 and 165 ug/m3 on 9/13/01 at Station Number 4157; and 432 ug/m3 on 7/3/01 at Station 4137) were excluded in accordance with EPA's Natural Events Policy.

Source: South Coast AQMD (www.aqmd.gov) - Coachella Valley 1 and 2 Area Air Monitoring Stations data summaries, supplemented by Riverside data for selected particulate species

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EXHIBIT 2-A

EXISTING AM PEAK HOUR INTERSECTION VOLUMES

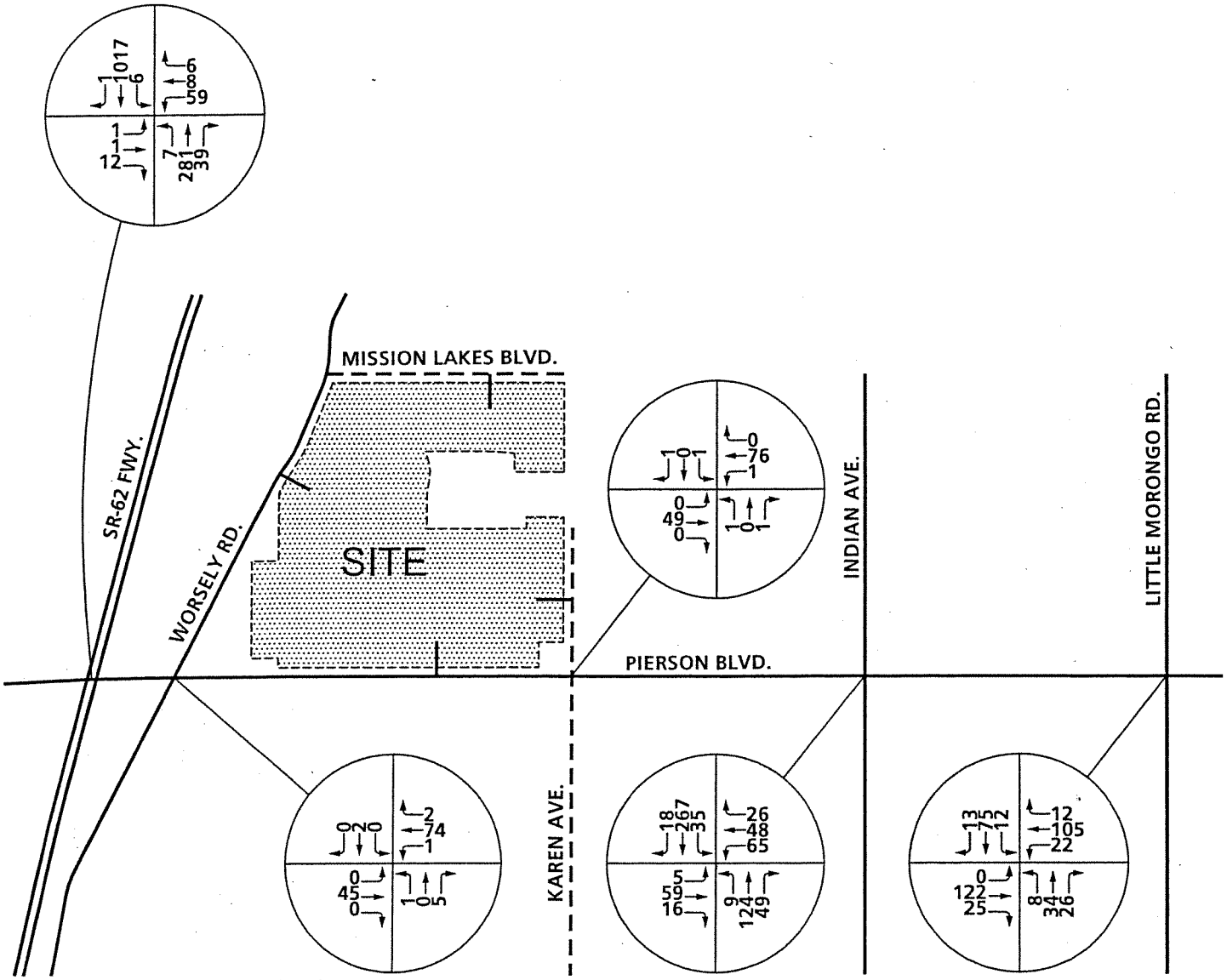

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EXHIBIT 2-B

EXISTING PM PEAK HOUR INTERSECTION VOLUMES

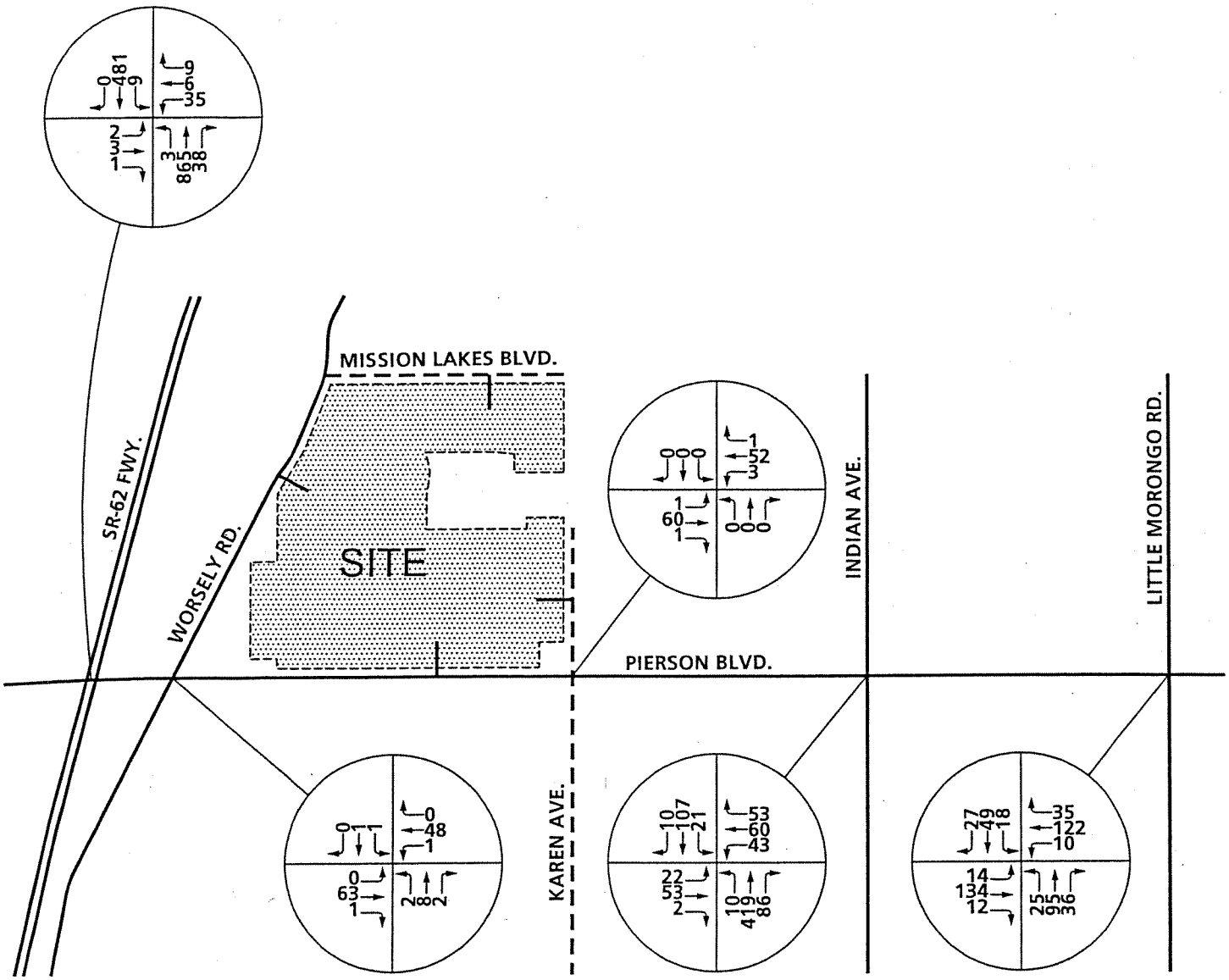

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TABLE 2-3

INTERSECTION ANALYSIS FOR EXISTING CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
SR-62 Fwy. (NS) at: • Pierson Blvd. (EW)	CSS	1	2	1	1	2	1	0	1	0	0	1	0	24.4	32.8	C	D
Worsley Rd. (NS) at: • Pierson Blvd. (EW)	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	9.7	9.4	A	A
Karen Ave. (NS) at: • Pierson Blvd. (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	8.9	7.3	A	A
Indian Ave. (NS) at: • Pierson Blvd. (EW)	AWS	0.5	0.5	1	0	1	0	0	1	0	0	1	0	10.1	12.9	B	B
Little Morongo Rd. (NS) at: • Pierson Blvd. (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	8.2	8.7	A	A

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right

2 Delay and level of service calculated using the following analysis software: Traffix, Version 7.6.0.38 (2003). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

3 CSS = Cross Street Stop
AWS = All Way Stop

4 -- = Delay High, Intersection Unstable, Level of Service "F".

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Existing AM and PM peak hour traffic conditions were evaluated under minimum dispersion conditions to provide a baseline for the analysis of worst-case conditions for the future time frame conditions without and with project evaluated in the traffic impact analysis. Table 2-4 summarizes existing conditions carbon monoxide (CO) levels based on the microscale CO analysis at the 5 study area intersections evaluated in the project traffic study. None of the analysis locations currently experiences a CO level in excess of the allowable concentration of 20.0 parts per million (PPM). Appendix "A" includes the Existing Conditions microscale CO analysis.

Suspended particulate levels are sometimes high throughout the SSAB due to a high number of unpaved roads, agricultural activities, blowsand conditions and dry soil conditions. Particulate exposure, from both a health and a visibility perspective is a serious air quality concern in the Coachella Valley area.

TABLE 2-4

EXISTING CONDITIONS CARBON MONOXIDE (CO) LEVELS

#	INTERSECTION	AM	PM
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	3.58	3.58
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	2.88	2.88
3	Karen Av. (NS) @ Pierson Blvd. (EW)	2.88	2.88
4	Indian Av. (NS) @ Pierson Blvd. (EW)	2.93	3.25
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	2.81	2.81

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3.0 PROJECT AIR QUALITY IMPACT

Land uses such as those proposed for the Stoneridge Residential Development impact air quality predominately through increased automotive emissions. Table 3-1 provides the project trip generation rates, while Table 3-2 summarizes the project trip generation characteristics (Stoneridge Traffic Impact Analysis (Revised) Urban Crossroads, Inc., May 21, 2004). The project-related air quality concern centers on the 20,196 vehicle trips that will be generated by the proposed project. The California ARB has developed a land use and air pollution emissions computer model (URBEMIS 2002) that is used to calculate the daily emissions increase associated with the proposed project.

Any single project typically does not cause enough traffic and associated air pollutants to be generated as to individually threaten clean air standards. It is typically the cumulative effect of hundreds of such developments that causes the small incremental impact from any one development to become cumulatively significant. Minor secondary emissions during construction, from increased fossil-fueled energy utilization and from small miscellaneous sources will also be generated, but these are usually much smaller in both duration and volume than the mobile source emissions.

3.1 Standards of Significance

Air quality impacts are considered significant if they cause clean air standards to be violated where they are currently met, or if they measurably contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following five tests of air quality impact significance. A project would have a potentially significant impact if it:

a. Conflicts with or obstructs implementation of the applicable air quality plan,

TABLE 3-1

TRIP GENERATION RATES[1]

LAND USE	ITE CODE	QUANTITY	UNITS[2]	PEAK HOUR TRIP RATES				DAILY
				AM		PM		
				IN	OUT	IN	OUT	
Project Trip Rates:								
Single-Family Detached	210	1993	DU	0.19	0.56	0.65	0.36	9.57
Elementary School	520	1100	STU	0.17	0.12	0.12	0.14	1.02
Other Development Trip Rates:								
Single-Family Detached	210	Varies	DU	0.19	0.56	0.65	0.36	9.57
Residential Condo / Townhouse	230	130	DU	0.07	0.37	0.36	0.18	5.86
Apartments	220	323	DU	0.08	0.43	0.42	0.20	6.63
Commercial	820	109.5	TSF	0.94	0.60	2.92	3.17	65.99
Elderly Housing Detached	251	424	DU	0.08	0.13	0.15	0.08	3.30
Golf Course	430	36	HOLES	1.75	0.47	1.21	1.53	35.74

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 6th Edition, 1997.

[2] DU = Dwelling Units
STU = Students
TSF = Thousand Square Feet
HOLES = Number of holes in a golf course

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TABLE 3-2

TRIP GENERATION SUMMARY

LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
YEAR 2004 CONDITIONS							
SFDR[2] (PHASE I)	370	DU	70	207	241	133	3,541
YEAR 2005 CONDITIONS							
SFDR (PHASE I)	370	DU	70	207	241	133	3,541
SFDR (PHASE II)	633	DU	120	354	411	228	6,058
TOTAL (YEAR 2005: PHASES I-II)			**190**	**561**	**652**	**361**	**9,599**
YEAR 2006 CONDITIONS							
SFDR (PHASE I)	370	DU	70	207	241	133	3,541
SFDR (PHASE II)	633	DU	120	354	411	228	6,058
SFDR (PHASE III)	400	DU	76	224	260	144	3,828
Elementary School (PHASE III)	1,100	STU	187	132	132	154	1,122
TOTAL (YEAR 2006: PHASES I-III)			**453**	**917**	**1044**	**659**	**14,549**
YEAR 2007 CONDITIONS							
SFDR (PHASE I)	370	DU	70	207	241	133	3,541
SFDR (PHASE II)	633	DU	120	354	411	228	6,058
SFDR (PHASE III)	400	DU	76	224	260	144	3,828
Elementary School (PHASE III)	1,100	STU	187	132	132	154	1,122
SFDR (PHASE IV)	380	DU	72	213	247	137	3,637
TOTAL (YEAR 2007: PHASES I - IV)			**525**	**1130**	**1291**	**796**	**18,186**
YEAR 2008 CONDITIONS							
SFDR (PHASE I)	370	DU	70	207	241	133	3,541
SFDR (PHASE II)	633	DU	120	354	411	228	6,058
SFDR (PHASE III)	400	DU	76	224	260	144	3,828
Elementary School (PHASE III)	1,100	STU	187	132	132	154	1,122
SFDR (PHASE IV)	380	DU	72	213	247	137	3,637
SFDR (PHASE V)	210	DU	40	118	137	76	2,010
TOTAL (YEAR 2008: ALL PHASES)			**565**	**1248**	**1428**	**872**	**20,196**

[1] DU = Dwelling Units
STU = Students

[2] SFDR = Single-Family Detached Residential

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b. Violates any air quality standard or contributes substantially to an existing or projected air quality violation,

c. Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors),

d. Exposes sensitive receptors to substantial pollutant concentrations,

e. Creates objectionable odors affecting a substantial number of people.

Air quality impacts can occur locally near a source if the pollutants are already emitted in their most harmful form. Many pollutants, however, require a subsequent transformation before their exposure is maximally unhealthful. Such pollutants are called "secondary pollutants." Photochemical smog (mostly ozone) is the most common secondary pollutant in Southern California. This transformation of precursor emissions into secondary pollutants may take several hours and occur miles away from the source. During such transport, the emissions from any single source will be diluted to an immeasurably small amount.

Because the emissions from any one source can typically not be translated directly into an ambient air quality impact, the SCAQMD in its 1993 "CEQA Air Quality Handbook," has developed a set of surrogate factors to indirectly assess potential significance. These factors are based on the amount of emissions themselves. The Handbook recommends that the following project-related emission levels (Daily Thresholds) should be considered to have an individually and cumulatively significant air quality impact if they represent an increase over existing regional emissions.

Reactive Organic Compounds (ROC)	-	55 pounds/day
Nitrogen Oxides (NO_x)	-	55 pounds/day
Carbon Monoxide (CO)	-	550 pounds/day
Sulfur Dioxide (SO_2)	-	150 pounds/day
Particulate Matter (PM-10)	-	150 pounds/day

During construction, the above significance thresholds for ROC and NO_x, the two main ozone precursor emissions, are relaxed to 75 and 100 pounds per day, respectively. The SCAQMD Handbook also identifies a number of secondary sources of potentially significant impacts. These sources include:

- inconsistency with growth projections in underlying regional plans
- microscale "hot spot" potential
- generation of odors, dust or other nuisance
- hazardous or air toxic emissions

These sources should be quantified for evaluation on a project-specific basis. If quantitative analysis is not feasible, they should at least be addressed on a qualitative basis. For this analysis emissions are estimated for site grading, construction, area source (project site) and vehicle emissions (operational emissions). Table 3-3 summarizes air emissions for site grading and Table 3-4 summarizes air emissions from construction, area source and operational activities.

3.2 Project-Related Sources of Potential Impact

Intensification of land uses potentially impacts ambient air quality on two scales of motion. As cars drive throughout Southern California, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from many other vehicles. The impact from the project, even if it generates a significant number of new vehicle trips, is very small on a regional scale. For

TABLE 3-3

MASS GRADING SUMMARY

SCAQMD Daily Thresholds for Project Operations (pounds per day)					
	ROG	NOx	CO	PM10	SOx
Daily (lbs/day)	75	100	550	150	150
PROJECT CONSTRUCTION EMISSIONS					
Construction	**136.81**	**1,071.62**	**1013.09**	**201.25**	0.01
% threshold	**182%**	**1072%**	**184%**	**134%**	0%

MITIGATED PROJECT EMISSIONS SUMMARY

SCAQMD Daily Thresholds for Project Operations (pounds per day)					
	ROG	NOx	CO	PM10	SOx
Daily (lbs/day)	75	100	550	150	150
PROJECT CONSTRUCTION EMISSIONS					
Construction	14.71	97.71	124.56	101.92	0.01
% threshold	20%	98%	23%	68%	0%

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TABLE 3-4

PROJECT EMISSIONS SUMMARY

SCAQMD Daily Thresholds for Project Operations (pounds per day)					
	ROG	NOx	CO	PM10	SOx
Daily (lbs/day)	55	55	550	150	150
SUMMER OPERATING EMISSIONS					
Area Source	28.06	26.03	27.06	0.07	0.52
Operations	244.44	176.74	2516.53	204.65	1.45
total	272.5	202.77	2543.59	204.72	1.97
% threshold	495%	369%	462%	136%	1%
WINTER OPERATING EMISSIONS					
Area Source	26.36	25.73	10.93	0.05	0
Operations	165.02	229.95	1720.8	204.65	1.17
total	191.38	255.68	1731.73	204.7	1.17
% threshold	348%	465%	315%	136%	1%
SCAQMD Daily Thresholds for Construction (pounds per day)[1]					
	ROG	NOx	CO	PM10	SOx
Daily (lbs/day)	75	100	550	150	150
PROJECT CONSTRUCTION EMISSIONS					
Construction	1931.27	1,066.52	1393.98	47.26	0.24
% threshold	2575%	1067%	253%	32%	0%

MITIGATED PROJECT EMISSIONS SUMMARY

SCAQMD Daily Thresholds for Project Operations (pounds per day)					
	ROG	NOx	CO	PM10	SOx
Daily (lbs/day)	55	55	550	150	150
SUMMER OPERATING EMISSIONS					
Area Source	26.19	23.02	10.1	0.05	0
Operations	240.13	172.08	2450.13	199.26	1.41
total	266.32	195.10	2460.23	199.31	1.41
% threshold	484%	355%	447%	133%	1%
WINTER OPERATING EMISSIONS					
Area Source	26.14	23.02	9.72	0.04	0
Operations	161.04	223.88	1675.37	199.26	1.14
total	187.18	246.90	1685.09	199.3	1.14
% threshold	340%	449%	306%	133%	1%
SCAQMD Daily Thresholds for Construction (pounds per day)[1]					
	ROG	NOx	CO	PM10	SOx
Daily (lbs/day)	75	100	550	150	150
PROJECT CONSTRUCTION EMISSIONS					
Construction	59.86	91.01	206.38	2.3	0.24
% threshold	80%	91%	38%	2%	0%

[1] Construction estimates for year 2006 (400 DU plus Elementary School), the most significant year of construction.

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project related emissions URBEMIS 2002, an Air Resources Board (ARB) air emissions model was used to forecast project related emissions.

3.3 Construction Activity Impacts

Site grading for the project does not include any import or export of fill dirt. It is assumed that site grading for the entire project (including the school site) will be done prior to construction. Site grading will happen over a 3 month period with approximately 15 acres being graded on a daily basis. As shown on Table 3-3, the projects unmitigated site grading emissions will result in reactive organic gases (ROGs), nitrogen oxides (NOx), carbon monoxide (CO) and fine particulate matter (PM10) emissions that exceed the allowable thresholds for short term site grading related air quality impacts. Sulfur dioxide does not present a short term site grading impact.

The potential short-term site grading impact for PM-10 emissions has been reduced to less than significant levels by properly maintaining grading equipment, applying soil stabilizers to inactive areas, replacing ground cover in disturbed areas quickly, watering areas being graded 2 times per day, watering all (unpaved) haul roads 2 times per day, and using cooled exhaust gas recirculation on both on-road and off-road construction vehicles/equipment.

Based on this analysis, site grading activities may potentially result in short-term site grading impacts. If the measures to limit daily site grading emissions are implemented, however, project short-term site grading impacts may be reduced to less than significant levels for all of the criteria pollutants. Recommended mitigation measures necessary to reduce project short term site grading impacts to less than significant levels include:

- Performing regularly schedule equipment maintenance to minimize equipment emissions.

- Application of soil stabilizers to inactive areas.

- Watering exposed grading areas twice per day and replacing ground cover in disturbed areas quickly.

- Use of cooled exhaust gas recirculation (EGR) on both on-road and off-road vehicles/equipment.

- Use of alternative fuels such as ultra-low sulfur diesel fuels for off-road construction vehicles/equipment where possible.

Construction impacts are summarized on Table 3-4 (presented previously). The analysis of construction emissions was performed for the construction year 2006 (400 DU and 1,100 student elementary school), a significant year of development. As shown on Table 3-4, the project's unmitigated construction emissions will result in volatile organic compounds (VOCs/ROGs), nitrogen oxides (NO_x), and carbon monoxide (CO) emissions that exceed the allowable thresholds for short term construction related air quality impacts. PM-10 and sulfur dioxide does not present a short term construction impact.

Construction activities generate evaporative emissions of VOC from paints, solvents, asphalt, roofing tar and other coatings. The volatility of the materials used in asphalt is regulated by the AQMD rules, as are paints and solvents. Even water-based paint, however, still contains a high percentage of VOCs such that paint and other architectural coatings are the primary source of construction-related VOC emissions. Typical water-based paints contain around 2 pounds of VOC per gallon of paint ("CEQA Air Quality Handbook", Table A9-13-C). Application of more than

37.5 gallons per day of paint would cause the SCAQMD threshold of 75 pounds per day of VOCs to be exceeded. A painting schedule to limit average weekly surface coating to less than 225 gallons (225 gal.÷ 6 days = 37.5 gal./day) is recommended to maintain VOC emissions impact potential at less than significant levels.

Based on this analysis, the project may potentially result in short-term construction impacts. If the measures to limit daily construction related emissions are implemented, however, project short-term construction impacts may be reduced to less than significant levels for all of the criteria pollutants. Recommended mitigation measures necessary to reduce project short term construction impacts to less than significant levels include:

- Performing regularly schedule equipment maintenance to minimize equipment emissions.

- Use of cooled exhaust gas recirculation (EGR) on both on-road and off-road vehicles/equipment.

- Use of alternative fuels such as ultra-low sulfur diesel fuels for off-road construction vehicles/equipment where possible.

- Following a phased approach to the application of architectural coatings thereby limiting the amount of architectural coating off-gas to less then significant levels (by limiting application of architectural coatings to 225 gallons per week or less).

- Use of an asphalt sealer to reduce off-gassing and odors associated with new asphalt.

3.4 Area Source and Operational (Vehicular) Impacts

The project-related area source emissions burdens, along with a comparison of SCAQMD recommended significance thresholds, are shown in Table 3-4. It is assumed that wood burning stoves and natural wood burning fireplaces will not be included in the proposed development. The use of "clean burning" fireplaces rather than traditional inefficient wood burning fireplaces is consistent with the County of Riverside Countywide Design Standards and Guidelines adopted by the Riverside County Board of Supervisors on January 13, 2004.

Project operational impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak hour traffic volumes and traffic operations in the vicinity of the project. Overall project daily emissions are evaluated first, followed by analysis of the potential peak hour "micro-scale" air quality impacts of the project.

The project-related operations emissions burdens, along with a comparison of SCAQMD recommended significance thresholds, are shown in Table 3-4. The project has the potential to exceed the SCAQMD emissions' significance thresholds for reactive organic gases (ROGs), nitrogen oxides (NOx) and carbon monoxide (CO). Recommended mitigation measures necessary to reduce project operational impacts to them maximum extent possible include:

- Construct, contribute, or dedicate land for the provision of off-site and on-site bicycle trails linking the facility to designated bicycle commuting routes.

- Provide site improvements such as street lighting, street furniture, route signs and displays, bus turnouts, and sidewalks and/or pedestrian paths.

- Provide electrical outlets in front and back of house to facilitate the use of electric landscape equipment.

- Use of low-emission water heaters.

- Use of central water heating system.

It should be noted that all operational emissions cannot be mitigated by the measures listed above. Due to the large volume of vehicle trips (20,196) associated with this project, operational emissions will exceed allowable thresholds set forth by the SCAQMD.

3.5 Secondary Effects Evaluation

The potential impact of the project on sensitive receptors has also been considered. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

The only potential sensitive receptors included in the project are the residential and elementary school components of the project. The receptors are not located within a quarter mile of any facilities emitting toxic pollutants, nor are the residential uses located adjacent to a congested roadway or other area with a high background carbon monoxide concentration. The proposed receptors are also not downwind from any known emitter of objectionable odors. Therefore, no significant impact associated with sensitive receptors is anticipated at a result of the project.

The potential for the project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The project does not include any land uses that are expected to generate objectionable odors, nor does the proposed project include any of the land uses typically associated with odor complaints. Therefore, no significant impact related to the emission of objectionable odors is anticipated.

3.6 Microscale Carbon Monoxide (CO) Air Quality Impacts

A "hotspot" CO analysis was performed to predict carbon monoxide (CO) levels at adjacent intersections and the project access from vehicle operations. The CO Protocol publication by the University of California, Davis (December 1997) describes the screening analysis procedure based on the Caltrans' dispersion model CALINE4 that was used to predict the CO project impact levels.

According to 2002 air quality data (see Table 2-2 presented previously), the background 1 hour CO level for the study area is 2.0 parts per million (ppm). Per California Air Quality Standards for CO, the concentration of CO should not exceed 20.0 ppm for an averaging period of 1 hour. Therefore, microscale analysis showing a localized contribution to CO of 18.0 ppm would be required to exceed the allowable threshold.

Future traffic volumes were again obtained from the report Stoneridge Traffic Impact Analysis (Revised) (Urban Crossroads, Inc., May 21, 2004). The scenarios evaluated in the traffic study and thus available for analysis from an air quality perspective include 2008 Cumulative Conditions With Project and 2008 Cumulative Conditions Without Project.

Exhibit 3-A and Exhibit 3-B summarize 2008 With Project AM and PM peak hour traffic volumes, respectively, and Exhibit 3-C and Exhibit 3-D summarize Cumulative Conditions Without Project AM and PM peak hour traffic volumes, respectively. Table 3-5 and Table 3-6 summarizes the 2008 With and Without Project traffic operations analysis results respectively. This data has been used as input to the microscale CO analysis. Based on the input traffic data, the microscale CO analysis has been performed and is summarized on Table 3-7 for 2008 With and Without Project conditions for the study area intersections evaluated in the project traffic study. None of the analysis locations is projected to experience CO levels in excess of the allowable concentration of 20.0 parts per million (PPM). The highest project CO level is 12.67 ppm. Appendix "E" includes the 2008 With Project conditions microscale CO analysis, while Appendix "F" contains the worksheets pertaining to the 2008 Without Project conditions microscale CO analysis.

EXHIBIT 3-A

CUMULATIVE (2008) WITH PROJECT AM PEAK HOUR INTERSECTION VOLUMES

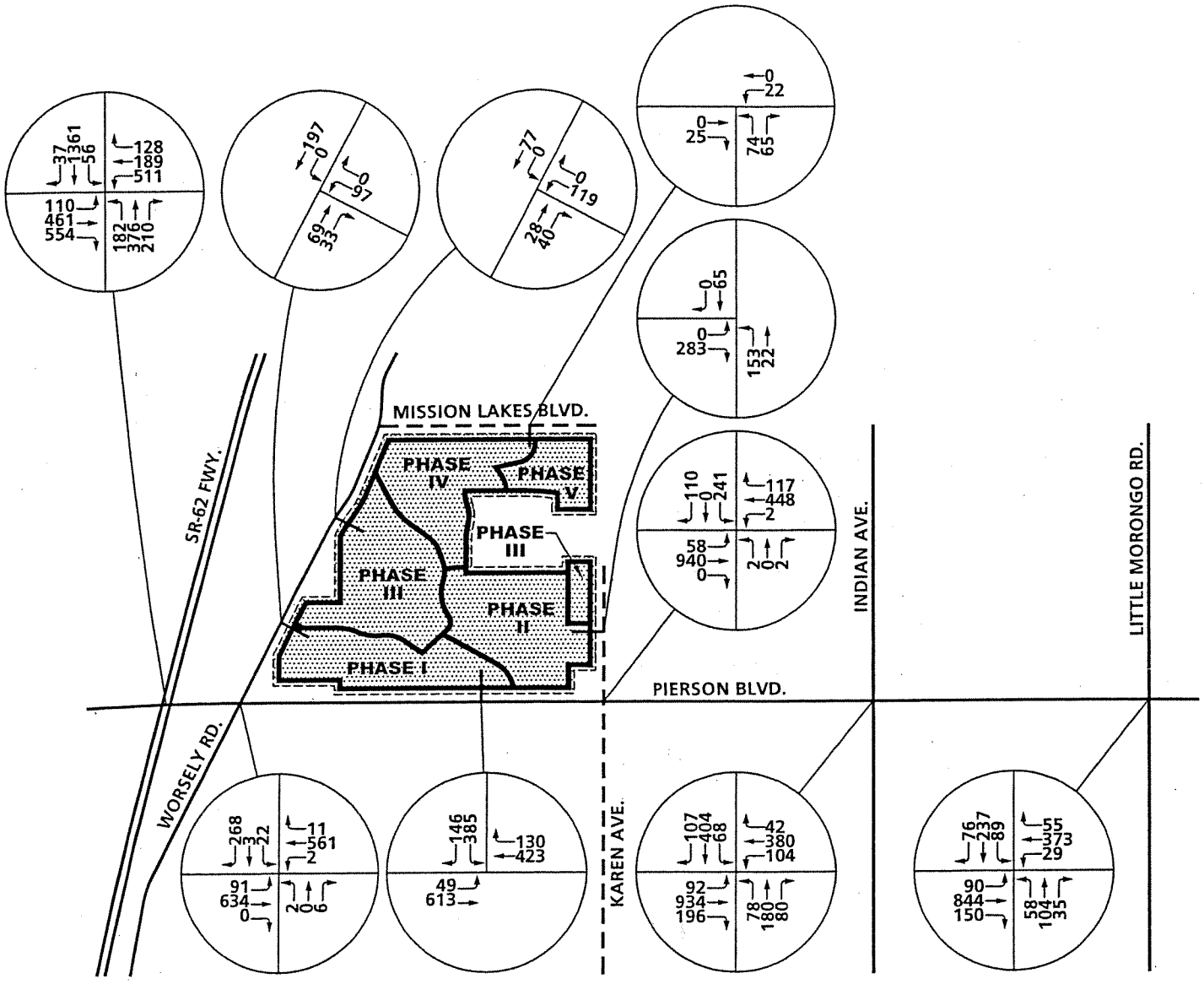

EXHIBIT 3-B

CUMULATIVE (2008) WITH PROJECT PM PEAK HOUR INTERSECTION VOLUMES

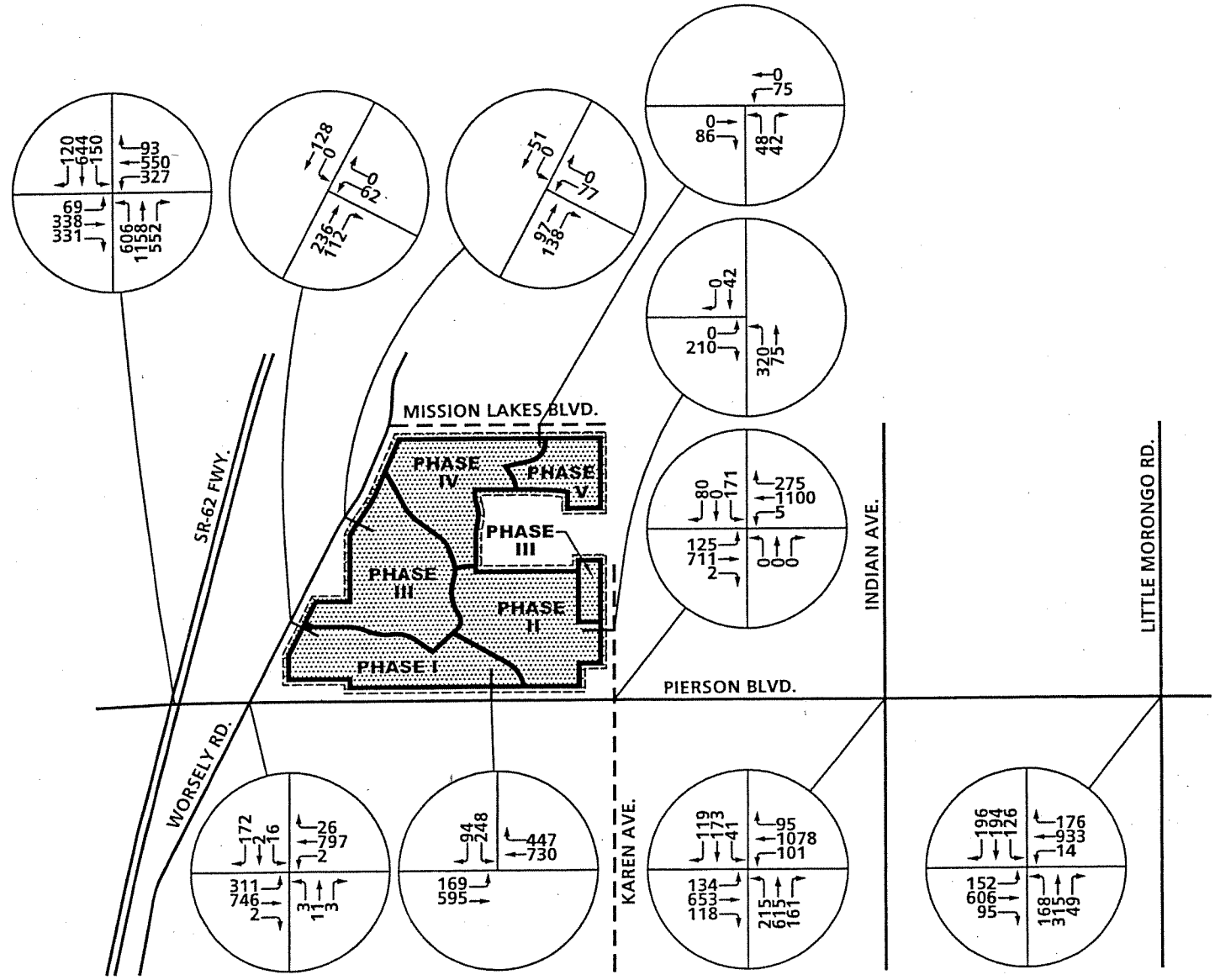

EXHIBIT 3-C

CUMULATIVE (2008) CONDITIONS WITHOUT PROJECT AM PEAK HOUR INTERSECTION VOLUMES

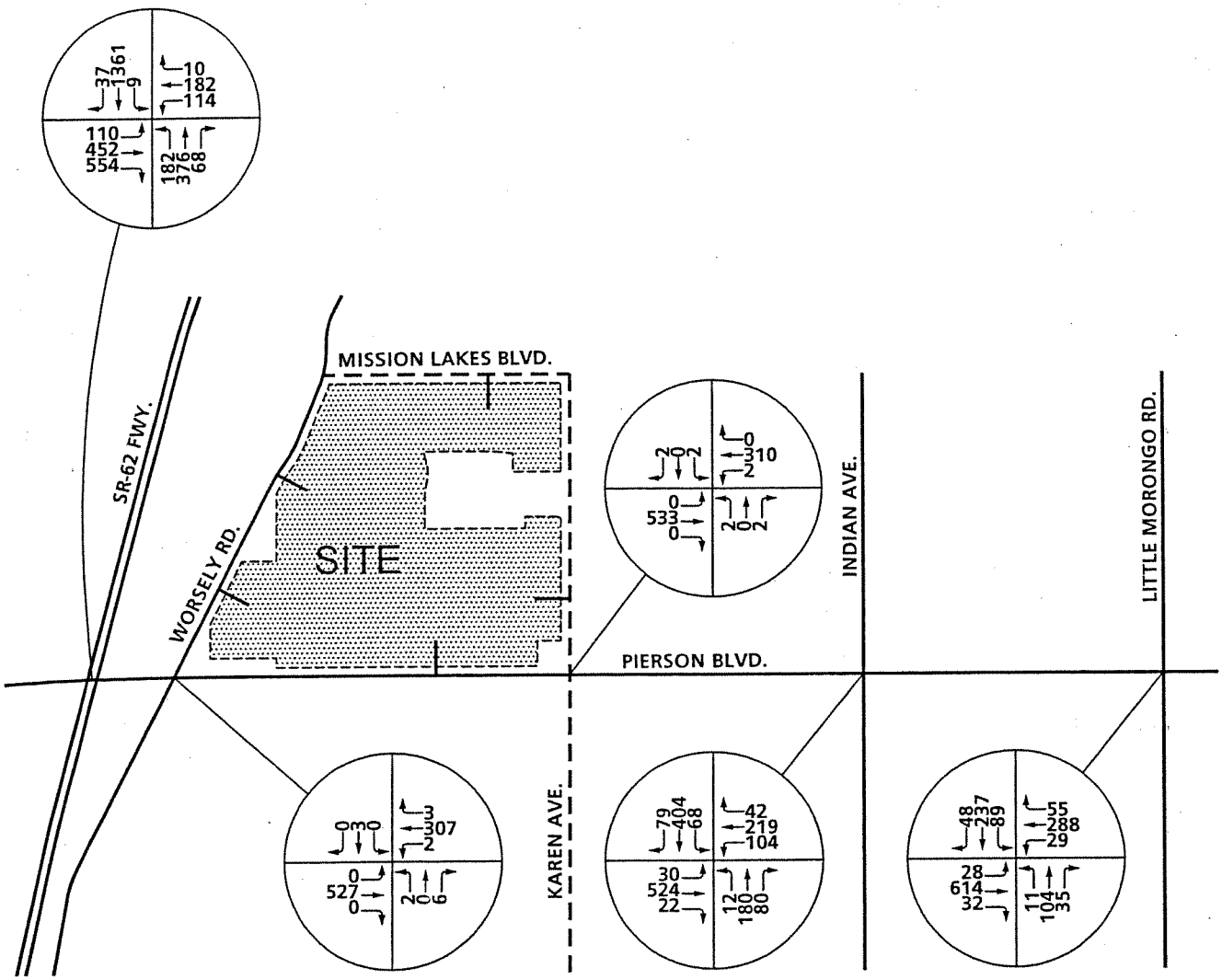

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EXHIBIT 3-D

CUMULATIVE (2008) CONDITIONS WITHOUT PROJECT PM PEAK HOUR INTERSECTION VOLUMES

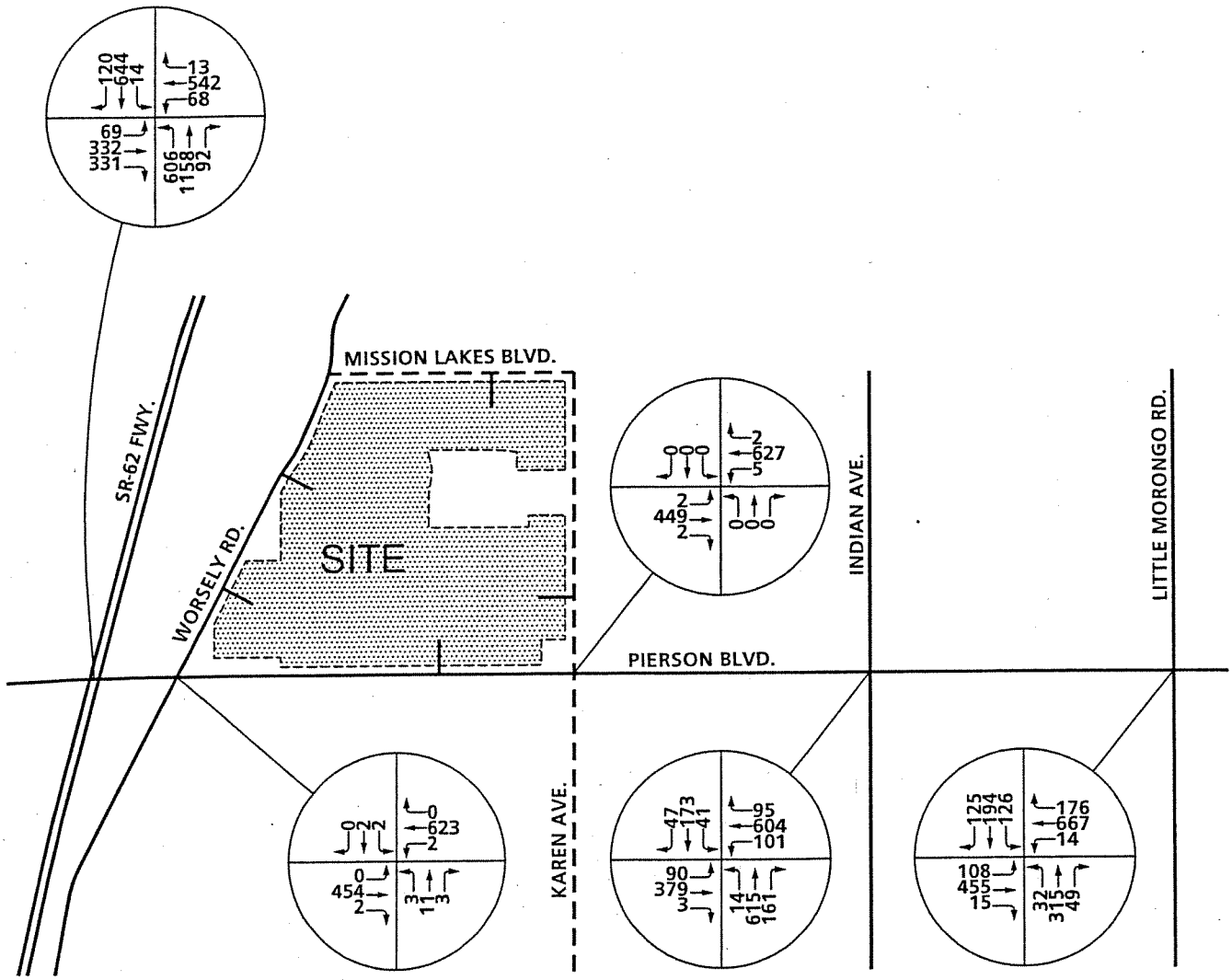

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TABLE 3-5

INTERSECTION ANALYSIS FOR CUMULATIVE (2008) WITH PROJECT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
SR-62 Fwy. (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	CSS	1	2	1	1	2	1	0	1	0	0	1	0	—[4]	—[4]	F	F
- with improvements	TS	1	2	1>	1	2	1	1	1	1>	2	1	0	45.9	52.2	D	D
Worsley Rd. (NS) at:																	
• Driveway 1 (EW)	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.8	10.2	A	B
• Driveway 2 (EW)	CSS	0	1	0	0	1	0	0	0	0	0	1	0	10.9	11.8	B	B
• Pierson Blvd. (EW)																	
- without improvements	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	47.2	—[4]	E	F
- with improvements	TS	0	1	0	0	1	0	1	1	1	0	1	0	14.9	13.1	B	B
Driveway 3 (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	CSS	0	0	0	0	1	0	1	1	0	0	1	0	—[4]	—[4]	F	F
- with improvements	TS	0	0	0	0	1	0	1	1	0	0	1	0	14.1	16.5	B	B
Driveway 4 (NS) at:																	
• Mission Lakes Blvd. (EW)	CSS	0	1	0	0	0	0	0	1	0	0	1	0	7.3	7.5	A	A
Karen Ave. (NS) at:																	
• Driveway 5 (EW)	CSS	0	1	0	0	1	0	0	1	0	0	0	0	10.2	9.3	B	A
• Pierson Blvd. (EW)																	
- without improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	—[4]	—[4]	F	F
- with improvements	TS	0	1	0	0	1	0	0	1	0	0	1	0	14.4	22.5	B	C
Indian Ave. (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	AWS	0.5	0.5	1	0	1	0	0	1	0	0	1	0	—[4]	—[4]	F	F
- with improvements	TS	1	2	0	0	1	0	1	2	0	1	2	0	30.9	29.0	C	C
Little Morongo Rd. (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	—[4]	—[4]	F	F
- with improvements	TS	0	1	0	0	1	0	1	1	0	1	2	0	43.1	44.0	D	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement; > = Right-Turn Overlap Phasing

[2] Delay and level of service calculated using the following analysis software: Traffix, Version 7.6.0.38 (2003). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop
AWS = All Way Stop
TS = Traffic Signal

[4] — = Delay High, Intersection Unstable, Level of Service "F".

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TABLE 3-6

INTERSECTION ANALYSIS FOR CUMULATIVE (2008) WITHOUT PROJECT CONDITIONS

INTERSECTION	TRAFFIC CONTROL[3]	INTERSECTION APPROACH LANES[1]												DELAY[2] (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
SR-62 Fwy. (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	CSS	1	2	1	1	2	1	0	1	0	0	1	0	—[4]	—	F	F
- with improvements	TS	1	2	1	1	2	1	1	1	1	0	1	0	30.7	34.5	C	C
Worsley Rd. (NS) at:																	
• Pierson Blvd. (EW)	CSS	0	1	0	0	1	0	0.5	0.5	1	0	1	0	17.0	23.1	C	C
Karen Ave. (NS) at:																	
• Pierson Blvd. (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	14.7	8.7	B	A
Indian Ave. (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	AWS	0.5	0.5	1	0	1	0	0	1	0	0	1	0	—	—	F	F
- with improvements	TS	0.5	0.5	1	0	1	0	0	1	0	0	1	0	13.3	19.7	B	B
Little Morongo Rd. (NS) at:																	
• Pierson Blvd. (EW)																	
- without improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	76.9	—	F	F
- with improvements	TS	0	1	0	0	1	0	0	1	0	0	1	0	11.4	18.8	B	B

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

2 Delay and level of service calculated using the following analysis software: Traffix, Version 7.6.0.38 (2003). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

3 CSS = Cross Street Stop
AWS = All Way Stop
TS = Traffic Signal

4 -- = Delay High, Intersection Unstable, Level of Service "F".

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TABLE 3-7

CARBON MONOXIDE (CO) HOT SPOT LEVELS
2008 YEAR CONDITIONS SUMMARY TABLE

#	INTERSECTION	W/OUT PROJECT		WITH PROJECT	
		AM	PM	AM	PM
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	10.21	8.25	10.21	12.67
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	10.21	8.25	10.21	12.67
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	XX	XX	2.71	2.73
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	XX	XX	2.73	2.87
5	Worsely Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	3.02	3.12	3.55	4.35
6	Worsely Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	XX	XX	3.55	4.35
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	XX	XX	4.30	4.56
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	XX	XX	4.30	4.56
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	XX	XX	2.75	2.73
10	Karen Av. (NS) @ Dwy. 5 (EW)	XX	XX	2.87	3.01
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	3.02	3.12	5.13	4.53
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	XX	XX	5.13	4.53
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	3.92	7.79	6.68	10.62
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	3.92	7.79	5.13	5.06
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	3.75	4.67	5.13	5.92
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP.	3.75	4.67	6.24	6.60

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4.0 FINDINGS AND CONCLUSIONS

Potential project air quality impacts (prior to mitigation) have been identified for both short-term construction and long-term operational conditions. Implementation of recommended mitigation measures, such as performing regularly scheduled equipment maintenance to minimize equipment emissions, watering exposed grading areas twice per day, regular watering of haul roads two times per day during grading activities and following a phased approach to the application of architectural coatings will mitigate project construction impacts to less than significant levels. A detailed list of construction mitigation measures was previously presented in Chapter 3. Project operational impacts can be reduced through the use of "clean-burning" fireplaces rather than traditional inefficient wood burning fireplaces (per the County of Riverside's Countywide Design Standards and Guidelines recently adopted by the Riverside County Board of Supervisors on January 13, 2004.), eliminating the use of wood burning stoves, use of low-emission water heaters, installation of electric outlets at the front and rear of house to facilitate the use of electric landscape equipment and provide site improvements such as street lighting, street furniture, route signs and displays, bus turnouts, and sidewalks and/or pedestrian paths. A detailed listing of mitigation measures for operational impacts was previously presented in Chapter 3.

The project does not conflict with or obstruct implementation of the applicable air quality plan. The project is also consistent with regionally adopted growth projections for the study area. The project also does not expose sensitive receptors to substantial pollutant concentrations, nor does it create objectionable odors affecting a substantial number of people.

APPENDIX A

EXISTING CONDITIONS MICROSCALE CARBON MONOXIDE (CO)

ANALYSIS CALCULATIONS

TABLE 1

ROAD GEOMETRY INPUT PARAMETERS

SCENARIO:	*EXISTING AM*
ANALYSIS YEAR=	*2003*
% COLD START=	*10%*
CO BACKGROUND=	*2*
CENTRAL VALLEY ?	*Y*
COASTAL AND COASTAL VALLEY AREA ?	*N*
WIND GREATER THAN 0.5m/s ?	*N*

INT#	INTERSECTION DESCRIPTION	OBSERVER FROM N-S CURB (meters)	OBSERVER FROM E-W CURB (meters)	N-S CRUISE SPEED (mi/h)	E-W CRUISE SPEED (mi/h)	% RED N-S	% RED E-W
1	*SR-62 Fwy. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*40*	*35*	*30%*	*70%*
2	*Worsley Rd. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*25*	*35*	*70%*	*30%*
3	*Karen Av. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*25*	*35*	*70%*	*30%*
4	*Indian Av. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*35*	*35*	*30%*	*70%*
5	*Little Morongo Rd. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*25*	*35*	*60%*	*40%*

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TABLE 2

TURN MOVEMENT VOLUMES
EXISTING AM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	7	281	39	6	1017	1	1	1	12	59	8	6
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	1	0	5	0	2	0	0	45	0	1	74	2
3	Karen Av. (NS) @ Pierson Blvd. (EW)	1	0	1	1	0	1	0	49	0	1	76	0
4	Indian Av. (NS) @ Pierson Blvd. (EW)	9	124	49	35	267	18	5	59	16	65	48	26
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	8	34	26	12	75	13	0	122	25	22	105	12

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A4

TABLE 3

LANE GEOMETRY
EXISTING AM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	*1*	*2*	*1*	*1*	*2*	*1*	*0*	*1*	*0*	*0*	*1*	*0*
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	*0*	*1*	*0*	*0*	*1*	*0*	*0.5*	*0.5*	*1*	*0*	*1*	*0*
3	Karen Av. (NS) @ Pierson Blvd. (EW)	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*
4	Indian Av. (NS) @ Pierson Blvd. (EW)	*0.5*	*0.5*	*1*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*

J:\UcJobs_01500\01565\Revised Excel\[EX_AM.xls]INPUTS

A5

TABLE 4

CARBON MONOXIDE 1 HOUR LEVELS[1]
EXISTING AM

#	INTERSECTION	TRAFFIC CONTRIBUTION[2]	FINAL CO CONCENTRATION
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	1.58	3.58
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	0.88	2.88
3	Karen Av. (NS) @ Pierson Blvd. (EW)	0.88	2.88
4	Indian Av. (NS) @ Pierson Blvd. (EW)	0.93	2.93
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	0.81	2.81

[1]CO 1 hour levels based on Transportation Project-Level CO Protocol by UC Davis on December, 1997.

[2]Threshold for 1 hour CO level is 20.0 ppm

U:\UcJobs_01500\01565\Revised Excel\[EX_AM.xls]INPUTS

TABLE 1

ROAD GEOMETRY INPUT PARAMETERS

SCENARIO:	*EXISTING PM*
ANALYSIS YEAR=	*2003*
% COLD START=	*10%*
CO BACKGROUND=	*2*
CENTRAL VALLEY ?	*Y*
COASTAL AND COASTAL VALLEY AREA ?	*N*
WIND GREATER THAN 0.5m/s ?	*N*

INT#	INTERSECTION DESCRIPTION	OBSERVER FROM N-S CURB (meters)	OBSERVER FROM E-W CURB (meters)	N-S CRUISE SPEED (mi/h)	E-W CRUISE SPEED (mi/h)	% RED N-S	% RED E-W
1	*SR-62 Fwy. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*40*	*35*	*30%*	*70%*
2	*Worsley Rd. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*25*	*35*	*70%*	*30%*
3	*Karen Av. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*25*	*35*	*70%*	*30%*
4	*Indian Av. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*35*	*35*	*30%*	*70%*
5	*Little Morongo Rd. (NS) @ Pierson Blvd. (EW)*	*8*	*8*	*25*	*35*	*50%*	*50%*

U:\UcJobs_01500\01565\Revised Excel\[EX_PM.xls]INPUTS

TABLE 2

TURN MOVEMENT VOLUMES
EXISTING PM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	3	865	38	9	481	0	2	3	1	35	6	9
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	2	8	2	1	1	0	0	63	1	1	48	0
3	Karen Av. (NS) @ Pierson Blvd. (EW)	0	0	0	0	0	0	1	60	1	3	52	1
4	Indian Av. (NS) @ Pierson Blvd. (EW)	10	419	86	21	107	10	22	53	2	43	60	53
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	25	95	36	18	49	27	14	134	12	10	122	35

U:\UcJobs_01500\01565\Revised Excel\[EX_PM.xls]INPUTS

A8

TABLE 3

LANE GEOMETRY
EXISTING PM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	1	2	1	1	2	1	0	1	0	0	1	0
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0.5	0.5	1	0	1	0
3	Karen Av. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0	1	0	0	1	0
4	Indian Av. (NS) @ Pierson Blvd. (EW)	0.5	0.5	1	0	1	0	0	1	0	0	1	0
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0	1	0	0	1	0

J:\UcJobs_01500\01565\Revised Excel\[EX_PM.xls]INPUTS

A9

TABLE 4

CARBON MONOXIDE 1 HOUR LEVELS[1]
EXISTING PM

#	INTERSECTION	TRAFFIC CONTRIBUTION[2]	FINAL CO CONCENTRATION
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW)	1.58	3.58
2	Worsley Rd. (NS) @ Pierson Blvd. (EW)	0.88	2.88
3	Karen Av. (NS) @ Pierson Blvd. (EW)	0.88	2.88
4	Indian Av. (NS) @ Pierson Blvd. (EW)	1.25	3.25
5	Little Morongo Rd. (NS) @ Pierson Blvd. (EW)	0.81	2.81

[1]CO 1 hour levels based on Transportation Project-Level CO Protocol by UC Davis on December, 1997.

[2]Threshold for 1 hour CO level is 20.0 ppm

U:\UcJobs_01500\01565\Revised Excel\[EX_PM.xls]INPUTS

APPENDIX B

URBEMIS COMPUTER MODEL OUTPUT

- SITE GRADING IMPACT ANALYSIS

URBEMIS 2002 For Windows 7.4.2

F .e Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, Phase 3 - Mass Grading Impact Anal
P_ ;ject Name: StoneRidge Alt 1, Phase 3 - Construction Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

* 2004 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	136.81	1,071.62	1,013.09	0.01	201.25	51.20	150.05
TOTALS (lbs/day, mitigated)	14.71	97.71	124.56	0.01	101.92	2.87	99.05

URBEMIS 2002 For Windows 7.4.2

File Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, Phase 3 - Mass Grading Impact An
Project Name: StoneRidge Alt 1, Phase 3 - Construction Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: September, 2004
Construction Duration: 3
Total Land Use Area to be Developed: 604 acres
Maximum Acreage Disturbed Per Day: 15 acres
Single Family Units: 1993 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 78100

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2004***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	150.00	-	150.00
Off-Road Diesel	135.67	1,070.23	987.26	-	51.17	51.17	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	1.14	1.39	25.83	0.01	0.08	0.03	0.05
Maximum lbs/day	136.81	1,071.62	1,013.09	0.01	201.25	51.20	150.05
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	136.81	1,071.62	1,013.09	0.01	201.25	51.20	150.05

Phase 3 - Building Construction Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Sep '04
Phase 2 Duration: 3 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Graders	174	0.575	8.0
4	Other Equipment	190	0.620	8.0
4	Rubber Tired Dozers	352	0.590	8.0
30	Scrapers	313	0.660	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2004***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	99.00	-	99.00
Off-Road Diesel	13.57	96.32	98.73	-	2.84	2.84	0.00

On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
W :ker Trips	1.14	1.39	25.83	0.01	0.08	0.03	0.05
Maximum lbs/day	14.71	97.71	124.56	0.01	101.92	2.87	99.05

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
B ig Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A :h Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
A--halt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
A)halt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A)halt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	14.71	97.71	124.56	0.01	101.92	2.87	99.05

Construction-Related Mitigation Measures

ıase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
Percent Reduction(ROG 90.0% NOx 40.0% CO 90.0% SO2 0.0% PM10 85.0%)
ıase 2: On-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
Percent Reduction(ROG 90.0% NOx 40.0% CO 90.0% SO2 0.0% PM10 85.0%)
rhase 2: Off-Road Diesel Exhaust: Use of ultra low sulfur diesel fuel and regular engine maintenance
Percent Reduction(ROG 0.0% NOx 85% CO 0.0% SO2 0.0% PM10 63.0%)
Phase 3: Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
Percent Reduction(ROG 90.0% NOx 40.0% CO 90.0% SO2 0.0% PM10 85.0%)
ıase 3: Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
Percent Reduction(ROG 90.0% NOx 40.0% CO 90.0% SO2 0.0% PM10 85.0%)
Phase 3: Off-Road Diesel Exhaust: Use of ultra low sulfur diesel fuel and regular engine maintenance
Percent Reduction(ROG 0.0% NOx 75.0% CO 0.0% SO2 0.0% PM10 63.0%)
ıase 3: Offgassing: Limit application to no more than 225 gallons
Percent Reduction(ROG 90.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 3: Off-Road Diesel Exhaust: Use of ultra low sulfur diesel fuel and regular engine maintenance
Percent Reduction(ROG 0.0% NOx 75.0% CO 0.0% SO2 0.0% PM10 63.0%)
ıase 3: Offgassing: Use of asphalt sealer
Percent Reduction(ROG 75.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)
I_ase 3 - Building Construction Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
S art Month/Year for Phase 2: Sep '04
I ase 2 Duration: 3 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Graders	174	0.575	8.0
4	Other Equipment	190	0.620	8.0
4	Rubber Tired Dozers	352	0.590	8.0
30	Scrapers	313	0.660	8.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Single family housing changed from 85 to 100
The Diverted Trip % for Single family housing changed from 10 to 0
The Pass-By Trip % for Single family housing changed from 5 to 0

Changes made to the default values for Construction

Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
has been changed from off to on.
Phase 2 mitigation measure On-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use of ultra low sulfur diesel fuel and regular engine maintenance
has been changed from off to on.

APPENDIX C

URBEMIS COMPUTER MODEL OUTPUT

- PHASE 3 CONSTRUCTION IMPACT ANALYSIS

URBEMIS 2002 For Windows 7.4.2

File Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, Phase 3 - Construction Impact Anal
Project Name: StoneRidge Alt 1, Phase 3 - Construction Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	1,931.27	1,066.52	1,393.98	0.24	47.26	46.56	0.70
TOTALS (lbs/day, mitigated)	59.86	91.01	206.38	0.24	2.30	1.60	0.70

C3

URBEMIS 2002 For Windows 7.4.2

File Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, Phase 3 - Construction Impact An
Project Name: StoneRidge Alt 1, Phase 3 - Construction Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2006
Construction Duration: 10
Total Land Use Area to be Developed: 100 acres
Maximum Acreage Disturbed Per Day: 15 acres
Single Family Units: 400 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 78100

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	77.03	521.36	624.65	-	23.04	23.04	0.00
Bldg Const Worker Trips	5.67	10.72	116.33	0.06	0.52	0.19	0.33
Arch Coatings Off-Gas	1,766.08	-	-	-	-	-	-
Arch Coatings Worker Trips	1.99	1.13	23.90	0.00	0.35	0.02	0.33
Asphalt Off-Gas	2.68	-	-	-	-	-	-
Asphalt Off-Road Diesel	77.03	521.36	624.65	-	23.04	23.04	0.00
Asphalt On-Road Diesel	0.61	11.85	2.23	0.18	0.27	0.26	0.01
Asphalt Worker Trips	0.18	0.10	2.21	0.00	0.03	0.00	0.03
Maximum lbs/day	1,931.27	1,066.52	1,393.98	0.24	47.26	46.56	0.70
Max lbs/day all phases	1,931.27	1,066.52	1,393.98	0.24	47.26	46.56	0.70

Phase 2 - Site Grading Assumptions: Phase Turned OFF

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jan '06
Phase 3 Duration: 10 months
Start Month/Year for SubPhase Building: Jan '06
SubPhase Building Duration: 10 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
3	Off Highway Trucks	417	0.490	8.0
3	Other Equipment	190	0.620	8.0
16	Scrapers	313	0.660	8.0

Start Month/Year for SubPhase Architectural Coatings: Oct '06
SubPhase Architectural Coatings Duration: 1 months
Start Month/Year for SubPhase Asphalt: Oct '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 11.25
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
3	Off Highway Trucks	417	0.490	8.0
3	Other Equipment	190	0.620	8.0
16	Scrapers	313	0.660	8.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

PM10 PM10 PM10

C4

Source	ROG	NOx	CO	SO2	TOTAL	EXHAUST	DUST
* 2006***							
P ıse 1 - Demolition Emissions							
F_gitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
W ·ker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
laximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
F··gitive Dust	-	-	-	-	0.00	-	0.00
C :-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
C ·Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
P ıse 3 - Building Construction							
E lg Const Off-Road Diesel	0.08	9.38	1.25	-	0.07	0.07	0.00
Bldg Const Worker Trips	5.67	10.72	116.33	0.06	0.52	0.19	0.33
Arch Coatings Off-Gas	44.15	-	-	-	-	-	-
A ·h Coatings Worker Trips	1.99	1.13	23.90	0.00	0.35	0.02	0.33
A ·halt Off-Gas	0.03	-	-	-	-	-	-
A_phalt Off-Road Diesel	7.70	62.56	62.47	-	1.28	1.28	0.00
Asphalt On-Road Diesel	0.06	7.11	0.22	0.18	0.05	0.04	0.01
Asphalt Worker Trips	0.18	0.10	2.21	0.00	0.03	0.00	0.03
laximum lbs/day	59.86	91.01	206.38	0.24	2.30	1.60	0.70
Max lbs/day all phases	59.86	91.01	206.38	0.24	2.30	1.60	0.70

C ıstruction-Related Mitigation Measures

Phase 2 - Site Grading Assumptions: Phase Turned OFF

P ıse 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jan '06
Phase 3 Duration: 10 months
Start Month/Year for SubPhase Building: Jan '06
SubPhase Building Duration: 10 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
3	Off Highway Trucks	417	0.490	8.0
3	Other Equipment	190	0.620	8.0
16	Scrapers	313	0.660	8.0

Start Month/Year for SubPhase Architectural Coatings: Oct '06
SubPhase Architectural Coatings Duration: 1 months
Start Month/Year for SubPhase Asphalt: Oct '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 11.25
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
3	Off Highway Trucks	417	0.490	8.0
3	Other Equipment	190	0.620	8.0
16	Scrapers	313	0.660	8.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Single family housing changed from 85 to 100
The Diverted Trip % for Single family housing changed from 10 to 0
The Pass-By Trip % for Single family housing changed from 5 to 0

Changes made to the default values for Construction

Phase 3 mitigation measure Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
has been changed from off to on.
Phase 3 mitigation measure On-Road Diesel Exhaust: Use cooled exhaust gas recirculation(EGR)
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use electricity from power poles rather than temporary diesel power ge
has been changed from off to on.
Phase 3 mitigation measure Offgassing: Limit application to no more than 225 gallons
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use of ultra low sulfur diesel fuel and regular engine maintenance
has been changed from off to on.
Phase 3 mitigation measure Offgassing: Use of asphalt sealer and limit of application
has been changed from off to on.

APPENDIX D

URBEMIS COMPUTER MODEL OUTPUT

- YEAR 2008 PROJECT OPERATIONAL IMPACT ANALYSIS

URBEMIS 2002 For Windows 7.4.2

F le Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, 2008 - Operational Impact Analysis
Project Name: StoneRidge Alt 1, 2008 - Operational Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
(-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

EA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
OTALS (lbs/day,unmitigated)	28.06	26.03	27.06	0.52	0.07
TOTALS (lbs/day, mitigated)	26.19	23.02	10.10	0.00	0.05

ERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	244.44	176.74	2,516.53	1.45	204.65
TOTALS (lbs/day, mitigated)	240.13	172.08	2,450.13	1.41	199.26

M OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	272.50	202.77	2,543.60	1.97	204.73
TOTALS (lbs/day, mitigated)	266.32	195.10	2,460.23	1.41	199.30

D3

URBEMIS 2002 For Windows 7.4.2

File Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, 2008 - Operational Impact Analys
Project Name: StoneRidge Alt 1, 2008 - Operational Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	26.36	25.73	10.93	0.00	0.05
TOTALS (lbs/day, mitigated)	26.14	23.02	9.72	0.00	0.04

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	165.02	229.95	1,720.80	1.17	204.65
TOTALS (lbs/day, mitigated)	161.04	223.88	1,675.37	1.14	199.26

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	191.38	255.68	1,731.73	1.17	204.70
TOTALS (lbs/day, mitigated)	187.18	246.90	1,685.09	1.14	199.30

D4

URBEMIS 2002 For Windows 7.4.2

File Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, 2008 - Operational Impact Analysis
Project Name: StoneRidge Alt 1, 2008 - Operational Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	1.98	25.73	10.93	-	0.05
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	24.38	-	-	-	-
TOTALS(lbs/day,unmitigated)	26.36	25.73	10.93	0.00	0.05

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	1.76	23.02	9.72	-	0.04
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	24.38	-	-	-	-
TOTALS (lbs/day, mitigated)	26.14	23.02	9.72	0.00	0.04

Area Source Mitigation Measures

Central Water Heater: Rsdntl Space Heat.
Percent Reduction(ROG 9% NOx 8% CO 4% SO2 0% PM10 8.5%)
use of low emission water heater: Rsdntl Water Heat.
Percent Reduction(ROG 11% NOx 9.5% CO 4.5% SO2 % PM10 10%)
use of built-in energy efficient appliances: Rsdntl Space Heat.
Percent Reduction(ROG 2.5% NOx 3% CO 6.5% SO2 % PM10 3%)

DS

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	152.20	217.53	1,631.16	1.11	193.66
Elementary school	12.81	12.42	89.64	0.06	10.99
TOTAL EMISSIONS (lbs/day)	165.02	229.95	1,720.80	1.17	204.65

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 70 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.57 trips / dwelling units	1,993.00	19,073.01
Elementary school	1.02 trips / students	1,100.00	1,122.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95,80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0

D6

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	148.41	211.76	1,587.88	1.08	188.53
Elementary school	12.63	12.12	87.50	0.06	10.73
TOTAL EMISSIONS (lbs/day)	161.04	223.88	1,675.37	1.14	199.26

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 70 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.57 trips / dwelling units	1,993.00	19,073.01
Elementary school	1.02 trips / students	1,100.00	1,122.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0

D7

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

0.0	Side Walks/Paths: No Sidewalks
0.0	Street Trees Provide Shade: No Coverage
0.0	Pedestrian Circulation Access: No Destinations
0.0	Visually Interesting Uses: No Uses within Walking Distance
0.0	Street System Enhances Safety: No Streets
0.0	Pedestrian Safety from Crime: No Degree of Safety
0.0	Visually Interesting Walking Routes: No Visual Interest

3.8 <- Pedestrian Environmental Credit
3.8 /19 = 0.2 <- Pedestrian Effectiveness Factor

Transit Service

0.0	Transit Service: Dial-A-Ride or No Transit Service

0.0 <- Transit Effectiveness Credit
3.8 <- Pedestrian Factor
3.8 <-Total
3.8 /110 = 0.0 <-Transit Effectiveness Factor

Bicycle Environment

0.0	Interconnected Bikeways: No Bikeway Coverage
0.0	Bike Routes Provide Paved Shoulders: No Routes
0.0	Safe Vehicle Speed Limits: No Routes Provided
0.0	Safe School Routes: No Schools
0.0	Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0.0	Bike Parking Ordinance: No Ordinance or Unenforceable

4.0 <- Bike Environmental Credit
4.0 /20 = 0.2 <- Bike Effectiveness Factor

M IGATION MEASURES SELECTED FOR THIS PROJECT
(.l mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0 <- Totals	

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
.0	Mixed Use Project (Residential Oriented)
.0	Provide Sidewalks and/or Pedestrian Paths
1.0	Provide Direct Pedestrian Connections
0.5	Provide Pedestrian Safety
0.5	Provide Street Furniture
.5	Provide Street Lighting
.5	Provide Pedestrian Signalization and Signage
9.0 <- Totals	

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0 <- Totals	

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
.0	Provide Bike Lanes/Paths Connecting to Bikeway System
.0 <- Totals	

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
.0	Credit for Surrounding Area Bike Environment
4.0	Provide Bike Lanes/Paths Connecting to Bikeway System
1.0	Provide Securre Bicycle Parking
9.0 <- Totals	

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
3.0	Employee Rideshare Incentive Program
.0 <- Totals	

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
.0 <- Totals	

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
.0 <- Totals	

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	Park and Ride Lots
0.0 <- Totals	

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0 <- Totals	

D9

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.20	0.79	0.79
Transit	0.52	0.11	0.14
Bicycle	1.80	1.80	1.80
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.04	0.40	0.40
Transit	0.52	0.01	0.52
Bicycle	1.60	1.60	1.60
Other	0.10	0.00	0.00
Totals	0.00	0.00	0.00

(anges made to the default values for Land Use Trip Percentages

The Primary Trip % for Single family housing changed from 85 to 100
The Diverted Trip % for Single family housing changed from 10 to 0
The Pass-By Trip % for Single family housing changed from 5 to 0

(anges made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2004 to 2008.
The consumer product ROG pounds per person changed from 0.0171 to 0.004275.
Mitigation measure Central Water Heater: Rsdntl Space Heat.
has been changed from off to on.
New mitigation measure use of low emission water heater:Rsdntl Water Heat.
has been added.
New mitigation measure use of built-in energy efficient appliances:Rsdntl Space Heat.
has been added.
New mitigation measure install electrical outlets in front and back of house to facilitate the use of electrical landscape
has been added.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2008.
The operational winter temperature changed from 50 to 70.
The operational winter selection item changed from 3 to 4.
The operational summer temperature changed from 90 to 100.
The operational summer selection item changed from 8 to 9.
The double counting internal work trip limit changed from to 224.4.
The double counting shopping trip limit changed from to 112.2.
The double counting other trip limit changed from to 785.4.
The travel mode environment settings changed from both to: both
The default/nodefault travel setting changed from nodefault to: default
Visually Interesting Uses: No Uses Within Walking Distance
changed to:Visually Interesting Uses: No Uses within Walking Distance
Mitigation measure Mixed Use Project (Residential Oriented):3
has been changed from off to on.
Mitigation measure Provide Sidewalks and/or Pedestrian Paths:1
has been changed from off to on.
Mitigation measure Provide Direct Pedestrian Connections:1
has been changed from off to on.
Mitigation measure Provide Pedestrian Safety:0.5
has been changed from off to on.
Mitigation measure Provide Street Furniture:0.5
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Provide Pedestrian Signalization and Signage:0.5
has been changed from off to on.
Mitigation measure Provide Bike Lanes/Paths Connecting to Bikeway System:2
has been changed from off to on.
Mitigation measure Provide Bike Lanes/Paths Connecting to Bikeway System:2
has been changed from off to on.
Mitigation measure Provide Securre Bicycle Parking:1
has been changed from off to on.
Mitigation measure Employee Rideshare Incentive Program:1
has been changed from off to on.

D11

URBEMIS 2002 For Windows 7.4.2

File Name: U:\UcJobs_01500\01565\REVISED Urbemis\StoneRidge Alt 1, 2008 - Operational Impact Analysi
Project Name: StoneRidge Alt 1, 2008 - Operational Impact Analysis
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	1.98	25.73	10.93	-	0.05
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	1.70	0.30	16.14	0.52	0.02
Consumer Prdcts	24.38	-	-	-	-
TOTALS(lbs/day,unmitigated)	28.06	26.03	27.06	0.52	0.07

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	1.76	23.02	9.72	-	0.04
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.05	0.01	0.38	0.00	0.00
Consumer Prdcts	24.38	-	-	-	-
TOTALS (lbs/day, mitigated)	26.19	23.02	10.10	0.00	0.05

Area Source Mitigation Measures

use of low emission water heater: Rsdntl Water Heat.
Percent Reduction(ROG 11% NOx 9.5% CO 4.5% SO2 % PM10 10%)
install electrical outlets in front and back of house to facilitate the use of electrical landscape equipment: Rsdntl Lnd
Percent Reduction(ROG 100% NOx 100% CO 100% SO2 100% PM10 100%)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
S ngle family housing	207.10	167.22	2,385.20	1.38	193.66
E mentary school	37.34	9.52	131.33	0.08	10.99
TOTAL EMISSIONS (lbs/day)	244.44	176.74	2,516.53	1.45	204.65

D s not include correction for passby trips.
D s not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

A lysis Year: 2008 Temperature (F): 100 Season: Summer

E FAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

U t Type	Trip Rate	Size	Total Trips
Single family housing	9.57 trips / dwelling units	1,993.00	19,073.01
E ementary school	1.02 trips / students	1,100.00	1,122.00

V hicle Assumptions:

Fleet Mix:

V hicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
I ght Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
M l Truck 5,751- 8,500	7.20	1.40	95.80	2.80
I te-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
I te-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
I e Haul > 60,000 lbs	0.00	0.00	0.00	100.00
U ban Bus	0.20	0.00	50.00	50.00
M torcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
M tor Home	1.20	8.30	83.30	8.40

T avel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
U ban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
R ral Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

E ementary school	20.0	10.0	70.0

D13

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Single family housing	203.00	162.78	2,321.94	1.34	188.53
Elementary school	37.14	9.30	128.19	0.08	10.73
TOTAL EMISSIONS (lbs/day)	240.13	172.08	2,450.13	1.41	199.26

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 100 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.57 trips / dwelling units	1,993.00	19,073.01
Elementary school	1.02 trips / students	1,100.00	1,122.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0

D14

3 'IRONMENTAL FACTORS APPLICABLE TO THE PROJECT

?edestrian Environment

^ 0	Side Walks/Paths: No Sidewalks
0	Street Trees Provide Shade: No Coverage
0	Pedestrian Circulation Access: No Destinations
0.0	Visually Interesting Uses: No Uses within Walking Distance
0.0	Street System Enhances Safety: No Streets
- 0	Pedestrian Safety from Crime: No Degree of Safety
0	Visually Interesting Walking Routes: No Visual Interest

3.8 <- Pedestrian Environmental Credit
3.8 /19 = 0.2 <- Pedestrian Effectiveness Factor

[ınsit Service

0.0	Transit Service: Dial-A-Ride or No Transit Service

0 <- Transit Effectiveness Credit
8 <- Pedestrian Factor
3.8 <-Total
3.8 /110 = 0.0 <-Transit Effectiveness Factor

3 ;ycle Environment

0.0	Interconnected Bikeways: No Bikeway Coverage
0.0	Bike Routes Provide Paved Shoulders: No Routes
- 0	Safe Vehicle Speed Limits: No Routes Provided
0	Safe School Routes: No Schools
0	Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0.0	Bike Parking Ordinance: No Ordinance or Unenforceable

0 <- Bike Environmental Credit
0 /20 = 0.2 <- Bike Effectiveness Factor

D15

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0 <- Totals	

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
3.0	Mixed Use Project (Residential Oriented)
1.0	Provide Sidewalks and/or Pedestrian Paths
1.0	Provide Direct Pedestrian Connections
0.5	Provide Pedestrian Safety
0.5	Provide Street Furniture
0.5	Provide Street Lighting
0.5	Provide Pedestrian Signalization and Signage
9.0 <- Totals	

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0 <- Totals	

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
2.0	Provide Bike Lanes/Paths Connecting to Bikeway System
9.0 <- Totals	

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
2.0	Provide Bike Lanes/Paths Connecting to Bikeway System
1.0	Provide Securre Bicycle Parking
8.0 <- Totals	

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
1.0	Employee Rideshare Incentive Program
1.0 <- Totals	

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
0.0 <- Totals	

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0.0 <- Totals	

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	Park and Ride Lots
0.0 <- Totals	

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0 <- Totals	

D16

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.20	0.79	0.79
Transit	0.52	0.11	0.14
Bicycle	1.80	1.80	1.80
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.04	0.40	0.40
Transit	0.52	0.01	0.52
Bicycle	1.60	1.60	1.60
Other	0.10	0.00	0.00
Totals	0.00	0.00	0.00

D17

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Single family housing changed from 85 to 100
The Diverted Trip % for Single family housing changed from 10 to 0
The Pass-By Trip % for Single family housing changed from 5 to 0

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2004 to 2008.
The consumer product ROG pounds per person changed from 0.0171 to 0.004275.
Mitigation measure Central Water Heater: Rsdntl Space Heat.
has been changed from off to on.
New mitigation measure use of low emission water heater:Rsdntl Water Heat.
has been added.
New mitigation measure use of built-in energy efficient appliances:Rsdntl Space Heat.
has been added.
New mitigation measure install electrical outlets in front and back of house to facilitate the use of electrical landscap
has been added.

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2008.
The operational winter temperature changed from 50 to 70.
The operational winter selection item changed from 3 to 4.
The operational summer temperature changed from 90 to 100.
The operational summer selection item changed from 8 to 9.
The double counting internal work trip limit changed from to 224.4.
The double counting shopping trip limit changed from to 112.2.
The double counting other trip limit changed from to 785.4.
The travel mode environment settings changed from both to: both
The default/nodefault travel setting changed from nodefault to: default
Visually Interesting Uses: No Uses Within Walking Distance
changed to:Visually Interesting Uses: No Uses within Walking Distance
Mitigation measure Mixed Use Project (Residential Oriented):3
has been changed from off to on.
Mitigation measure Provide Sidewalks and/or Pedestrian Paths:1
has been changed from off to on.
Mitigation measure Provide Direct Pedestrian Connections:1
has been changed from off to on.
Mitigation measure Provide Pedestrian Safety:0.5
has been changed from off to on.
Mitigation measure Provide Street Furniture:0.5
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Provide Pedestrian Signalization and Signage:0.5
has been changed from off to on.
Mitigation measure Provide Bike Lanes/Paths Connecting to Bikeway System:2
has been changed from off to on.
Mitigation measure Provide Bike Lanes/Paths Connecting to Bikeway System:2
has been changed from off to on.
Mitigation measure Provide Securre Bicycle Parking:1
has been changed from off to on.
Mitigation measure Employee Rideshare Incentive Program:1
has been changed from off to on.

APPENDIX E

2008 WITH PROJECT CONDITIONS MICROSCALE

CARBON MONOXIDE (CO) ANALYSIS CALCULATIONS

TABLE 1

ROAD GEOMETRY INPUT PARAMETERS

SCENARIO:	2008 WITH PROJECT AM
ANALYSIS YEAR=	2008
% COLD START=	10%
CO BACKGROUND=	2
CENTRAL VALLEY ?	Y
COASTAL AND COASTAL VALLEY AREA ?	N
WIND GREATER THAN 0.5m/s ?	N

INT#	INTERSECTION DESCRIPTION	OBSERVER FROM N-S CURB (meters)	OBSERVER FROM E-W CURB (meters)	N-S CRUISE SPEED (mi/h)	E-W CRUISE SPEED (mi/h)	% RED N-S	% RED E-W
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	40	35	60%	40%
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	40	35	60%	40%
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	8	8	25	20	60%	40%
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	8	8	25	20	30%	70%
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	25	35	70%	30%
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	25	35	70%	30%
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	20	35	60%	40%
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	20	35	60%	40%
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	8	8	20	25	30%	70%
10	Karen Av. (NS) @ Dwy. 5 (EW)	8	8	25	20	60%	40%
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	25	35	70%	30%
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	25	35	70%	30%
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	8	8	35	35	70%	30%
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	8	8	35	35	50%	50%
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	8	8	25	35	70%	30%
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP.	8	8	25	35	70%	30%

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TABLE 2

TURN MOVEMENT VOLUMES
2008 WITH PROJECT AM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	182	376	210	56	1361	37	110	461	554	511	189	128
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	182	376	210	56	1361	37	110	461	554	511	189	128
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	0	28	40	0	77	0	0	0	0	119	0	0
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	0	69	33	0	197	0	0	0	0	97	0	0
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	2	0	6	22	3	268	91	634	0	2	561	11
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2	0	6	22	3	268	91	634	0	2	561	11
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	385	0	146	49	613	0	0	423	130
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	385	0	146	49	613	0	0	423	130
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	74	0	65	0	0	0	0	0	25	22	0	0
10	Karen Av. (NS) @ Dwy. 5 (EW)	153	22	0	0	65	0	0	0	283	0	0	0
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	2	0	2	241	0	110	58	940	0	2	448	117
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2	0	2	241	0	110	58	940	0	2	448	117
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	78	180	80	68	404	107	92	934	196	104	380	42
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	78	180	80	68	404	107	92	934	196	104	380	42
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	58	104	35	89	237	76	90	844	150	29	373	55
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP	58	104	35	89	237	76	90	844	150	29	373	55

E4

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TABLE 3

LANE GEOMETRY
2008 WITH PROJECT AM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1	2	1	1	2	1	0	1	0	0	1	0
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1	2	1	1	2	1	1	1	1	2	1	0
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	0	1	0	0	1	0	0	0	0	0	1	0
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	0	1	0	0	1	0	0	0	0	0	1	0
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	1	0	0	1	0	0.5	0.5	1	0	1	0
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	1	0	0	1	0	1	1	1	0	1	0
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	0	1	0	1	1	0	0	1	0
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	0	1	0	1	1	0	0	1	0
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	0	1	0	0	0	0	0	1	0	0	1	0
10	Karen Av. (NS) @ Dwy. 5 (EW)	0	1	0	0	1	0	0	1	0	0	0	0
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	0.5	0.5	1	0	1	0	0	1	0	0	1	0
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	1	2	0	0	1	0	1	2	0	1	2	0
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	0	1	0	0	1	0	0	1	0	0	1	0
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP	0	1	0	0	1	0	1	1	0	1	2	0

TABLE 4

CARBON MONOXIDE 1 HOUR LEVELS[1]
2008 WITH PROJECT AM

#	INTERSECTION	TRAFFIC CONTRIBUTION[2]	FINAL CO CONCENTRATION
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8.21	10.21
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8.21	10.21
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	0.71	2.71
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	0.73	2.73
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1.55	3.55
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1.55	3.55
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.30	4.30
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.30	4.30
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	0.75	2.75
10	Karen Av. (NS) @ Dwy. 5 (EW)	0.87	2.87
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	3.13	5.13
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	3.13	5.13
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	4.68	6.68
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	3.13	5.13
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	3.13	5.13
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP	3.13	6.24

[1]CO 1 hour levels based on Transportation Project-Level CO Protocol by UC Davis on December, 1997.

[2]Threshold for 1 hour CO level is 20.0 ppm

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TABLE 1

ROAD GEOMETRY INPUT PARAMETERS

SCENARIO:	2008 WITH PROJECT PM
ANALYSIS YEAR=	2008
% COLD START=	10%
CO BACKGROUND=	2
CENTRAL VALLEY ?	Y
COASTAL AND COASTAL VALLEY AREA ?	N
WIND GREATER THAN 0.5m/s ?	N

INT#	INTERSECTION DESCRIPTION	OBSERVER FROM N-S CURB (meters)	OBSERVER FROM E-W CURB (meters)	N-S CRUISE SPEED (mi/h)	E-W CRUISE SPEED (mi/h)	% RED N-S	% RED E-W
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	40	35	50%	50%
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	40	35	50%	50%
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	8	8	25	20	30%	70%
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	8	8	25	20	30%	70%
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	25	35	70%	30%
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	25	35	70%	30%
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	20	35	70%	30%
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	20	35	70%	30%
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	8	8	20	25	50%	50%
10	Karen Av. (NS) @ Dwy. 5 (EW)	8	8	25	20	40%	60%
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	25	35	70%	30%
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	25	35	70%	30%
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	8	8	35	35	60%	40%
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	8	8	35	35	60%	40%
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	8	8	25	35	70%	30%
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP.	8	8	25	35	60%	40%

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TABLE 2

TURN MOVEMENT VOLUMES
2008 WITH PROJECT PM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	606	1158	552	150	644	120	69	338	331	327	550	93
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	606	1158	552	150	644	120	69	338	331	327	550	93
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	0	97	138	0	51	0	0	0	0	77	0	0
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	0	236	112	0	128	0	0	0	0	62	0	0
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	3	11	3	16	2	172	311	746	2	2	979	26
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	3	11	3	16	2	172	311	746	2	2	979	26
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	248	0	94	169	595	0	0	730	447
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	248	0	94	169	595	0	0	730	447
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	48	0	42	0	0	0	0	0	86	75	0	0
10	Karen Av. (NS) @ Dwy. 5 (EW)	320	75	0	0	42	0	0	0	210	0	0	0
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	0	0	171	0	80	125	711	2	5	1100	275
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	171	0	80	125	711	2	5	1100	275
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	215	615	161	41	173	119	134	653	118	101	1078	95
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	215	615	161	41	173	119	134	653	118	101	1078	95
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	168	315	49	126	194	196	152	606	95	14	933	176
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP.	168	315	49	126	194	196	152	606	95	14	933	176

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TABLE 3

LANE GEOMETRY
2008 WITH PROJECT PM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1	2	1	1	2	1	0	1	0	0	1	0
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1	2	1	1	2	1	1	1	1	2	1	0
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	0	1	0	0	1	0	0	0	0	0	1	0
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	0	1	0	0	1	0	0	0	0	0	1	0
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	1	0	0	1	0	0.5	0.5	1	0	1	0
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	1	0	0	1	0	1	1	1	0	1	0
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	0	1	0	1	1	0	0	1	0
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	0	0	0	1	0	1	1	0	0	1	0
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	0	1	0	0	0	0	0	1	0	0	1	0
10	Karen Av. (NS) @ Dwy. 5 (EW)	0	1	0	0	1	0	0	1	0	0	0	0
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	0.5	0.5	1	0	1	0	0	1	0	0	1	0
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	1	2	0	0	1	0	1	2	0	1	2	0
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	0	1	0	0	1	0	0	1	0	0	1	0
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP.	0	1	0	0	1	0	1	1	0	1	2	0

TABLE 4

CARBON MONOXIDE 1 HOUR LEVELS[1]
2008 WITH PROJECT PM

#	INTERSECTION	TRAFFIC CONTRIBUTION[2]	FINAL CO CONCENTRATION
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	10.67	12.67
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	10.67	12.67
3	Worsley Rd. (NS) @ Dwy. 1 (EW)	0.73	2.73
4	Worsley Rd. (NS) @ Dwy. 2 (EW)	0.87	2.87
5	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	2.35	4.35
6	Worseley Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.35	4.35
7	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.56	4.56
8	Dwy. 3 (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.56	4.56
9	Dwy. 4 (NS) @ Mission Lakes Blvd. (EW)	0.73	2.73
10	Karen Av. (NS) @ Dwy. 5 (EW)	1.01	3.01
11	Karen Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	2.53	4.53
12	Karen Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.53	4.53
13	Indian Av. (NS) @ Pierson Blvd. WITHOUT IMPROV.	8.62	10.62
14	Indian Av. (NS) @ Pierson Blvd. WITH IMPROV.	3.06	5.06
15	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMP.	3.92	5.92
16	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMP	3.92	6.60

[1]CO 1 hour levels based on Transportation Project-Level CO Protocol by UC Davis on December, 1997.

[2]Threshold for 1 hour CO level is 20.0 ppm

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APPENDIX F

2008 WITHOUT PROJECT CONDITIONS MICROSCALE

CARBON MONOXIDE (CO) ANALYSIS CALCULATIONS

TABLE 1

ROAD GEOMETRY INPUT PARAMETERS

SCENARIO:	2008 NO PROJECT AM
ANALYSIS YEAR=	2008
% COLD START=	10%
CO BACKGROUND=	2
CENTRAL VALLEY ?	Y
COASTAL AND COASTAL VALLEY AREA ?	N
WIND GREATER THAN 0.5m/s ?	N

INT#	INTERSECTION DESCRIPTION	OBSERVER FROM N-S CURB (meters)	OBSERVER FROM E-W CURB (meters)	N-S CRUISE SPEED (mi/h)	E-W CRUISE SPEED (mi/h)	% RED N-S	% RED E-W
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	40	35	60%	40%
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	40	35	60%	40%
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	8	8	25	35	70%	30%
4	Karen Av. (NS) @ Pierson Blvd. (EW)	8	8	25	35	70%	30%
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	35	35	50%	50%
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	35	35	50%	50%
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	25	35	60%	40%
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	25	35	60%	40%

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TABLE 2

TURN MOVEMENT VOLUMES
2008 NO PROJECT AM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	182	376	68	9	1361	37	110	452	554	114	182	10
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	182	376	68	9	1361	37	110	452	554	114	182	10
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	2	0	6	0	3	0	0	527	0	2	307	3
4	Karen Av. (NS) @ Pierson Blvd. (EW)	2	0	2	2	0	2	0	533	0	2	310	0
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	12	180	80	68	404	79	30	524	22	104	219	42
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	12	180	80	68	404	79	30	524	22	104	219	42
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	11	104	35	89	237	48	28	614	32	29	288	55
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	11	104	35	89	237	48	28	614	32	29	288	55

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TABLE 3

LANE GEOMETRY
2008 NO PROJECT AM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1	2	1	1	2	1	0	1	0	0	1	0
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1	2	1	1	2	1	1	1	1	0	1	0
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0.5	0.5	1	0	1	0
4	Karen Av. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0	1	0	0	1	0
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0.5	0.5	1	0	1	0	0	1	0	0	1	0
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0.5	0.5	1	0	1	0	0	1	0	0	1	0
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0

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TABLE 4

CARBON MONOXIDE 1 HOUR LEVELS[1]
2008 NO PROJECT AM

#	INTERSECTION	TRAFFIC CONTRIBUTION[2]	FINAL CO CONCENTRATION
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8.21	10.21
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8.21	10.21
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	1.02	3.02
4	Karen Av. (NS) @ Pierson Blvd. (EW)	1.02	3.02
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1.92	3.92
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1.92	3.92
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1.75	3.75
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1.75	3.75

[1]CO 1 hour levels based on Transportation Project-Level CO Protocol by UC Davis on December, 1997.

[2]Threshold for 1 hour CO level is 20.0 ppm

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TABLE 1

ROAD GEOMETRY INPUT PARAMETERS

SCENARIO:	2008 NO PROJECT PM
ANALYSIS YEAR=	2008
% COLD START=	10%
CO BACKGROUND=	2
CENTRAL VALLEY ?	Y
COASTAL AND COASTAL VALLEY AREA ?	N
WIND GREATER THAN 0.5m/s ?	N

INT#	INTERSECTION DESCRIPTION	OBSERVER FROM N-S CURB (meters)	OBSERVER FROM E-W CURB (meters)	N-S CRUISE SPEED (mi/h)	E-W CRUISE SPEED (mi/h)	% RED N-S	% RED E-W
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	40	35	40%	60%
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	40	35	40%	60%
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	8	8	25	35	70%	30%
4	Karen Av. (NS) @ Pierson Blvd. (EW)	8	8	25	35	70%	30%
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	35	35	50%	50%
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	35	35	50%	50%
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	8	8	25	35	70%	30%
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	8	8	25	35	70%	30%

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TABLE 2

TURN MOVEMENT VOLUMES
2008 NO PROJECT PM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	606	1158	92	14	644	120	69	332	331	68	542	13
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	606	1158	92	14	644	120	69	332	331	68	542	13
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	3	11	3	2	2	0	0	454	2	2	623	0
4	Karen Av. (NS) @ Pierson Blvd. (EW)	0	0	0	0	0	0	2	449	2	5	627	2
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	14	615	161	41	173	47	90	379	3	101	604	95
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	14	615	161	41	173	47	90	379	3	101	604	95
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	32	315	49	126	194	125	108	455	15	14	667	176
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	32	315	49	126	194	125	108	455	15	14	667	176

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TABLE 3

LANE GEOMETRY
2008 NO PROJECT PM

#	INTERSECTION	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	1	2	1	1	2	1	0	1	0	0	1	0
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	1	2	1	1	2	1	1	1	1	0	1	0
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0.5	0.5	1	0	1	0
4	Karen Av. (NS) @ Pierson Blvd. (EW)	0	1	0	0	1	0	0	1	0	0	1	0
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0.5	0.5	1	0	1	0	0	1	0	0	1	0
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0.5	0.5	1	0	1	0	0	1	0	0	1	0
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	0	1	0	0	1	0	0	1	0	0	1	0

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TABLE 4

CARBON MONOXIDE 1 HOUR LEVELS[1]
2008 NO PROJECT PM

#	INTERSECTION	TRAFFIC CONTRIBUTION[2]	FINAL CO CONCENTRATION
1	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	6.25	8.25
2	SR-62 Fwy. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	6.25	8.25
3	Worsley Rd. (NS) @ Pierson Blvd. (EW)	1.12	3.12
4	Karen Av. (NS) @ Pierson Blvd. (EW)	1.12	3.12
5	Indian Av. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	5.79	7.79
6	Indian Av. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	5.79	7.79
7	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITHOUT IMPROV.	2.67	4.67
8	Little Morongo Rd. (NS) @ Pierson Blvd. (EW) WITH IMPROV.	2.67	4.67

[1]CO 1 hour levels based on Transportation Project-Level CO Protocol by UC Davis on December, 1997.

[2]Threshold for 1 hour CO level is 20.0 ppm

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APPENDIX D

BIOLOGICAL RESOURCES REPORT

BIOLOGICAL ASSESSMENT

and

IMPACT ANALYSIS

of the proposed

STONERIDGE PROJECT

Located Within The

CITY OF DESERT HOT SPRINGS,
RIVERSIDE COUNTY, CALIFORNIA

Prepared For:

ROYCE INTERNATIONAL INVESTMENT COMPANY
74-900 Highway 111, Suite 111
Indian Wells, California 92210

Field Study and Report Completed By:

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Palm Springs, California 92263

May 4, 2004

CONTENTS

Executive Summary 1

Introduction 2

Figure 1, Regional Location Map 3

Figure 2, Area Location Map 4

Figure 3, Site Map 5

Site and Project Descriptions 6

Survey Methods 8

Plant Survey Results 10

Animal Survey Results 13

Findings and Recommendations 15

References 17

Certification Statement 18

Appendix 19

Table 1 - Plant List 20

Table 2 - Animal List 23

I. EXECUTIVE SUMMARY

A proposed residential development necessitated a biological survey on a 632-acre site located in Desert Hot Springs, Riverside County, California.

No officially listed plant or animal species, or proposed species, were found during the surveys.

A United States Geological Survey map shows a blue-line stream course running through the center of the project site. A federal government Section 404 Permit and a state Streambed Alteration Agreement under Section 1603 of the California Department of Fish & Game Code may be required.

The project site does not lie within the fee area of the Coachella Valley Fringe-toed Lizard Habitat Conservation Area.

The project site does not lie within the area to be preserved as designated by the Coachella Valley Multiple Species Habitat Conservation Plan.

Following the completion of the required and recommended mitigation included in this report, the project should not have significant impacts upon biological resources in the region.

II. INTRODUCTION

On May 18, 2000, the firm of James W. Cornett - Ecological Consultants completed a biological survey and report on approximately 632 acres situated in the city of Desert Hot Springs, Riverside County, California. On August 15, 2003, JWC was retained to complete an update of the original 2000 study. In 2004, JWC was retained to conduct a spring survey on the project site. This report includes the findings of all three of these studies. The site encompassed most of Section 28 and the easternmost quarter of the southwest quarter of Section 29 (Range 4 East, Township 2 South; San Bernardino Baseline and Meridian). The regional location is shown in Figure 1, the area location in Figure 2, and the project site boundaries in Figure 3.

This study was included as part of an environmental assessment mandated by the California Environmental Quality Act (CEQA) of 1970, and required by the city of Desert Hot Springs. The biological survey and impact analysis were designed to ascertain the impacts of constructing residential units on the plant and animal resources of the project site and immediate vicinity.

Specifically, the purposes of the biological survey were as follows:

determine the vascular plant and vertebrate animal species that occur on and immediately adjacent the project site;

ascertain the presence of any plant or animal species state or federally listed as threatened or endangered;

determine the presence of any plant or animal species being formally proposed for state or federal listing;

ascertain the existence of any other significant biotic elements, corridors or communities;

recommend measures to mitigate significant adverse impacts of the project on any listed or proposed species or unique biotic elements or communities.

Figure 1. Regional Location

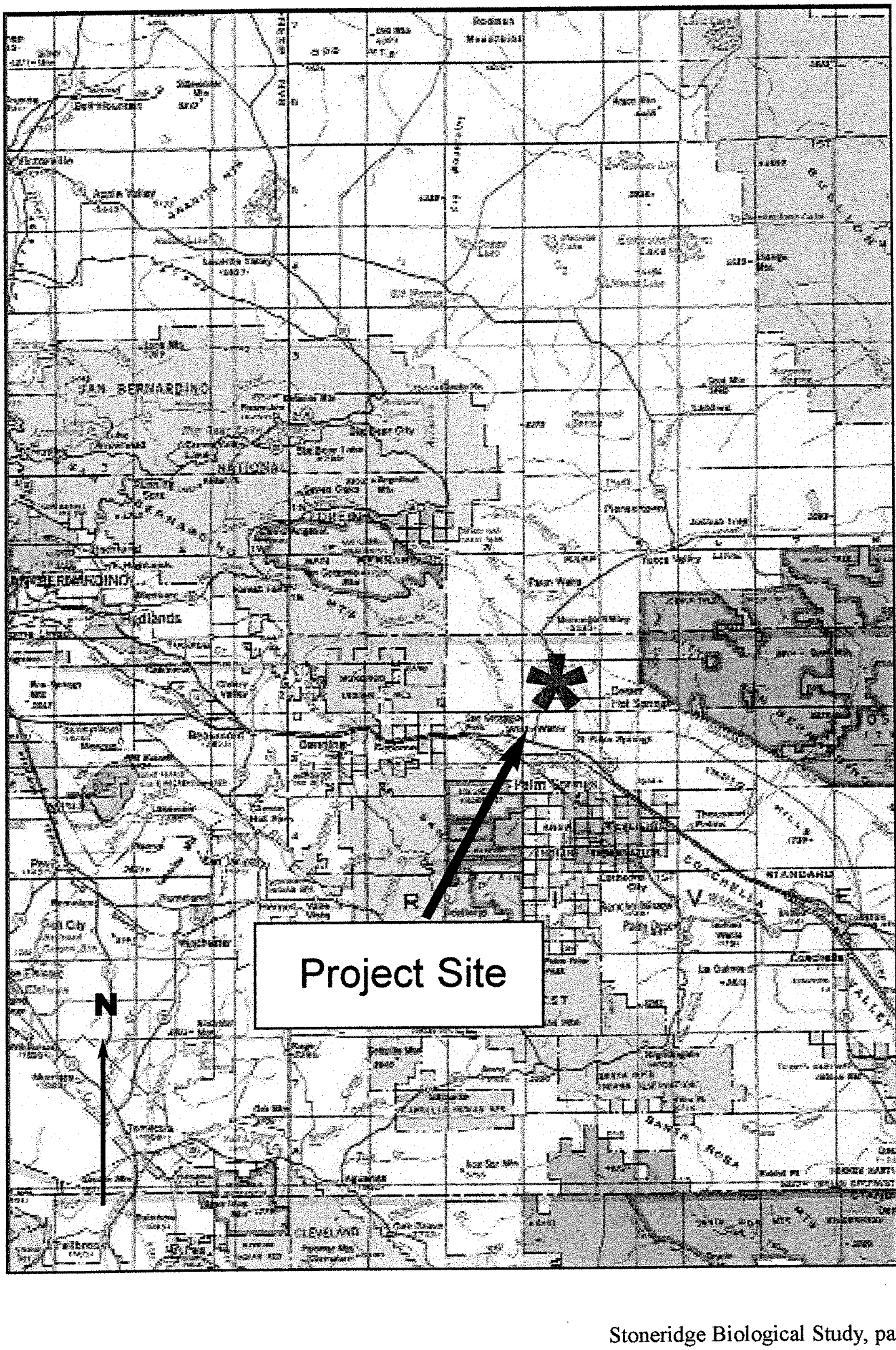


Figure 2. Area Location

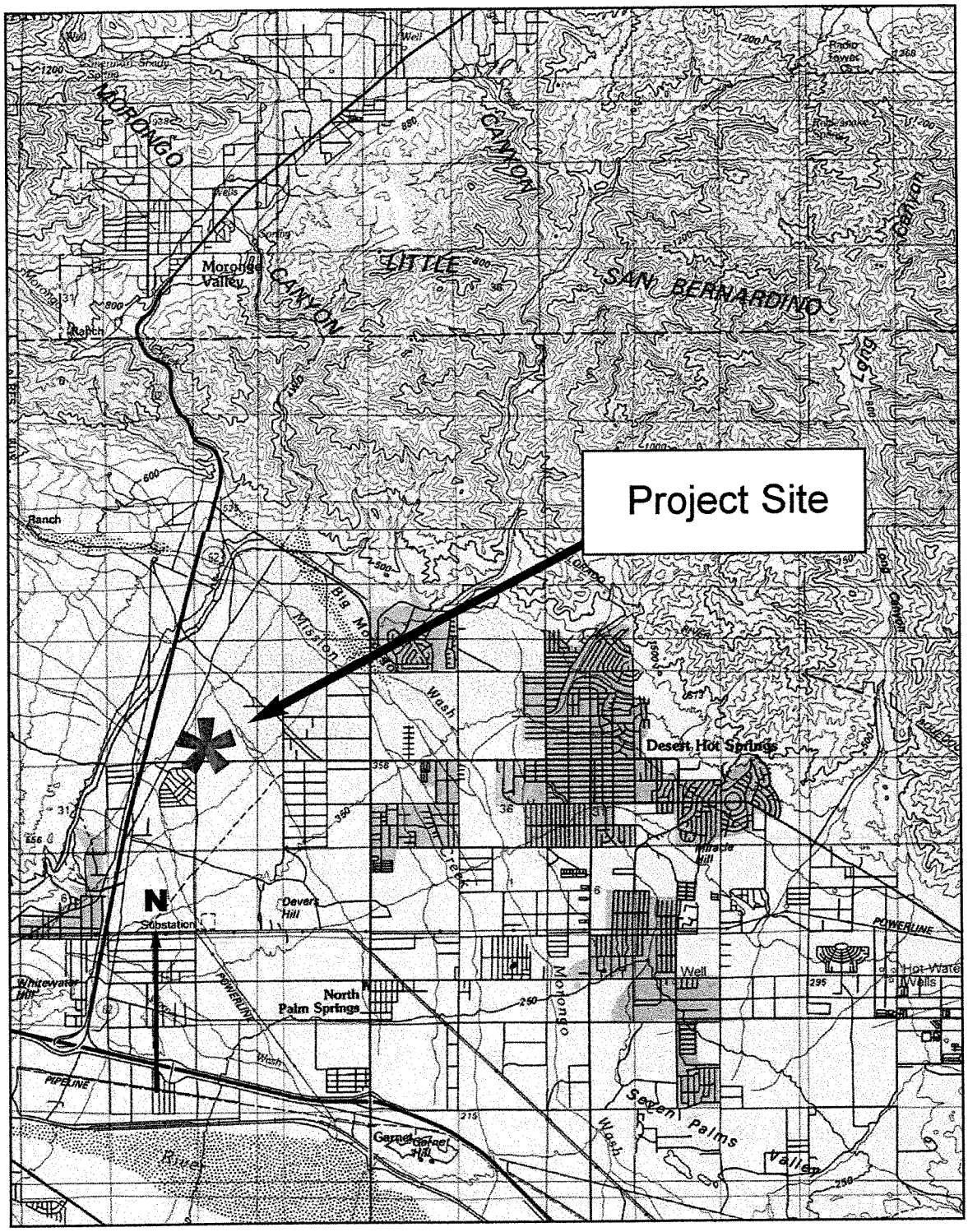
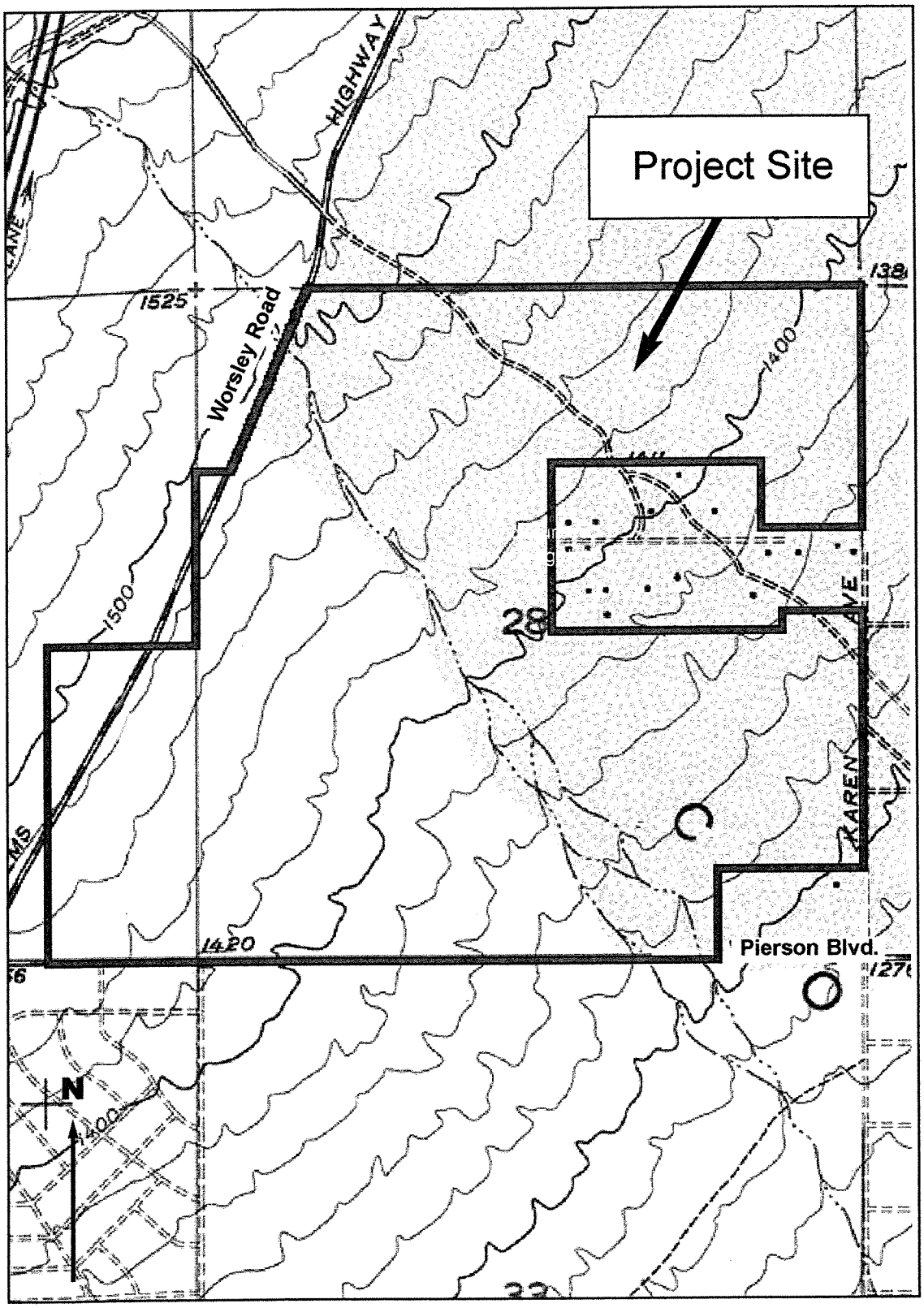


Figure 3. Project Site



III. SITE AND PROJECT DESCRIPTIONS

Climate

The project area lies within the confines of a geographical region known as the Colorado Desert, a subdivision of the Sonoran Desert (Jaeger, 1957). As is typical of this subdivision, annual rainfall averages approximately five inches (Zabriskie, 1979). Most precipitation falls during winter and spring with occasional summer thundershowers that account for approximately one-fourth of the annual total. Winter days are mild, averaging 70 degrees Fahrenheit. Winter nights occasionally drop to near freezing. The month of July brings the hottest temperatures with daytime highs averaging 107 degrees F.

Physical Features

The project area encompasses a bajada resulting from runoff from the San Bernardino Mountains to the north and west. The bajada and dry washes that run through the site provide approximately three to four feet of relief but the project site is best described as flat. Occasional outcroppings of stream-deposited boulders also occur on site.

The highest portion within the project boundaries is situated at slightly in excess of 1,500 feet and lies at the northwester corner of the site. The ground slopes gently to the southeast dropping to a low point of approximately 1,290 feet.

There are no naturally occurring springs or permanent aquatic habitats on or near the project site. A United States Geological Survey map, however, indicates that a blue-line stream course traverses the site. Upon field examination this stream course was found to be a dry wash with virtually no representation of Colorado Desert wash vegetation. It is estimated that small amounts of water run down the stream courses for a few hours an average of once every two to three years. As a result of the lack of wash-woodland vegetation, there is no biological justification for obtaining state and federal streambed alternation permits.

Surrounding Lands

Relatively undisturbed portions of the Colorado Desert surround the project site. There are, however, about a dozen occupied residencies on private property within the center of the project site.

Pierson Blvd., a two-lane paved roadway, forms the southern boundary. The traffic on this road is best described as light. Undisturbed desert and wind-driven electrical generators lie south of Pierson Blvd.

Worsley Road, the old Twentynine Palms Highway, forms most of the western boundary of the site. Worsely Road carries very little traffic. Undisturbed desert and Highway 62 lie to the west of the project site.

Open, undisturbed desert lies north of the project site.

Open, undisturbed desert with only a few scattered residences lies to the east of the project site.

Existing Impacts

On June 5, 1988, a fire swept across approximately 60% of the project site. The aboveground plant biomass on the burned areas was removed by the fire. Most of the native perennial plant species were eliminated from the burned areas at that time and, with but one exception, the former species have not returned.

With the exception of the fire's impact, the project site is best described as a relatively undisturbed environment. Two graded dirt roads traverse large areas of the site with two ungraded dirt roads emanating a short distance from them.

There is very little evidence of off-road-vehicle use or illegal dumping, an unusual situation in the Coachella Valley.

Project Description

The developer's proposal is to construct 2,000 residential units on the project site.

IV. SURVEY METHODS

Prior to the initiation of field work, reviews of the literature and museum records were conducted to determine the biological resources that might exist within the general area and to determine the possible occurrence of proposed and officially-listed species (see References section). Records, collections and staff of the University of California at Riverside Herbarium, the Living Desert and the Palm Springs Desert Museum were consulted for more specific information as to occurrence. A Natural Diversity Database check was also reviewed.

In 2000, the Bureau of Land Management (Gavin Wright), California Department of Fish & Game (Kimberly Nicol), and U.S. Fish & Wildlife Service (Ken Cory) were contacted for information regarding sensitive biological elements of the project site and vicinity and concerns regarding rare, proposed or listed species.

General biological surveys were conducted on the following days: May 22, 23, 24, 25, 26, 27, 28, 30 and 31; June 3, 4, 10, 11, 17, 18; and July 4, 8, and 9, 2000. Additional surveys were conducted in 2003, on August 16, 17, 18; September 3, 4, 11; and October 4, 5, and 28. Final surveys were conducted in 2004, on March 17, 19, 22, 25, 26, 27, 28, 30, and 31. Focused tortoise surveys were conducted on each of the above-mentioned days with all field protocols followed in March of 2004. Any species encountered on all field days were recorded. Night surveys were conducted on the evenings of June 5, 6, 7, 8, 9, 2000, and October 15, 2003. Survey dates included favorable times of year when ephemeral plant and animal species would most likely be observed.

Surveys were conducted by walking north-south transects at 10-yard intervals through the project site, and at 10, 100, 200, 400, and 800 yard intervals beyond and around the project boundaries in 2000 and 2004. This latter survey protocol has been established by the U.S. Fish & Wildlife Service to determine the presence or absence of the officially threatened desert tortoise, *Gopherus agassizii*. To avoid trespassing on private property no surveys were conducted within 50 meters of any residencies. In 2003, north-south transects were walked at 20-yard intervals over the entire project site.

Animal surveys were conducted simultaneously with plant surveys. In addition, one hundred live-animal traps (which capture animals unharmed) for large and small mammals were set within the project site for twenty-four hour periods on June 3, 4, and 10, of the year 2000. Fifty traps were set for one twenty-four hour period on October 15, 2003. Both day and night live-trapping was conducted.

Although scientific name changes occur as new discoveries are made in plant and animal taxonomy, the scientific names used in this report are taken from the standard and most

available references describing the species found in Southern California—James C. Hickman's *The Jepson Manual* published in 1993; D. P. Tibor's *Inventory of rare and endangered plants of California* published in 2001; R. C. Stebbins' *A field guide to western reptiles and amphibians* published in 2003; Peterson's *Western Birds* published in 1990; and E. W. Jameson and H. J. Peeters *California mammals* published in 1988. Plant common names used in this report are taken from Hickman (1994), Jaeger (1969), Munz (1961 and 1974) and Tibor (2001). Animal common names are taken from Stebbins (2003), Peterson (1990) and Jameson and Peeters (1988).

James W. Cornett, Lewis Kingman, and Ivan Phillipsen conducted fieldwork. Plant identifications were made by Andrew Sanders of the University of California, Riverside Herbarium, and Mr. Cornett. Robert Reynolds of LSA Associates and Mr. Cornett identified animal remains. The report was written by Mr. Cornett.

V. PLANT SURVEY RESULTS

A single plant association or "community" was found on the site: the Sonoran Creosote Bush Scrub community (as defined by Holland, 1986). This community covered the entire project site and extended at least one hundred yards beyond all site boundaries.

The Sonoran Creosote Bush Scrub was represented on site by the creosote bush (*Larrea tridentata*), burrobush (*Ambrosia dumosa*), encelia (*Encelia farinosa*) and California dalea (*Psorothamnus arborescens*). Each of these species is widespread in the Colorado Desert.

The most abundant and dominant perennial on site, however, was the encelia (*Encelia farinosa*). This appeared to be the only perennial that had been able to recolonize those areas of the project site that burned in the fire on June 5, 1988.

A United States Geological Survey map shows a blue-line stream course that traverses the site (see Figure 3). This stream course was evaluated to determine if it supported a second plant community—the Desert Dry Wash Woodland. Only a single specimen of cat's claw acacia (*Acacia* greggii), an indicator plant of this community, was found. None of the other species typical of this habitat were found and thus it was determined that this community did not exist on site. Thurber's sandpaper plant (*Petolonyx thurberi*) and cheesebush (*Hymenoclea salsola*) were the dominant perennial plant species within the dry wash corridor.

The Inventory of Rare and Endangered Vascular Plants of California, published by the California Native Plant Society (2001) and California Department of Fish and Game (2003) list thirteen sensitive plant species that conceivably could occur on the project site. Only one of these, the triple-ribbed milkvetch, is officially listed and might conceivably occur on the project site. Each of the thirteen is described below.

(1) The triple-ribbed milkvetch (*Astragalus tricarinatus)* is a perennial herb that is found in the northwestern Colorado Desert and south central Mojave Desert. Very few individuals of this species have ever been discovered. Those that have been encountered were found on rocky soils above one thousand feet in elevation. The project site conforms to these criteria and may therefore be considered suitable habitat for this species. However, no individuals of this species were found on site. The triple-ribbed milkvetch was officially listed as an endangered species on November 5, 1998. It has no special state status.

(2) The Coachella Valley milk vetch (*Astragalus lentiginosus coachellae*) has recently been listed as a threatened species by the federal government. It has no special State status. The subspecies is confined to the Coachella Valley in areas of loose, windblown sand. No evidence of this species was found on site and the coarse sands and gravels of the project site

are considered unsuitable habitat for this subspecies of milkvetch. Therefore it was concluded that it did not occur within the project boundaries.

(3) The flat-seeded spurge (*Chamaesyce platysperma*) is an annual herb belonging to the Spurge Family. It is confined to areas of loose, windblown sand of the Sonoran Desert. No evidence of this species was found on site and the coarse sands and gravels of the project area are considered unsuitable habitat for this species. Therefore it was concluded that it did not occur on site. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(4) The ribbed cryptantha, *Cryptantha costata*, is an annual herb belonging to the Borage Family. It is generally associated with areas of loose, fine sand within the eastern Mojave Desert and Sonoran Desert. No evidence of this species was found on site and the coarse sands and gravels of the project area are considered unsuitable habitat for this species. Therefore it was concluded that it did not occur on site. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(5) The winged cryptantha, *Cryptantha holoptera,* is an annual herb belonging to the Borage Family. It is found in areas of coarse sandy and rocky soils below 3,600 feet in elevation within the Creosote Scrub Community of the Colorado Desert. It could thus occur within the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(6) The California ditaxis (*Ditaxis californica*) is a perennial herb belonging to the Spurge Family. It apparently occurs between elevations of 400 to 3,000 feet on coarse soils within the Creosote Scrub Community of the Colorado Desert. It could thus occur within the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(7) Foxtail cactus, *Escobaria vivipara alversonii,* is a stem succulent belonging to the Cactus Family. It is found on rocky soils below 3,000 feet in elevation within the Colorado Desert. It could thus occur within the project area. No evidence of it was found and thus, as a perennial it was concluded that it did not occur on site. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(8) Spearleaf, *Matelea parvifolia,* is perennial herb belonging to the Milkweed Family. It is normally found at elevations below 3,000 feet in dry, rocky places within the Creosote Scrub Community of the Colorado Desert. It could thus occur in the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(9) The slender-lobed four o'clock, *Mirabilis tenuiloba*, is a perennial herb belonging to the Four O'clock Family. It is generally found in rocky areas below 1,600 feet in elevation within the western Colorado Desert. It could thus occur in the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(10) Thurber's beardtongue, *Penstemon thurberi,* is a perennial herb belonging to the Figwort Family. It is generally found on gravelly slopes below 4,000 feet in elevation within the Colorado Desert. It could thus occur in the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(11) Thurber's pilostyles, *Pilostyles thurberi,* is a parasitic perennial herb belonging to the Rafflesia Family. It is generally found parasitizing members of the genus *Psorothamnus* at elevations below 1,000 feet. It could thus occur in the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(12) Cove's cassia, *Senna covesii,* is a perennial herb belonging to the Legume Family. It is generally associated with dry washes below 2,000 feet in elevation within the Colorado Desert. It could thus occur in the project area though no evidence of it was found. It is not given special status by either the state or federal government but is considered rare by the California Native Plant Society.

(13) The Little San Bernardino Mountains Gilia, *Gilia maculates*, is an annual herb belonging to the Phlox Family. It is generally associated with sandy benches or washes from 500 to 4,000 feet in elevation. It could thus occur in the project area though no evidence of it was found. This species is not currently listed as threatened or endangered by either the state or federal governments. It is considered rare by the California Native Plant Society.

In summary, no evidence of any of the species described above was found on the project site.

A complete list of vascular plant species found within the project boundaries can be found in Table 1 of the Appendix. Taxonomic nomenclature follows Jepson (1993). Common names are taken from Jepson, Munz, Jaeger (1969), or Tibor (2001).

VI. ANIMAL SURVEY RESULTS

The fauna of the project site and surrounding vicinity was comprised of species typical of the Colorado Desert of California.

Invertebrates

Encountered invertebrates included the eleodes beetle (*Eleodes armata*), harvester ant (*Pogonomyrmex californicus*), velvet ant (*Dasymutilla satanus*) and Southern California tarantula (*Aphonopelma eutylenum*).

Two insect species known to occur within the Coachella Valley have been placed on the California Department of Fish and Game's *Special Animals* list. They are the Coachella giant sand treader cricket (*Macrobaenetes valgum*) and Coachella Valley Jerusalem cricket (*Stenopelmatus cahuilaensis*). The United States Fish & Wildlife Service has expressed concern about a third insect species, Casey's June beetle (*Dinacoma caseyi*). None of these three insect species were found during the course of the surveys. This probably reflects the lack of suitable habitat on and near the project site. The sand treader and Jerusalem crickets are restricted to areas of loose, windblown sand—a habitat not found on or near the project site. Casey's June beetle has only been encountered along the southern edge of the City of Palm Springs, nearly 10 miles south of the project site. None of these species are currently listed as threatened or endangered (or proposed as candidates for listing) by the State of California or the United States Government.

Reptiles

Encountered reptiles included the side-blotched lizard (*Uta stansburiana*), western whiptail (*Cnemidophorus tigris*), desert iguana (*Dipsosaurus dorsalis*) and coachwhip (*Masticophis flagellum*).

Two lizard species of special concern to state and federal government agencies known to occur within the Coachella Valley are the Coachella Valley fringe-toed lizard (*Uma inornata*) and flat-tailed horned lizard (*Phrynosoma mcalli*). These two species were not detected even though they are known to be active in spring and early summer when the majority of field surveys were conducted. Their absence is undoubtedly a result of the coarse soils of the project site. Both of these species prefer areas of loose, windblown sand.

CA & END US THR.

A concerted effort was made to locate sign of the listed desert tortoise (*Goperhus agassizi*). However, no evidence of the desert tortoise was found on or adjacent the site. Populations of this species are known to occur both to the west and east of the project site. The apparent absence of the tortoise from the project site may reflect the 1988 fire damage and subsequent loss of forage for well over one year. Additionally, paved roads occur adjacent to or within one mile of all site boundaries and have existed for several decades. Road kills and illegal collecting on these roads may have eliminated tortoise populations in the immediate area.

Birds

Regularly seen birds within the project area were the mourning dove (*Zenaida macroura*), rock wren (*Salpinctes obsoletus*), house finch (*Carpodacus mexicanus*), common raven (*Corvus corax*), and red-tailed hawk (*Buteo jamaicensis*). No officially listed or sensitive bird species were encountered during the surveys.

Mammals

Frequently detected mammals included the white-tailed antelope squirrel (*Ammospermophilus leucurus*), deer mouse (*Peromyscus maniculatus*), black-tailed jackrabbit (*Lepus californicus*) and coyote (*Canis latrans*).

Two individuals of the Palm Springs little pocket mouse, *Perognathus longimembris bangsi,* were live-trapped. The United States Fish & Wildlife Service has expressed concern regarding the status of this species though it is not officially listed or proposed to be listed at this time.

US: C CA: CSC

The Coachella Valley ground squirrel (*Spermophilus tereticaudus chlorus*) was trapped along the southern edge of the project site on four occasions. This subspecies of the round-tailed ground squirrel is included in the California Department of Fish & Game's *Special Animals* (2002) report though it is not listed as threatened or endangered by the state or federal governments.

A complete list of vertebrate species observed or detected on the project site can be found in Table 2 of the Appendix.

VII. FINDINGS AND RECOMMENDATIONS

The proposed residential development can be expected to result in the elimination of most of the creosote scrub habitat including the native plant and animal species that currently live on the project site. However, creosote scrub habitat is widespread in the desert regions of California. Therefore the loss of this habitat on the project site cannot be said to constitute a significant adverse impact to the continued existence of the plant community.

The project site lies outside the required mitigation fee area for the threatened Coachella Valley fringe-toed lizard. Therefore no payment of mandatory fees to the County of Riverside is required as mitigation for this species. The project site also lies outside of the area to be preserved as described in the draft of the Coachella Valley Multiple Species Habitat Conservation Plan.

It is likely that streambeds (dry washes) will be altered during the construction of the residential units. Assuming this is the case, a streambed alteration permit may be required from both the federal and state governments.

Indirect Impacts

The project will have negative indirect impacts on the surrounding native biota. The project site will no longer serve as a source of emigration of native plant and animal species into the natural surrounding lands. This project can be expected to increase vehicular traffic in the area, noise levels, light pollution, human and domestic animal use of surrounding lands, introduction and dispersal of exotic plant species and development in the region. All of these occurrences can be expected to decrease the diversity and density of native plants and animals in the region immediately surrounding the project. However, this study cannot document any significant impacts to officially listed or proposed species or unique habitats beyond the boundaries of the project site.

General Mitigation

The following recommendations for mitigation will help minimize adverse impacts to the desert lands surrounding the project site.

Domestic animals should be kept indoors or on leashes at all times. This requirement should be part of land ownership within the development. Unrestrained dogs and cats can kill or

unduly stress wildlife by barking and giving chase. Domestic cats are notorious for decimating small animal populations upon which larger wild animals prey. Alternatively, the project site can be surrounded by a six-foot-high block wall as well as a chain-link fence of equal height placed twelve inches away from the block wall. This series of fences will reduce the ability of domestic cats to escape the project site.

The project proponent should make available to all employees, residents and visitors, an educational brochure that describes the sensitive nature of indigenous plants, animals and ecosystems. Educating employees and residents about the local ecology can lessen the chances that human activities will harm wildlife species on surrounding lands.

Every effort should be made to utilize native plant species in landscaping. Many plant species commonly used for landscaping are detrimental to wildlife. They may also be invasive and ultimately crowd out native plant species.

Outdoor project lighting should be as minimal as possible and always directed at the ground. Night lighting can disturb wildlife by interfering with the foraging activities of nocturnal herbivores and the hunting activities of nocturnal predators.

Mitigation Summary

1. Consult with the Army Corps of Engineers and California Department of Fish & Game to determine if streambed alteration permits are necessary.
2. Prevent domestic animals from roaming off site with leash rules or walls.
3. Provide educational brochure to employees, residents and visitors.
4. Utilize native plant species in landscaping whenever possible.
5. Outdoor lighting to be directed at ground.

Conclusion

This project, following the completion of the mitigation and agency agreements required and recommended in this report, is not anticipated to have significant impacts upon biological resources in the region.

VIII. REFERENCES

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IX. CERTIFICATION STATEMENT

I, James W. Cornett, hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this biological evaluation, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

May 4, 2004 — James W. Cornett

Date — Principal Investigator

APPENDIX

TABLE 1

PLANT SPECIES RECORDED

STONERIDGE PROJECT SITE

EPHEDRACEAE – EPHEDRA FAMILY
Ephedra aspera – Mormon Tea

ANGIOSPERMAE - DICOTYLEDONES

AMARANTHACEAE - AMARANTH FAMILY
Amaranthus palmeri – Palmer Amaranthus
Tidestromia oblongifolia - Honeysweet

ASCLEPIADACEAE - MILKWEED FAMILY
Asclepias albicans – White-stemmed Milkweed
Sarcostemma cynanchoides - Twinning Milkweed

ASTERACEAE - SUNFLOWER FAMILY
Adenophyllum porophylloides - San Felipe dyssoia
Ambrosia dumosa - Burro-weed
Bebbia juncea - Sweet Bush
Chaenactis fremontii - Desert Pincushion
Chrysothamnus teretifolius – Rabbitbrush
Dicoria canescens - Bugseed
Encelia farinosa - Brittlebush
Hymenoclea salsola - Cheese-bush
Malacothrix glabrata - Desert Dandelion
Palafoxia arida - Spanish Needle
Peucephyllum schottii - Pygmy Cedar
Pleurocoronis pluriseta - Arrow-leaf
Stephanomeria exigua - Mitra

BIGNONIACEAE – BIGNONIA FAMILY
Chilopsis linearis – Desert-willow

BORAGINACEAE - BORAGE FAMILY
Cryptantha angustifolia - Narrow-leafed Forget-me-not
Cryptantha maritima - Forget-me-not
Tiquilia plicata - Plicate Coldenia

BRASSICACEAE - MUSTARD FAMILY
Brassica tournefortii - Sahara Mustard

CACTACEAE - CACTUS FAMILY
Echinocereus engelmannii - Calico Cactus
Ferocactus cylindraceus - Barrel Cactus
Opuntia basilaris - Beaver-tail Cactus
Opuntia ramosissima – Pencil Cholla
Opuntia echinocarpa - Golden Cholla

CAPPARACEAE - CAPER FAMILY
Isomeris arborea - Bladder-pod

CUCURBITACEAE - GOURD FAMILY
Cucurbita palmata - Coyote Melon

EUPHORBIACEAE - SPURGE FAMILY
Euphorbia polycarpa - Sand-mat

FABACEAE - PEA FAMILY
Acacia greggii - Cat's Claw Acacia
Cercidium floridum – Blue Palo Verde
Psorothamnus arborescens – California Dalea

GERANIACEAE - GERANIUM FAMILY
Erodium cicutarium - Filaree

HYDROPHYLLACEAE - WATERLEAF FAMILY
Phacelia distans - Wild Heliotrope

KRAMERIACEAE - RHATANY FAMILY
Krameria grayi - White Ratany

LAMIACEAE - MINT FAMILY
Salazaria mexicana – Paper-bag Bush
Salvia columbariae - Chia

LOASACEAE - STICK-LEAF FAMILY
Petalonyx thurberi - Thurber's Sandpaper Plant

ONAGRACEAE - EVENING-PRIMROSE FAMILY
Camissonia boothii - Bottle Washer
Camissonia claviformis - Brown-eyed Primrose

PLANTAGINACEAE - Plantain Family
Plantago ovata - Woolly Plantain

POLYGONACEAE - BUCKWHEAT FAMILY
Chorizanthe rigida – Spiny-herb
Eriogonum deflexum - Skeleton Weed
Eriogonum inflatum - Desert Trumpet
Eriogonum deflexum - Flat-topped Buckwheat

RUTACEAE – RUE FAMILY
Thamnosma Montana – Turpentine-broom

SOLANACEAE - NIGHTSHADE FAMILY
Datura wrightii - Jimson Weed
Physalis crassifolia - Ground Cherry

ZYGOPHYLLACEAE - CALTROP FAMILY
Larrea tridentata - Creosote Bush

ANGIOSPERMAE - MONOCOTYLEDONES

LILIACEAE – LILY FAMILY
Yucca schidigera – Mojave Yucca

POACEAE - GRASS FAMILY
Bouteloua barbata - Bouteloua Grass
Bromus rubens - Red Brome Grass
Cynodon dactylon - Bermuda Grass
Schismus barbatus - Abu-mashi

TABLE 2

EXPECTED BREEDING OR OBSERVED VERTEBRATES

STONERIDGE PROJECT SITE

REPTILES

GEKKONIDAE - GECKOS
Coleonyx variegatus - Western Banded Gecko *

IGUANIDAE - IGUANIDS
Callisaurus draconoides - Zebra-tailed Lizard *
Dipsosaurus dorsalis - Desert Iguana *
Sceloporus magister - Desert Spiny Lizard
Urosaurus graciosus - Long-Tailed Bush Lizard *
Uta stansburiana - Side-Blotched Lizard *

TEIIDAE - WHIPTAILS
Cnemidophorus tigris - Western Whiptail *

LEPTOTYPHLOPIDAE - BLIND SNAKES
Leptotyphlops humilis - Western Blind Snake

COLUBRIDAE - COLUBRIDS
Arizona elegans - Glossy Snake *
Chionactis occipitalis - Western Shovel-nosed Snake *
Hypsiglena torquata - Night Snake
Lampropeltis getulus - Common Kingsnake
Masticophis flagellum - Coachwhip *
Phyllorhynchus decurtatus - Spotted Leaf-nosed Snake *
Pituophis melanoleucus - Gopher Snake *
Rhinocheilus lecontei - Long-nosed Snake *
Salvadora hexalepis - Western Patch-nosed Snake ?

VIPERIDAE – VIPERS
Crotalus cerastes – Sidewinder *
Crotalus ruber - Red Diamond Rattlesnake *

BIRDS

ACCIPITRIDAE - OSPREY, HAWKS, EAGLES
Buteo jamaicensis - Red-Tailed Hawk *

FALCONIDAE - FALCONS
Falco mexicanus - Prairie Falcon *
Falco sparverius - American Kestrel *

PHASIANIDAE - QUAIL
Callipepla gambelii - Gambel's Quail *

COLUMBIDAE - PIGEONS AND DOVES
Columba livia - Rock Dove *
Zenaida macroura - Mourning Dove *

CUCULIDAE - CUCKOOS
Geococcyx californianus - Greater Roadrunner *

STRIGIDAE - TYPICAL OWLS
Bubo virginianus - Great Horned Owl *

CAPRIMULGIDAE - NIGHTJARS
Chordeiles acutipennis - Lesser Nighthawk *
Phalaenoptilus nuttallii - Common Poorwill *

TROCHILIDAE - HUMMINGBIRDS
Calypte costae - Costa's Hummingbird *

TYRANNIDAE - TYRANT FLYCATCHERS
Myiarchus cinerascens - Ash-Throated Flycatcher *
Sayornis saya - Say's Phoebe *
Tyrannus verticalis – Western Kingbird *

CORVIDAE - CROWS AND JAYS
Corvus corax - Common Raven *

REMIZIDAE - VERDIN
Auriparus flaviceps - Verdin *

TROGLODYTIDAE - WRENS
Campylorhynchus brunneicapillus - Cactus Wren *
Salpinctes obsoletus - Rock Wren *

MIMIDAE - MOCKINGBIRDS AND THRASHERS
Mimus polyglottos - Northern Mockingbird *

EMBERIZIDAE - WOOD WARBLERS, TANAGERS, SPARROWS
Amphispiza belli – Sage Sparrow *
Amphispiza bilineata - Black-throated Sparrow *
Icterus parisorum – Scott's Oriole *
Sturnella neglecta – Western Meadowlark *
Zonotrichia leucophrys – White-crowned Sparrow *

PLOCEIDAE - WEAVER FINCHES
Passer domesticus - House Sparrow *

FRINGILLIDAE - FINCHES
Carpodacus mexicanus - House Finch *

MAMMALS

PHYLLOSTOMATIDAE - LEAF-NOSED BATS
Macrotus californicus - California Leaf-nosed Bat ?

VESPERTILIONIDAE - EVENING BATS
Antrozous pallidus - Pallid Bat
Myotis californicus - California Myotis
Pipistrellus hesperus - Western Pipistrelle *

MOLOSSIDAE - FREE-TAILED BATS
Tadarida brasiliensis - Brazilian Free-tailed Bat

LEPORIDAE - HARES AND RABBITS
Lepus californicus – Black-tailed Jackrabbit *
Sylvilagus audubonii - Audubon Cottontail *

SCIURIDAE - SQUIRRELS
Ammospermophilus leucurus - Antelope Ground Squirrel *
Spermophilus tereticaudus chlorus – Coachella Valley Ground Squirrel *

HETEROMYIDAE - POCKET MICE AND KANGAROO RATS
Perognathus formosus - Long-tailed Pocket Mouse *
Perognathus longimembris bangsi – Palm Springs Pocket Mouse *
Perognathus spinatus - Spiny Pocket Mouse *
Dipodomys merriami - Merriam Kangaroo Rat *

CRICETIDAE - DEER MICE AND WOODRATS
Neotoma lepida - Desert Woodrat *
Peromyscus eremicus - Cactus Mouse *
Peromyscus maniculatus - Deer Mouse *

CANIDAE - FOXES, WOLVES, AND COYOTES
Canis latrans - Coyote *

FELIDAE - CATS
Lynx rufus - Bobcat *

* = Sign or individual observed on or near site during field surveys
? = Possible occurrence on or near site; not detected during survey

APPENDIX E

CULTURAL RESOURCES REPORT

CRM TECH

4472 Orange Street
Riverside, CA 92501

February 20, 2004

Keith Christiansen
Royce International
74900 Highway 111, Suite 111
Indian Wells, CA 92210

Re: Historical/Archaeological Resources Survey
Stone Ridge Project
Portion of Sections 28 and 29, T2S R4E, SBBM
City of Desert Hot Springs, Riverside County, California
CRM TECH Contract #1231

Dear Mr. Christiansen:

At your request, we have completed a historical/archaeological resources study on approximately 572 acres of vacant land designated for the proposed Stone Ridge residential project (Fig. 1). The study is required by the City of Desert Hot Springs in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether any "historic resources," as defined by CEQA, are present on or adjacent to the subject property that may be affected by the proposed project.

Upon commencement of the study, it came to our attention that the entire project area was previously surveyed in 1990 and 1992 as part of studies completed by the Archaeological Research Unit (ARU) at the University of California, Riverside. Both studies were based on historical/archaeological resources records searches, an examination of historic maps and aerial photographs of the project vicinity, and intensive-level field surveys. The 1990 study, which consisted of approximately 520 acres, resulted in the discovery of two archaeological sites within the project area, but both were determined not to meet the CEQA criteria for "historic resources" (Love and Hallaran 1990). The 1992 study, which was an addendum to the 1990 study and consisted of approximately 38 acres, produced completely negative results (Taskiran 1992). Both of these studies recommended no further archaeological investigation unless buried cultural resources are found during construction.

On February 11 and 12, 2004, CRM TECH archaeologist/field director Daniel Ballester, B.A., performed a reconnaissance-level, on-foot field survey of the current project area with the assistance of field crew member Robert Porter, B.A. The entire project area was inspected for any evidence of human activities dating to the prehistoric or historic periods (i.e., 50 years ago or older), but aside from the previously identified archaeological sites, none was found.

Based on the combined results of the 1990 and 1992 studies and the additional survey procedures completed for the present study, it is clear that no "historic resources," as defined by CEQA, are present within or adjacent to the project area. Therefore, we

recommend to the City of Desert Hot Springs a finding of *No Impact* regarding cultural resources. No further cultural resources investigation is necessary for the proposed project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Please feel free to contact our office if you have any questions regarding this study.

Sincerely,

Michael Hogan, Ph.D.

Bai "Tom" Tang, M.A.

References:

Love, Bruce, and Kevin Hallaran
1990 Cultural Resources Assessment: Olympus Golf Course, Desert Hot Springs, Riverside County. On file, Eastern Information Center, University of California, Riverside. (Copy attached)

Taskiran, Ayse
1992 Addendum to Cultural Resources Assessment: Olympus Golf Course, Desert Hot Springs, Riverside County. On file, Eastern Information Center, University of California, Riverside. (Copy attached)

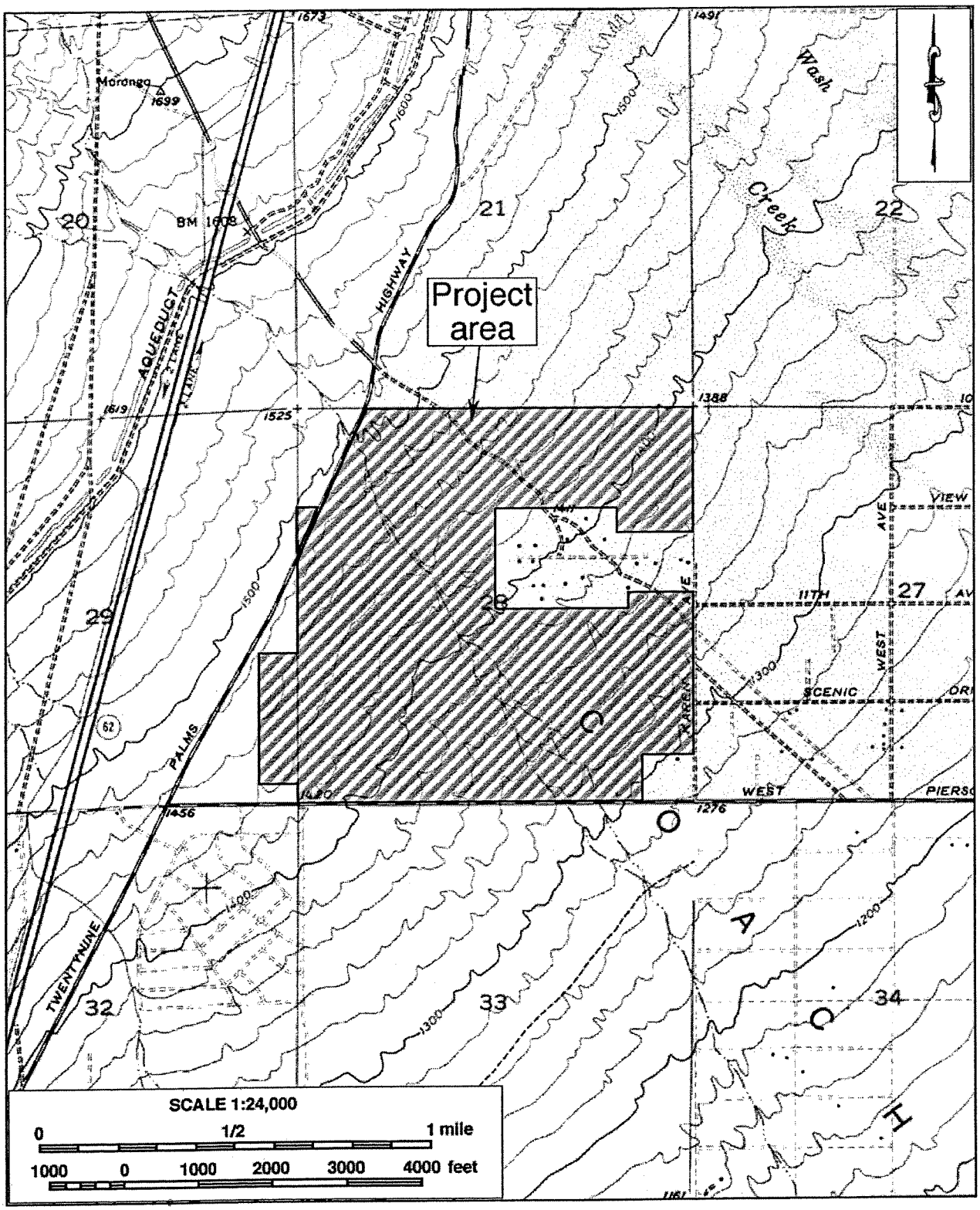

Figure 1. Project area. (Based on USGS Desert Hot Springs, Calif., 7.5' quadrangle, 1:24,000).

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ARCHAEOLOGICAL RESEARCH UNIT
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RIVERSIDE, CALIFORNIA 92521

RI-3030
1083579

CULTURAL RESOURCES ASSESSMENT
Olympus Golf Course
Desert Hot Springs, Riverside County

Prepared for

Wayne Wittig, Real Estate and Construction
12675 Palm Drive
Desert Hot Springs, CA 92240

Prepared by

Bruce Love, Director
Kevin Hallaran, Historian

Archaeological Research Unit
University of California
Riverside, CA 92521

UCRARU #1099

October 19, 1990

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OCT 25 1990
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MANAGEMENT SUMMARY

In September and October, 1990, an archaeological assessment was conducted on approximately 520 acres of land located near the town of Desert Hot Springs in Riverside County, California. The objective of this study was to locate, record, and evaluate archaeological and historical resources on the subject property, and to determine to what extent such resources, if any, would be affected by the proposed development. A records search and an on-foot survey of the subject property revealed two historic period archaeological sites. It was determined that the sites do not meet CEQA criteria for importance and no further archaeological work is recommended. However, a halt-work condition should be placed on construction permits so that in the event buried cultural resources are found during construction, work would be stopped or diverted until a professional archaeologist can evaluate the finds and make recommendations.

I. INTRODUCTION

At the request of Wayne Wittig, of Wayne Wittig Real Estate and Construction, the Archaeological Research Unit (ARU), University of California, Riverside, conducted an archaeological assessment of approximately 520 acres of land located mainly in Section 28, T2S, R4E, between Pierson Boulevard, Karen Avenue, and Twentynine Palms Highway, near Desert Hot Springs, Riverside County. The subject property is located on the Desert Hot Springs 7.5' quadrangle.

The purpose of the study was to satisfy state and county requirements with regard to the identification of cultural resources, both historic and prehistoric, on lands proposed for development in the unincorporated areas of the county. To make such a determination, this study included a review of the California Archaeological Inventory (CAI) records, a review of the archaeological, ethnographic, and historical literature pertinent to the study area, and an on-foot survey of the project area.

II. RECORDS SEARCH

A records search of the project vicinity was performed by Brooke Arkush at the Eastern Information Center at the U.C. Riverside Anthropology Department. The records search showed that a 40-acre portion of the subject property had been previously surveyed (Wilke 1972) and that no cultural resources were found inside the property boundaries. The remaining 480 acres had never been surveyed for cultural resources and no such resources were known to exist within the property limits. Approximately 2200 adjacent acres north of the property were surveyed by the Archaeological Research Unit in 1989 (Arkush 1989). Within that surveyed area lies a known historic site, RIV-1294, originally recorded by Phil Wilke in 1972. The site consists of an "historic" structure of undetermined age consisting of the remains of a cobble and mortar structure and associated trash and debris.

III. CULTURAL HISTORY

The known prehistoric record of human occupation in the Coachella Valley does not extend very far back into the past. Nearly all the available evidence is associated with the last stand of Lake Cahuilla (ca. 1300-1500), and most of it was presented by Wilke (1978). The Late Prehistoric period (A.D. 1300-historic contact) tool kit used by aboriginal groups in the region is characterized by Desert Side-notched and Cottonwood series arrow points, and pottery consisting of plain buff and brown wares.

The native American groups that occupied the general area surrounding the subject property during late prehistoric and historic times were the Cahuilla and Serrano tribes. Both groups belong to the Takic linguistic family of the Uto-Aztecan stock. These groups are treated in considerable depth in the works of Strong (1929), Bean (1972, 1978), and Bean and Smith (1978), and to a lesser extent by other authors. Two settlement territories or districts, one belonging to each of these tribes, occurred in and near the survey area. One of these was the general Mission Creek area (upon which the subject property is located), occupied principally by the Serrano. This district was called yamisevui or yumisevui. The other district was occupied by the Cahuilla, and located in Whitewater Canyon near the present Whitewater Trout Farm. The name of this village territory was wanapiapa. It is likely that the subject area was used from time to time by members of both groups. Detailed descriptions of lifestyles and food gathering practices of the Cahuilla are to be found in Bean and Saubel (1972), Bean (1972), and Barrows (1900). These sources suggest that the most likely archaeological sites to be found in terrain such as that under consideration here would be small gathering and processing sites characterized by grinding stones, milling features, or possibly large, rock-lined roasting pits. Such sites would probably not be characterized by subsurface deposits of cultural materials and culturally altered soils.

IV. ENVIRONMENTAL SETTING

The project area is situated in the extreme northwest Coachella Valley, immediately east of the Twentynine Palms Highway (Fig. 1). Elevation on the project area ranges from 1300 to 1500 ft. above sea level. The climate of the study area is that typical of the "Low Desert" as classified by Bailey (1966:42-45). The area is characterized by an arid climate with hot, dry summers, and mild winters. Mean summer maximum temperatures average over 100 degrees F., with a mean winter minimum of 60 degrees F. Mean annual precipitation throughout the Low Desert is under 5 in. (12 cm.) per annum. Strong winds occur in the region throughout much of the year.

Vegetation found in the project area consists of desert shrubbery characteristic of the Creosote Bush Scrub plant community as defined by Munz and Keck (1959:14). Member species of this plant community noted in the project area include creosote bush (Larrea tridentata), white brittlebush (Encelia farinosa), saltbush (Atriplex sp.), cacti (Opuntia sp.), cat-claw acacia (Acacia greggii), Mormon tea (Ephedra sp.), whipple yucca (Yucca whipplei), Mojave yucca (Yucca schidigera), and desert willow (Chilopsis linearis).

The animal community in the project area includes coyotes (Canis latrans), black-tailed hares (jackrabbits: Lepus californicus), kangaroo rats (Dypodomys sp.), ground squirrels (Spermophilus spp.), California quail (Lophortyx

californicus), mourning doves (Zenaida macroura), rattlesnakes (Crotalus spp.), and various species of lizards.

V. RESEARCH GOALS AND OBJECTIVES

The objectives of an archaeological assessment are to locate, interpret, and evaluate the indications of past human activities in the study area. The indicators of past human activities are labelled archaeological resources and can consist of any visible remains of human use of the environment. The locations of such resources can be defined by the presence or significant occurrence of one or more of the following categories of archaeological remains: food waste, fragmentary or whole tools, tool manufacturing waste, concentrations or alignments of stone, trails, modifications of natural rock surfaces, soil discoloration and/or its accumulation, or human skeletal remains. All such types of remains are known to exist in the region.

Significance Criteria

For the purposes of the California Environmental Quality Act (CEQA), Appendix K, an "important archaeological resource" is one which:

A. Is associated with an event or person of:
   1. Recognized significance in California or American history; or
   2. Recognized scientific importance in prehistory;

B. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;

C. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;

D. Is at least 100 years old and possesses substantial stratigraphic integrity; or

E. Involves important research questions that historical research has shown can be answered only with archaeological methods.

Site Definition

For the purpose of the California Archaeological Inventory, Office of Historic Preservation, has defined an archaeological "site" as the location or associated artifacts and features, regardless of temporal placement or complexity. Minimally, a "site" must meet two criteria:

A. It must consist of at least three associated artifacts or a single feature.

B. A site must be at least 45 years of age. The age of the site may be determined by artifactual evidence, documentary evidence, or similarity of the site to others which have firm dating.

Procedures

In standard archaeological procedure, the following phases are recognized:

A. Phase I: Perform a records search and field survey. (If a site is found, Phase II follows. If no sites are found, the field survey completes the necessary archaeological investigation.)

B. Phase II: Conduct a testing program to determine the "significance" of the site based on CEQA guidelines and the horizontal and vertical extent of the remains, using one or more of the following means: test excavation units, trenches, surface collection, auguring, and documentary and archival research. (If the site is determined to be "significant", Phase III follows. If the site is determined not to be "significant", the data recovered in Phase II is considered sufficient mitigation.)

C. Phase III: Conduct a mitigation program. This program may consist of data recovery excavation, site preservation, or a combination of both.

VI. SURVEY PROCEDURE

An on-foot survey of the property was conducted by Bruce Love, Director of the Archaeological Research Unit and a crew of three staff archaeologists (see Attachment A for personnel qualifications). The on-foot survey was performed on September 10-12, 1990. The walkover consisted of walking parallel transects in east-west or north-south lines at 15 meter intervals. The land surface was 100% visible due to sparse vegetation. The property was almost entirely in an undisturbed condition, consisting of alluvial, colluvial, and wind-blown deposits of sand, gravel and rock.

VII. RESULTS

During the course of the project, two archaeological sites were found, both from the historic period or post-1900 time frame. (Site locations are kept confidential to discourage looting by artifact or bottle hunters and are not provided in this public document. The property owner may receive copies of the site records on request from the Archaeological Research Unit.) One site, RIV-4040, consists of a rectangular and a circular rock alignment, a depression in the ground and debris containing pre-1915 glass. The site appears to date from a period from 1910-1940. The other site consists of a linear rock alignment, a depression in the ground and a scatter of debris, probably dating from the 1940's.

VIII. HISTORICAL BACKGROUND RESEARCH

An attempt was made to document the history of the sites utilizing several archival and secondary sources. The local history collections of the Riverside, Desert Hot Springs, and Palm Springs public libraries were surveyed, as were the Special Collections of the Tomas Rivera Library at the University of California, Riverside. The National Archives and Record Center branch in Laguna Hills, California was consulted for homestead records. These, however, are housed in National Archives in Washington, D. C. and could not be consulted.

Several collections of maps, both current and historical, were consulted in order to gain an understanding of any changes which might have occurred on the property over time. These included the collections in the Riverside Public Library, the Tomás Rivera Library and, most helpfully, the Riverside County Transportation Department. Among the collections of the latter are the field notes of several surveyors who have passed through the region since 1855.

Secondary historiographical literature relating to Riverside County and more specifically, the Desert Hot Springs-Palm Springs area were also consulted.

Apart from the visual documentation offered by several maps and the documentary evidence included in the field notes of the various surveyors, very little site specific information was found.

Early surveys and maps

The first official government survey of the area was conducted by United States Deputy Surveyor Henry Washington. Between February and April 1855, Washington and his crew surveyed the boundary lines of Township 2 South, Range 4 East, San Bernardino Meridian. The plat (Fig. 2) that resulted from this survey fails to note any features or landmarks contained on Section 28, the section of main concern here. However, Washington did note the presence of an "Indian trail" bearing northwest while surveying the western boundary of Section 18 (Washington 1855: 2[312]). (There are actually two trails visible crossing the western boundary of Section 18 on the plat.) At the same time, Washington also noted an "Indian wigwam" approximately one mile distant, though he did not specify in what direction or even in which township (Washington 1855: 3[313]). Near the eastern boundary of T. 2 S., R. 1 E., Section 36 he sighted another "wigwam," stating it was "known as the Portreryo" (Washington 1855: 10[320].

The following year, Deputy Surveyor James G. McDonald surveyed the subdivision lines of T. 2 S., R. 4 E. McDonald did not include any descriptions of cultural features he may have encountered (McDonald 1856).

The Washington and McDonald surveys are combined on the plat shown in Figure 2. Strangely, neither one describes in his notes (although some pages were missing from the Washington notes) the "Road leading to the Mohave River" shown bearing northeasterly through Sections 34, 27, 23, and 14.

In 1897, Deputy Surveyor Lewis H. Cutting, while surveying the boundary lines of the San Bernardino Forest Reserve (later the San Bernardino National Forest), again noted the "old trail" bearing northwest to southeast across the western boundary of Section 18 (Cutting 1897: 107).

Twenty years later, in 1917, Deputy Surveyor W. J. Lightfoot added to the plat those portions of T. 2 S., R. 4 E. that had been left unsurveyed by previous parties, mainly along the northern and eastern boundaries of the township. Again, no features or landmarks are shown as being present on Section 28.

However, in his notes and on the plat (Fig. 3), Lightfoot notes the house of Scott D. Ferris (also spelled Farris) in the northeast quarter of the southwest quarter of Section 24 (Lightfoot 1917: 570, 591). Although the greater portion of the township (including Section 28) was beyond the scope of Lightfoot's survey, he noted in his summary description, "There are no mines, and but little evidence of prospectors. A part of the level land is capable of raising crops if it were irrigated . . . There are no settlers except S. D. Farris, in section 24" (Lightfoot 1917: 590-591). It is unclear whether Lightfoot meant there were no other settlers besides Ferris in the sections being surveyed or there were no settlers other than Ferris in the entire township. It would be expected that if other settlers were present in the township they surely would have been visible to Lightfoot across the relatively flat terrain that was visible from Ferris' home. And, if such was the case, it might also be expected that Lightfoot might have noted them, if not on the plat, than at least in his field notes.

Later surveys and maps

In 1929, Riverside County Surveyor A. C. Fulmor produced a map of the county for the County Chamber of Commerce (Fig. 4). While ostensibly designed to show townships and ranchlines, only the townships and a few landmarks are easily found. Most obvious is the absence of the town of Desert Hot Springs, not yet organized in 1929. However, Two Bunch Palms, east of Section 28, T. 2 S., R. 4 E., while not designated as such on the map, is shown simply as "Palm Grove" in Section 32, T. 2 S., R. 5 E. More notable for the purposes of this report is the presence of a road bisecting Section 28 from the northwest to the southeast. As near as can be determined this is the first instance where any historic cultural feature has been definitely plotted on the section. Nevertheless, structures are absent, though the scale of the map precludes the plotting of anything smaller than a road.

The town of Desert Hot Springs first appears on U. S. G. S. and War Department maps in 1940 (U. S. G. S. Palm Springs Quadrangle, 15 Minute Series; War Department Palm Springs Quadrangle, Grid Zone F). Though both maps are of a scale that allows the illustrating of structures in the town itself, neither shows any features in Section 28 other than the dirt road. This road is more precisely plotted than the one on the Fulmor map, and is shown bisecting the northeast quarter of the section.

The 1957 edition of the U. S. G. S. Palm Springs Quadrangle (15 Minute series) not only shows the evolution of the town of Desert Hot Springs but also shows for the first time several structures (fifteen in all) clustered around the dirt road in the northeast quarter of Section 28. A solitary structure can also be seen in the extreme southeast corner of the section, near the intersection of what are now Karen Avenue and Pierson Boulevard.

In January 1958, a Record of Survey map was filed with the County Surveyor's office of the northwest quarter of the northwest quarter of Section 28 (Record of Survey [RS] Book 27: 65). No cultural features were recorded.

Cultural features were again absent when a similar Record of Survey map was filed on the west half of the southeast quarter of Section 28 in July 1961 (RS 34:48).

The current edition of the Riverside County Transportation Department's Map of Riverside County Showing Maintained Road System (1990: 92) shows no other features besides a non-county road (Mission Creek Road/Mollies Avenue) crossing Section 28 from the northwest to the southeast.

Settlement

The arrival of permanent settlers into the area around Desert Hot Springs seems not to have begun until the second decade of this century. Some took advantage of the Homestead Act of 1862 which allowed settlers access to unclaimed, surveyed public lands in the west. They were originally allowed to select up to 160 acres to which, after five years residence and after making certain governmentally prescribed improvements, they could receive title. An alternative to the five year residency restriction was to reside on the property for six months, file a preemption claim, and pay $ 1.25 per acre, and then receive title (Gates 1977: 509-510).

As settlement crept into the more arid regions of the west it became apparent that the 160 acre allotment limited productivity. In 1904, then, the first full section (640 acres) homesteads were filed in the sand hills of

Nebraska. By 1916, homesteaders throughout the arid west were allowed full section allotments (Gates 1977: 510).

Around 1912, Cabot Yerxa became one of the Desert Hot Springs area's first citizens when he began homesteading a 160 acre tract around the desert oasis of Two Bunch Palms. Originally intending to raise range cattle, the idea became impracticable when a county ordinance mandated the confining of cattle within fenced areas (Carlson 1952: 18).

A year later, in 1913, while digging a well Yerxa discovered the hot springs that gave the community its name. Yerxa homesteaded the site until around 1918, leaving it to join the army during World War I (Gunther 1984: 551; MacPherson 1959: n.d.). Upon his return from the war Yerxa endeavored to interest a number of developers in the resort potential of his hot springs, but it was not until 1932 that he was able to convince L. W. Coffee and Aubrey Wardman to develop the springs (Carlson 1952: 18; Powell n. d.: 4).

In 1914, Los Angeles grocer Frank Edwards, brought his family to the area to homestead. Throughout the early years of their occupancy Edwards was absent from the homestead, maintaining his business interests in Los Angeles. In 1981, Frank's son Ozzie, then 73, reminisced about growing up in the area. He recalled that the family home had been located near the intersection of present-day Pierson Boulevard and Indian Avenue (McCaslin 1981: A6).

The Edwards family farmed the land, growing alfalfa and raising chickens. The crops were irrigated with waters from nearby Mission Creek, which the family had dammed and rerouted. A flood in 1916 washed out the dam. In 1981, the homesteaded property remained in the Edwards family (McCaslin 1981:A6).

No information specific to homesteaders or other residents on the Section 28 property was found.

Summary and interpretations

Little specific documentary information was located that could be directly correlated to the features found during site surveys of the Section 28 property. The field notes of several United States Deputy Surveyors up to 1917 were consulted for information that might give an indication of the settlement patterns on the property. It is the Lightfoot survey of 1917 that gives the clearest picture of settlement on the entire township up to that date when he noted, "There are no settlers except S. D. Farris, in section 24" (Lightfoot 1917: 590-591).

Thus, it would appear that any settlement of the section would have taken place after 1917. Indeed, no structures are plotted on Section 28 on any United State Geological Survey maps until the 1957 Palm Springs 15 Minute Quadrangle. The earlier date of 1917 does, however, roughly correspond to the artifactual evidence of purpled glass found at the site: a phenomenon resulting from sun-affected magnesium, an ingredient used in making glass until around 1915. The conclusion is that settlement on Section 28 occurred after 1917.

Despite the absence of visible structures on some of the maps, there are nevertheless several remnant architectural features present on the site. The overall picture derived from these features is one of a small-scale ranch or farm. The ranch/farm house itself might be indicated by the proximity of several features to a nearby house using cinder block construction. Several outlying structures are indicated only by rock alignments, soil depressions, and anchored cables.

The rock alignments are possibly the remains of animal pens. Cabot Yerxa

is known to have attempted to raise cattle in the area around 1912 and Basque shepherds have tended flocks in the area since at least the first decade of this century (Carlson 1952:18; Lawton 1960: 117-118). As animal pens, the rock alignments are small and thus may have been used as short-term holding pens during branding or shearing seasons. Any wooden components such as fence posts would have long since been scavenged in an environment where wood is scarce.

The anchored cables were likely used to support an elevated water tower or windmill. Given the near-constant and sometimes gale force winds which blow through the San Gorgonio Pass from the west and into the desert, any elevated structure such as those mentioned would have benefitted from the added support offered by the cables. Like the animal pens, the remains of the structure itself were no doubt scavenged and recycled for use elsewhere.

Lastly, Mission Creek Road/Mollies Avenue, which runs from northwest to southeast through Section 28 may be the modern-day representation of the "Indian trails" noted by surveyors Washington (1855: 2[312]) and Cutting (1897: 107). Current maps show Mission Creek Road entering near the eastern edge of Section 18 at approximately the same point Washington and Cutting plotted a trail (Thomas Guide 1990: 163; U. S. G. S. Desert Hot Springs 7.5 Min. Quad., 1978). The road then bears southeast where it eventually bisects Section 28. It is possible that the current road has evolved over the years from the simple foot track seen by the surveyors to a road navigable by automobiles.

IX. SITE SIGNIFICANCE

It has been determined that the two archaeological sites located during the present survey do not meet CEQA criteria (above) for site significance. They cannot be shown to be related to an event of person of recognized significance in California or American history or to be of recognized scientific importance. No scientific or archaeologically consequential research question could be answered by further work at the sites. They have no particular quality such as largest, best example, etc., and they are less than 100 years old. Thus, further work at the sites cannot be justified.

X. RECOMMENDATIONS

Based on the current findings, it is judged that the proposed development will not have an adverse impact on cultural resources. No further archaeological investigation is recommended at this time. However, a halt-work condition should be placed on construction permits so that in the event buried cultural resources are found during construction, work would be stopped or diverted until a professional archaeologist can evaluate the finds and make recommendations.

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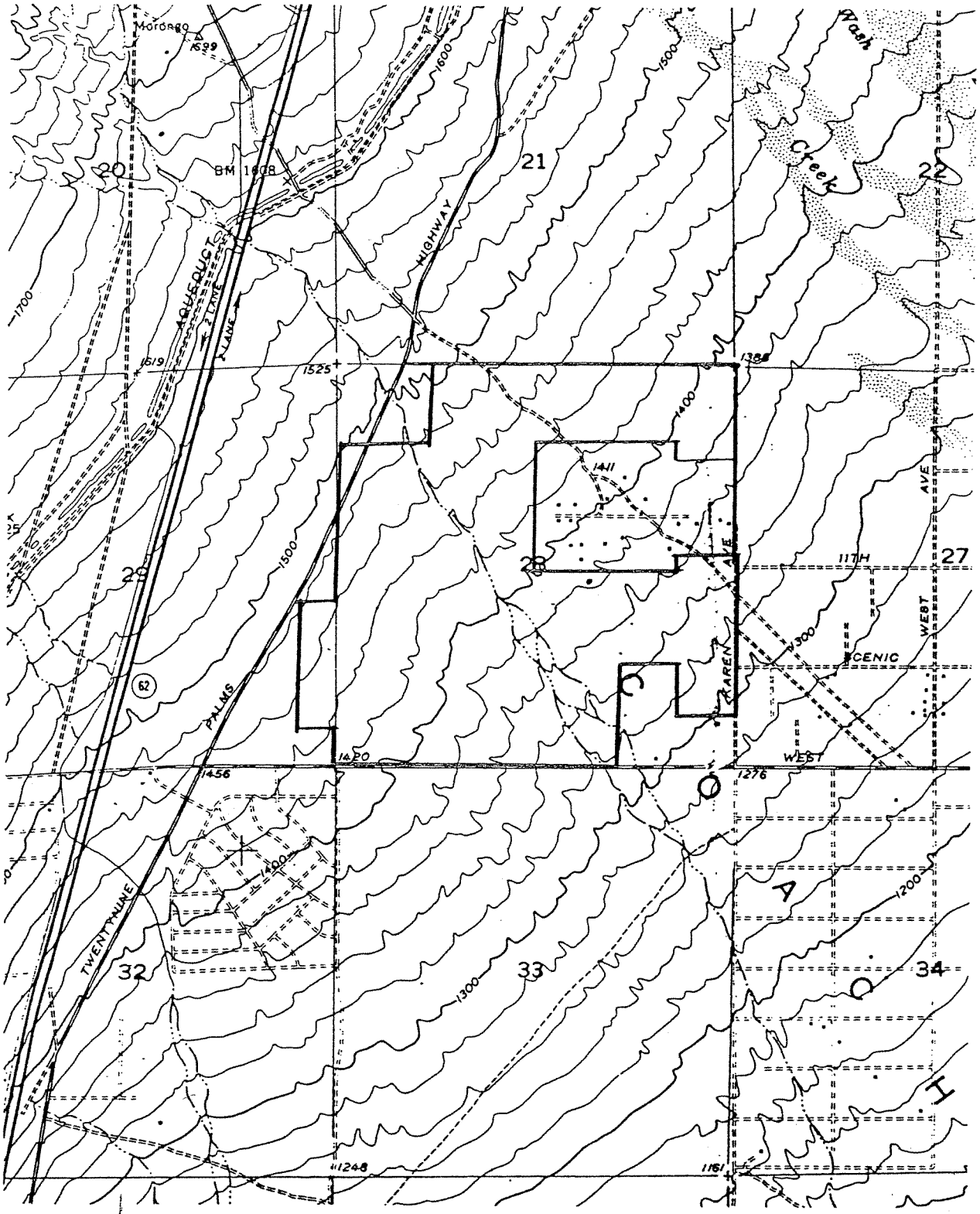
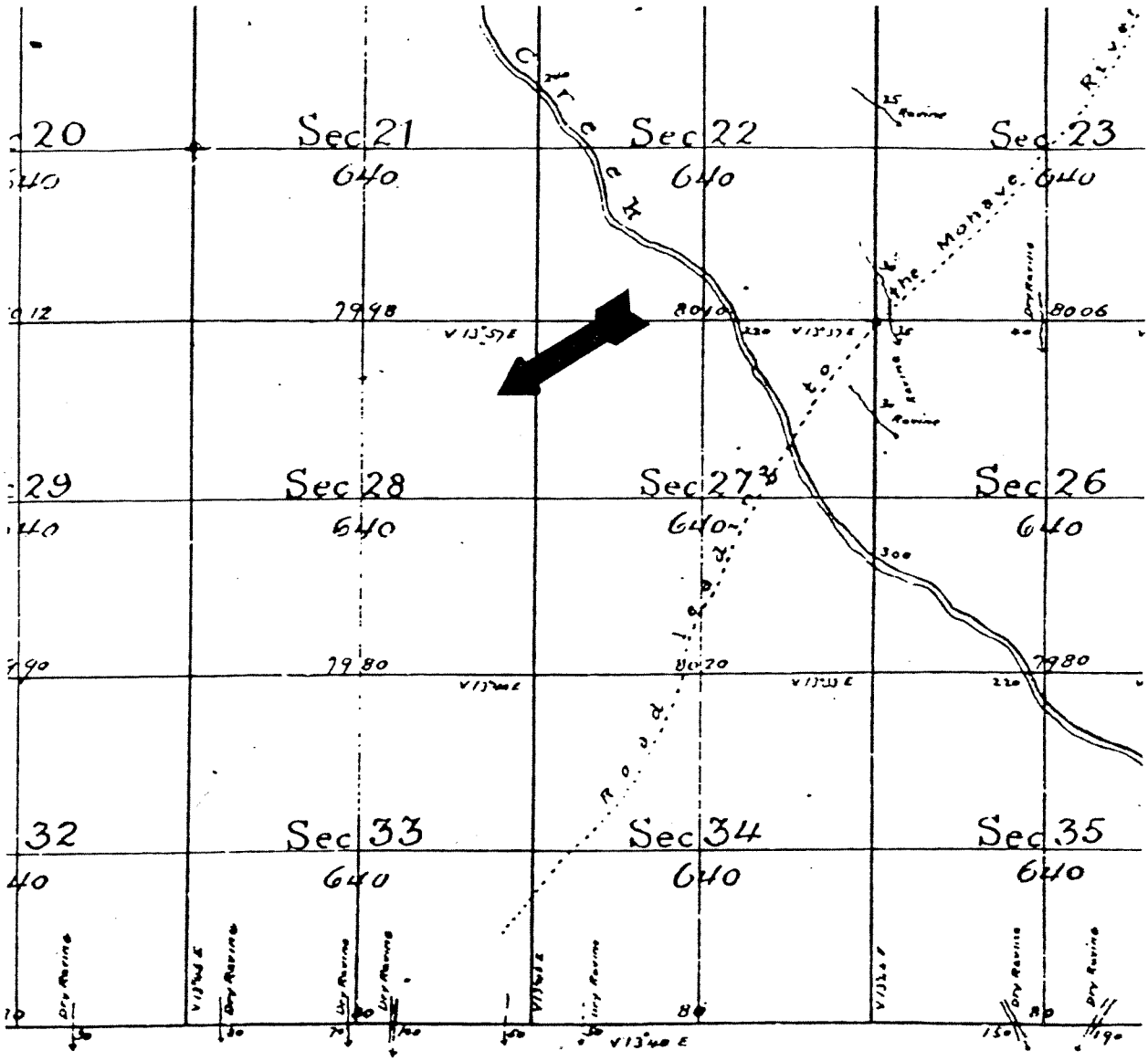
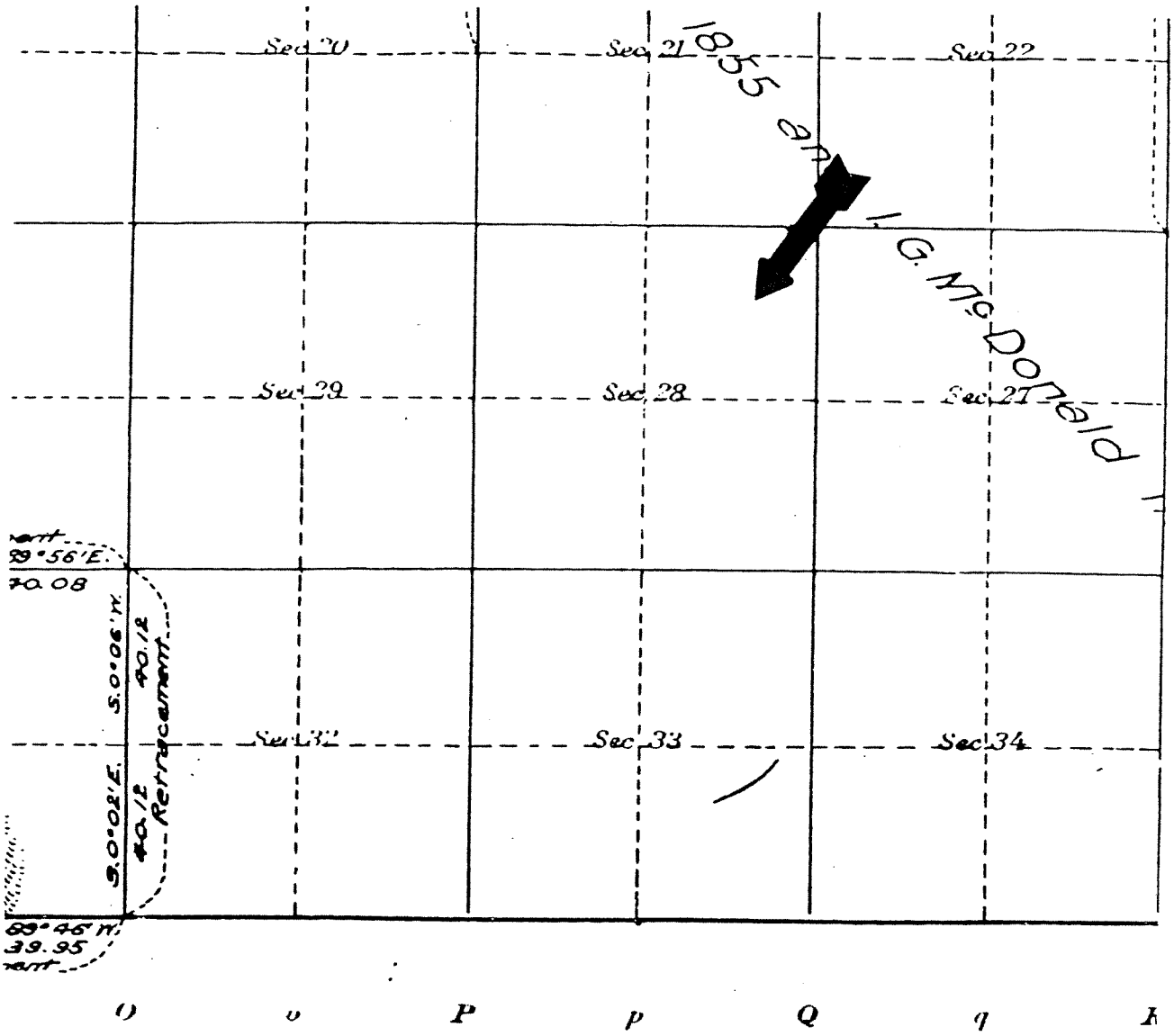


Figure 1. Location of subject property, Desert Hot Springs 7.5' quadrangle.



Surveyed	Date of Contract	Amount of Surveys			When Surveyed
		Acs	Chs	Lks	
Washington	December 26th 1854	12.	18	19	1855
•	• • •	8.	00	91	•
McDonald	August 20th 1853	42.	46	16	1856

Fig. 2. Detail of plat map of T. 2 S., R. 4 E. surveyed by Henry Washington in 1855 and James McDonald in 1856. (Courtesy of the Riverside County Transportation Department.)



By Whom Surveyed	Group		Amount of Surveys			When Surveyed	
	No.	Date of Instructions	Mls.	chs.	lks.	Begun	Completed
y surveyed exhibited on plat approved Feb. 23 1856.							
W. J. Lightfoot	30	Mch 30 1916	6	04	25	Feb. 13, 1917	March 14. 1917
U. S. Surveyor	"	"	1	75	38	February 15, 1917	February 16, 1917
"	"	"	1	00	78	" 13, "	" 13, "
"	"	"	4	74	13	March 14, "	March 20, "
"	"	"	1	00	78	" 19, "	" 19 "
"	"	"	10	40	79	February 20, "	" 23 "
"	"	"	9	08	76	" 24 "	" 20 "
"	"	"		37	24		

Fig. 3. Detail of plat map of T. 2 S., R. 4 E. surveyed by W. J. Lightfoot in 1917. (Courtesy of the Riverside County Transportation Department.)

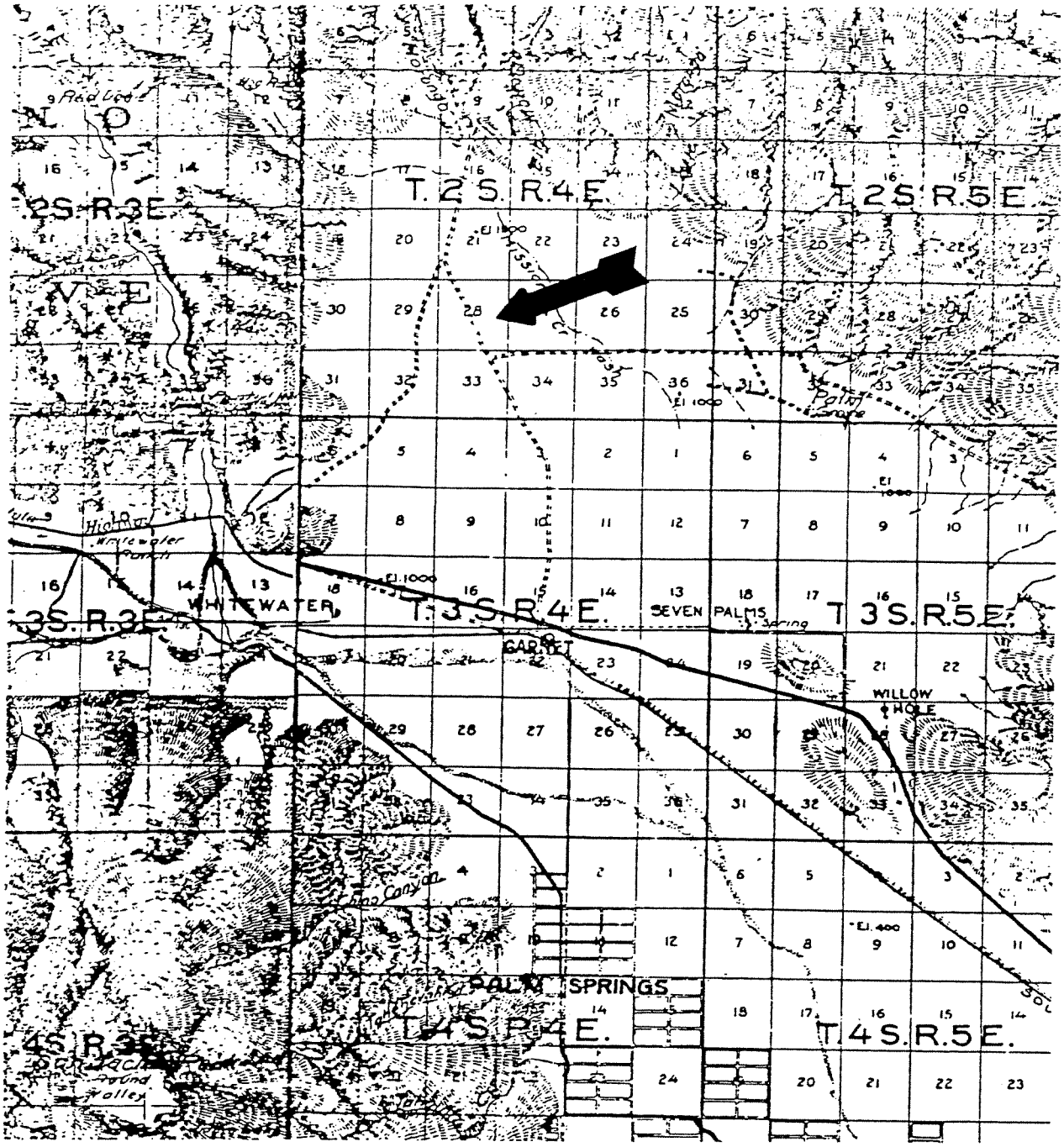


Fig. 4. Enlarged detail of 1929 "Map of Riverside County, California Showing Sections, Townships, Ranchlines and Topography" compiled by A. C. Fulmor, Riverside County Surveyor. Note road through Section 28. (Courtesy of the Local History Collection, Riverside Public Library.)

Attachment A

Personnel Qualifications and Experience

Bruce William Love, Ph.D.
Archaeological Research Unit
University of California
Riverside, CA 92521

Current Position	Director: Archaeological Research Unit, UCR.
Past Positions 1987-1990	Owner, Pyramid Archaeology, a CRM company, Palmdale, CA. Coordinator, UCLA Archaeological Information Center.
Education	Ph.D. University of California, Los Angeles; Anthropology, 1986. M.A. University of California, Los Angeles; Anthropology, 1981. B.A. University of California, Los Angeles; Anthropology, 1976.
Research Field	California archaeology, cultural resource management. Ten years experience in Southern California.
Memberships	Society of Professional Archaeologists, Certified. American Anthropological Association. Society for American Archaeology. Society for California Archaeology.
Publications	Over 125 Cultural Resource Management Reports.

	1990	Archaeological Testing of a portion of LAn-618, the Escondido Canyon Site, near Agua Dulce, Los Angeles County. *Antelope Valley Archaeological Society Occasional Papers*, II.
	1990	*Antelope Valley Archaeological Society Occasional Papers*, II. General Editor.
	1988a	"The Antelope of Antelope Valley." *The Journal of the West Antelope Valley Historical Society*, 1:1.
	1988b	"Archaeological Sites in the Area of the Indian Museum." *Docent Chants* 1:4. Antelope Valley Indian Museum, Lancaster.
	1988c	"Local Archaeology." *AVAS Newsletter* 17:9. Antelope Valley Archaeolgical Society, Lancaster.
Teaching Experience	1990	Field Methods in Archaeology. UCLA Extension.
	1989	Field Methods in Archaeology. Cerro Coso College.
	1986	Cultural Anthropology. Teaching Assistant, UCLA.
	1986	Physical Anthropology (genetics of evolution). Teaching Assistant, UCLA.
	1985	Physical Anthropology (fossil record). Teaching Assistant, UCLA.

Kevin B. Hallaran
Archaeological Research Unit
University of California
Riverside, CA 92521

Current Position

Staff Archaeologist and Historian, Archaeological Research Unit, U C Riverside.

Education

M. A. History/Historic Resources Management, U C Riverside, 1990.

B. A. English/Creative Writing, California State University, San Diego, 1978.

Research Interests

History of California and the American West; social history; historical archaeology; material culture.

Affiliations

Member, American Association of Museums.
Member, American Association for State and Local History.
Member, National Council on Public History.
Member, Society for Historical Archaeology.
Member, Western Historical Association.

Selected Research Reports

1990 The Seccombe Lake Park Burials: A Pioneer Cemetery in San Bernardino, California. Master's thesis, University of California, Riverside. (Thesis was also used as a cultural resource management report performed under contract to City of San Bernardino.)

1989 (with K. K. Swope) An Archaeological and Historical Documentation of the Zenda Mine Site, Southern Sierra Nevada Mountains, Kern County, California. MS on file at the Southern San Joaquin Valley Archaeological Information Center, Bakersfield, CA.

1989 (with K. K. Swope and P. J. Wilke) Historical and Archaeological Documentation of a Construction Camp ("China Camp") on the San Diego & Arizona Railway, Anza-Borrego Desert State Park, San Diego County, California. MS on file at Archaeological Research Unit, University of California, Riverside.

1988 "Labor in the California Citrus Industry." (Interpretive element for use by the proposed Citrus State Historic Park, Riverside, CA.) MS on file at Historical Department, Riverside Municipal Museum, Riverside, CA.

1988 (with C. L. Pruitt and M. Q. Sutton) An Archaeological and Historical Assessment of the Yellow Aster Mine Property, Kern County, California. MS on file at the Cultural Resource Facility, California State University, Bakersfield.

1987 (with K. K. Swope) The Baltic Mine and Mill Site and Associated Features of the Stringer Mining District, Kern County, California. MS on file at Archaeological Research Unit, University of California, Riverside.

1987 (with P. J. Wilke) The Valley View Mine and Mill Site, Castle Mountains, San Bernardino County, California: An Historical Documentation. MS on file at Archaeological Research Unit, University of California, Riverside.

Karen K. Swope
Archaeological Research Unit
University of California
Riverside, CA 92521

Current Position: Project Director, Archaeological Research Unit, UC Riverside.

Education: Ph.D. In Progress, University of California, Riverside; Anthropology
M.S. 1987, University of California, Riverside; Anthropology
B.A. 1983, California State University, San Bernardino; Liberal Studies

Research Focus: California archaeology, with emphasis in historical archaeology. Seven years archaeological experience in interior Southern California.

Affiliations: Member, Society for American Archaeology
Member, Society for California Archaeology
Member, Society for Historical Archaeology
Member, Arizona Archaeological and Historical Society

Appointment: Associate Editor, Journal of California and Great Basin Anthropology

Publications and Selected Technical Reports

1987 Archaeological Investigations at the Pope Adobe, Banning, Riverside County, California. Masters thesis, University of California, Riverside.

1988 Plant Remains Recovered by Flotation from Riv-1179. In: Archaeological Investigations at La Quinta, Salton Basin, Southeastern California, M. Q. Sutton and P. J. Wilke, eds. Salinas: Coyote Press Archives of California Archaeology, MS 1986, 9 pp., in press.

1988 Flaked Stone Artifacts. In: The Cole Canyon Site, by Jean Salpas Keller and Daniel F. McCarthy. Pacific Coast Archaeological Society Quarterly, MS 1985, 13 pp., in press.

1989 (with K. B. Hallaran and P. J. Wilke). Historical and Archaeological Documentation of a Construction Camp ("China Camp"), on the San Diego & Arizona Railway, Anza-Borrego Desert State Park, San Diego County, California. MS on file at the Archaeological Research Unit, University of California, Riverside.

1989 (with P. J. Wilke). An Archaeological and Historical Documentation of the C & K Mine Site, Providence Mountains State Recreation Area, San Bernardino County, California. MS on file at the Archaeological Research Unit, University of California, Riverside.

1989 (with K. B. Hallaran). An Archaeological and Historical Documentation of the Zenda Mine Site, Southern Sierra Nevada Mountains, Kern County, California. MS on file at the Southern San Joaquin Valley Archaeological Information Center.

Jan Martuscelli Kent
3637 Canyon Crest Drive
Riverside, CA 92501
(714) 369-1693

Education

M.A. University of California, Riverside; Cultural Anthropology
Economic Development, 1987.

B.A. Michigan State University; English/Sociology, 1970.

Work Experience

Spring and Summer 1990
Mojave Siphon Project
Cal State Bakersfield Cultural Resources Facility
Joan Schneider, Project Director.
Surface collection and excavation.

Spring 1990
La Quinta
Archaeological Research Unit, UC Riverside
Robert Yohe, Project Director.
Excavation.

Summer and Fall 1989
Hemet Valley
Archaeological Research Unit, UC Riverside
Brooke Arkush, Project Director.
Excavation and lab analysis.

Summer 1989
Twin Oaks Valley Ranch, San Marcos
ERC Environmental Services
Adella Schroth, Project Director.
Excavation.

Spring 1988
Riverside Survey
Archaeological Research Unit, UC Riverside
Bob Parr, Project Director.

Spring 1988
Palm Springs Survey
Archaeological Research Unit, UC Riverside
Bob Parr and Brooke Arkush, Project Directors.

Fall 1987
Las Montanas
Paul Chace & Associates
Robert Yohe, Project Director.
Lab analysis.

Fall 1987
Orange County
RMW Paleo Associates, Mission Viejo
Excavation.

1984-86
Computer Project
Archaeological Research Unit, UC Riverside
Daniel McCarthy, Supervisor.
Record processing.

1981-82
Calico Project
San Bernardino County Museum
Dee Simpson, Supervisor.
Lab analysis volunteer.

Leland Lubinsky
24818 Redlands Boulevard
San Bernardino, CA 92408
(714) 796-6565

Education

B.A. University of California, Riverside; Latin American Studies.

Work Experience

Spring and Summer 1990

Mojave Siphon Project
Cal State Bakersfield Cultural Resources Facility
Joan Schneider, Project Director
Surface collection and excavation.

Spring 1990

Rosamond Survey Project
Cal State Bakersfield Cultural Resources Facility
Mark Sutton, Project Director
Survey.

RI-3433
1084109

ADDENDUM

CULTURAL RESOURCES ASSESSMENT
Olympus Golf Course
Desert Hot Springs, Riverside County

RECEIVED IN
FEB 19 1992
EIC

Prepared for

Wayne Wittig Real Estate and Construction
12675 Palm Drive
Desert Hot Springs, CA 92240

Prepared by

Ayşe Taşkıran

Archaeological Research Unit
University of California
Riverside, CA 92521

Bruce Love, Director

UCRARU # 1174

February 18, 1992

USGS Desert Hot Springs, Calif. 7.5' series quadrangle
approximately 58 acres

CM

INTRODUCTION

At the request of Wayne Wittig Real Estate and Construction, the Archaeological Research Unit (ARU), University of California, Riverside, conducted an archaeological assessment of approximately 38 acres of land for the Olympus Golf Course project. Approximately 520 acres had been previously surveyed by the ARU in October, 1990 (Love, 1990). These additional survey areas are located as follows:

1. the SE 1/4 of the SE 1/4 of the SE 1/4 of Section 29, approximately 6 acres on the north side of West Pierson Road,
2. the E 1/2 of the NW 1/4 of the NW 1/4 of Section 28, approximately 12 acres on the east side of the Twentynine Palms Highway, and
3. the W 1/2 of the SE 1/4 of the SE 1/4 of Section 28, approximately 20 acres on the north side of West Pierson Road,

all located in T.2S, R.4E, SBBM, as shown on the USGS Desert Hot Springs, Calif., 7.5' series quadrangle (Fig. 1).

RECORD SEARCH

A records search (RS-1364) of the project vicinity was conducted by the Eastern Information Center, Department of Anthropology, University of California, Riverside. The records search indicated that two archaeological sites, both of which are historical, were recorded during the original survey. These two sites are designated CA-Riv-4040 and CA-Riv-4041. No sites were located within the additional three project areas.

SETTING

The geology of the area is alluvial, colluvial, and wind-blown deposits of sand, gravel, and rock. Elevations on the project areas range from 1300 to 1500 ft (396 to 457 m) above sea level. The vegetation is characteristic of the Creosote Bush Scrub plant community. All three areas are partly graded and are covered by seasonal drainages.

SURVEY METHODS

An on-foot survey of the three added areas was conducted by the author and John Torres on February 3 and 8, 1992. The survey consisted of walking parallel

transects in east-west and north-south directions at 15 m intervals. The visibility was 95% due to the scarce vegetation.

RESULTS

No prehistoric or historic cultural resources were found on the project areas. Some stone alignments were observed on the northeastern portion of survey area 3 (W 1/2 of SE 1/4 of SE 1/4 of Section 28). However, no historic artifacts were found associated with these rocks. All materials found were cans and glass bottles dating to the late 1960s and 1970s. Considering the existence of a number of seasonal drainages on the area, it was decided that these stone alignments occurred naturally. No further archaeological investigation is recommended.

REFERENCE

Love, Bruce
1990 Cultural Resources Assessment: Olympus Golf Course, Desert Hot Springs, Riverside County. MS on file at the Eastern Information Center, Department of Anthropology University of California, Riverside (MF-3255).

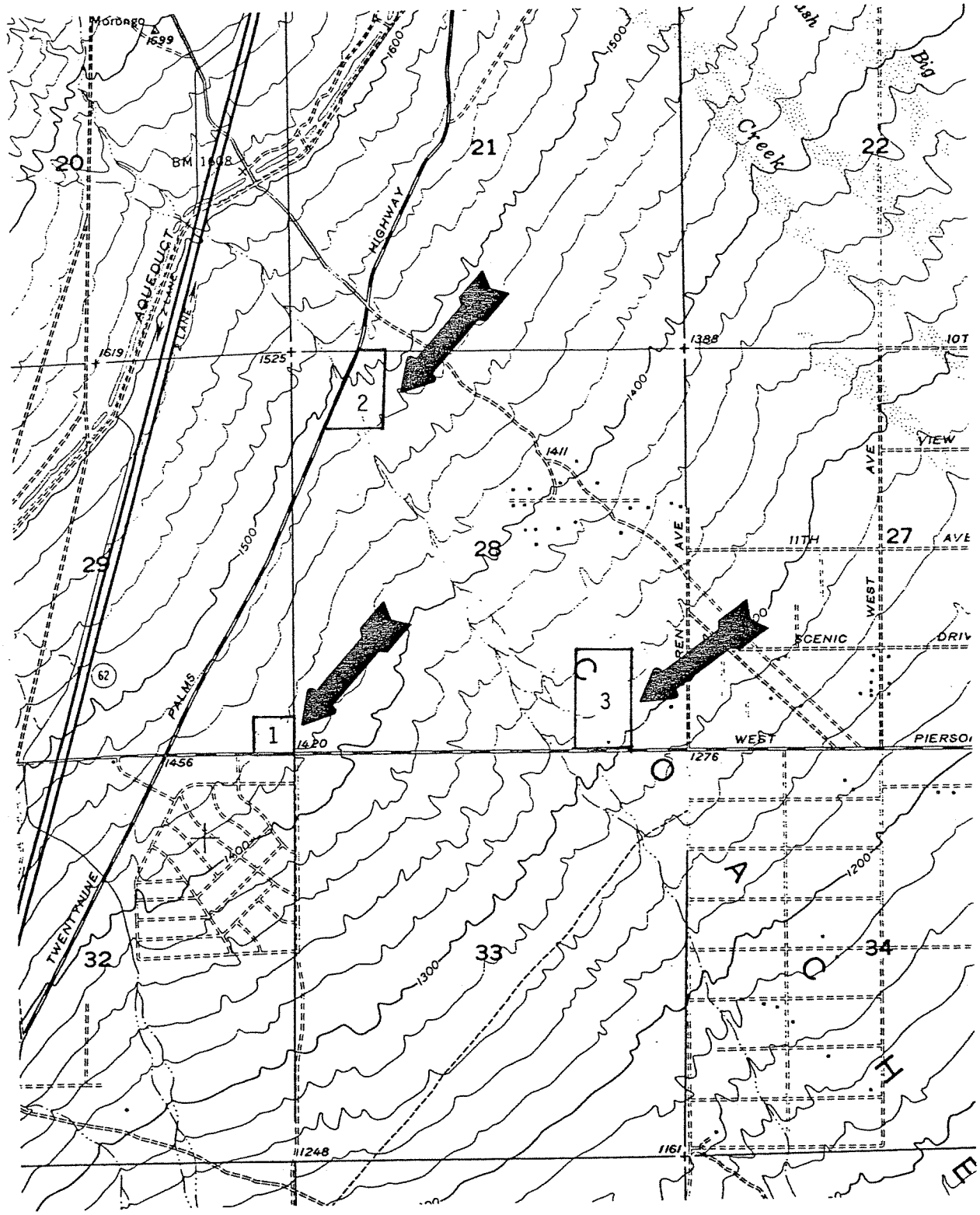


Figure 1. Location of the three additional survey areas for the Olympus Golf Course project. Adapted from the USGS Desert Hot Springs, Calif. 7.5' series quadrangle.

APPENDIX I

RECEIVED IN

JAN 2 7 1992

ARU

January 27, 1992
RS # 1364

Bruce Love, Director
Archaeological Research Unit
University of California
Riverside, California 92521

re: ARU Project # 1174

Dear Bruce:

We received your request on January 22nd, 1992 for a cultural resources records search for the property designated "three added areas to the Olympus Golf Course project" located in Section 28, T.2S, R.4E, SBBM, near the city of Desert Hot Springs in Riverside County. We have reviewed our site records, maps, and manuscripts against the location map you provided. Other available heritage resource listings, including the National Register and the State Historic Resources Inventory, have been checked.

Our records indicate that a cultural resources survey has not been conducted on the subject property.

However, our records indicate that three archaeological sites have been recorded within a one mile radius of the project area, two of which you already have copies. Copies of the other site record is included for your study needs.

Four cultural resources survey reports are available that are in close proximity to the subject property. These reports are listed on the attachment entitled "Archeological Reports" and are available upon request at $0.25/page. The KEYWORD section of each citation lists the geographic area, quad name, listing of trinomials (when identified), report number in our manuscript files (MF #), and the number of pages per report.

The above information is reflected on the enclosed map. Areas that are shaded in yellow indicate areas that have been surveyed. Numbers in pencil indicate the MF #. Areas in red show the location of cultural resources, and their corresponding numbers in black represent the state trinomial.

In addition to the California Archaeological Inventory, the following were reviewed:

A. The National Register of Historic Places, Vol. I, II, and subsequent Federal Register Listings: None.

B. California Historic Landmarks, 1982, California Department of Parks and Recreation: None.

C. California Inventory of Historic Resources: None.

D. The Historic Resources Inventory, conducted in the late 1970s and early 1980s by the Riverside County Parks Department: None.

E. A review of early USGS topographic maps of the area, Palm Springs 15' (1957, 1940) and San Jacinto (1898) indicated no historic structures present upon the project area. The GLO plat map of 1899 was illegible for this township and range.

This statement does not constitute a negative declaration of impact. This statement reports only known archaeological materials on or in the vicinity of the property in question.

The presence of cultural resources on the property cannot be ruled out until a systematic survey is conducted.

For further information on historic resources, please contact Diana Seider, Riverside County Historian, at (714) 275-4310.

As the Information Center for Riverside County, it is necessary that we receive a copy of all archaeological reports and site information pertaining to this county in order to maintain our map and manuscript files. Site location data provided with this records search are not to be used for reports unless the information is within the project boundaries. This information is confidential.

Sincerely,

Veronique M. Rorive

Veronique M. Rorive
Information Officer

enclosures

RS\RS-1364

Unpublished Report

Document No.: 1080082
WILKE, PHILIP J.
1972 *FLOOD CONTROL ON LOWER MISSION CREEK: EXPECTED IMPACT ON ARCHAEOLOGICAL RESOURCES.* ARCHAEOLOGICAL RESEARCH UNIT, U.C. RIVERSIDE. SUBMITTED TO PRIVATE. UNPUBLISHED REPORT ON FILE AT EASTERN INFORMATION CENTER, U.C. RIVERSIDE, CA 92521.

Last Update: 11/28/90 Cataloged by: WOR-CA-04 on 09/27/88
Keywords: 16 PP (8), 5 ACRES SURVEYED (4), CA-RIV-1119 (8), CA-RIV-1294 (8), COACHELLA VALLEY (4), DESERT HOT SPRINGS 7.5' QUAD (4), MF #0061 (6)

Unpublished Report

Document No.: 1082982
ARKUSH, BROOKE S.
1989 *A CULTURAL RESOURCES ASSESSMENT OF 2267 ACRES OF LAND LOCATED NEAR MISSION CREEK IN RIVERSIDE COUNTY, CALIFORNIA.* ARCHAEOLOGICAL RESEARCH UNIT, U.C. RIVERSIDE. SUBMITTED TO PRIVATE. UNPUBLISHED REPORT ON FILE AT EASTERN INFORMATION CENTER, U.C. RIVERSIDE, CA 92521.

Last Update: 05/09/90 Cataloged by: WOR-CA-04 on 05/09/90
Keywords: MF #2722 (6), 10 PP (7), COACHELLA VALLEY (4), DESERT HOT SPRINGS 7.5' QUAD (4), CA-RIV-1387-H (8), CA-RIV-3656-H (8), CA-RIV-3657-H (8), CA-RIV-3658 (8)

Unpublished Report

Document No.: 1083579
LOVE, BRUCE AND KEVIN HALLARAN
1990 *CULTURAL RESOURCE ASSESSMENT OLYMPUS GOLF COURSE, DESERT HOT SPRINGS, RIVERSIDE COUNTY, CALIFORNIA.* ARCHAEOLOGICAL RESEARCH UNIT, U.C. RIVERSIDE. SUBMITTED TO PRIVATE. UNPUBLISHED REPORT ON FILE AT EASTERN INFORMATION CENTER, U.C. RIVERSIDE, CA 92521.

Last Update: 11/16/91 Cataloged by: WOR-CA-04 on 11/05/90
Keywords: MF #3255 (6), 25 PP (7), 520 ACRES SURVEYED (4), COACHELLA VALLEY (4), DESERT HOT SPRINGS 7.5' QUAD (4), CA-RIV-4041 (8), CA-RIV-4041 (8)

Unpublished Report

Document No.: 1083739
ALEXANDROWICZ, STEPHEN AND JUDY MCKEEHAN
1991 *A CULTURAL RESOURCE ASSESSMENT OF A 4.5-ACRE PARCEL IN THE CITY OF DESERT HOT SPRINGS, RIVERSIDE COUNTY, CALIFORNIA.* CHAMBERS GROUP, INC. SUBMITTED TO PRIVATE. UNPUBLISHED REPORT ON FILE AT EASTERN INFORMATION CENTER, U.C. RIVERSIDE, CA 92521.

Last Update: 03/26/91 Cataloged by: WOR-CA-04 on 03/26/91
Keywords: MF #3398 (6), 24 PP (7), 4.5 ACRES SURVEYED (4), COACHELLA VALLEY (4), DESERT HOT SPRINGS 7.5' QUAD (4), NO RESOURCES (8)

APPENDIX II

Bruce William Love, Ph.D.
Archaeological Research Unit
University of California
Riverside, CA 92521

Current Position	Director: Archaeological Research Unit, UCR.
Past Positions 1987-1990	Owner, Pyramid Archaeology, a CRM company, Palmdale, CA. Coordinator, UCLA Archaeological Information Center.
Education	Ph.D. University of California, Los Angeles; Anthropology, 1986. M.A. University of California, Los Angeles; Anthropology, 1981. B.A. University of California, Los Angeles; Anthropology, 1976.
Research Field	California archaeology, cultural resource management. Ten years experience in Southern California.
Memberships	Society of Professional Archaeologists, Certified. American Anthropological Association. Society for American Archaeology. Society for California Archaeology.
Publications	Over 125 Cultural Resource Management Reports.

1990	Archaeological Testing of a portion of LAn-618, the Escondido Canyon Site, near Agua Dulce, Los Angeles County. *Antelope Valley Archaeological Society Occasional Papers*, II.
1990	*Antelope Valley Archaeological Society Occasional Papers*, II. General Editor.
1988a	"The Antelope of Antelope Valley." *The Journal of the West Antelope Valley Historical Society*, 1:1.
1988b	"Archaeological Sites in the Area of the Indian Museum." *Docent Chants* 1:4. Antelope Valley Indian Museum, Lancaster.
1991	"Archaeology and History, North Edwards, Antelope Valley." *Proceedings of the Society of California Archaeology*, Vol. 4.

Teaching Experience	1990	Field Methods in Archaeology. UCLA Extension.
	1989	Field Methods in Archaeology. Cerro Coso College.
	1986	Cultural Anthropology. Teaching Assistant, UCLA.
	1986	Physical Anthropology (genetics of evolution). Teaching Assistant, UCLA.
	1985	Physical Anthropology (fossil record). Teaching Assistant, UCLA.

CURRICULUM VITAE

Name: Ayse Taskiran
Date of Birth: 07/31/1961
Present Position: Ph.D. Student
Address: 3637 Canyon Crest Drive, # O 201
Riverside, CA 92507
(714) 274-9748
Language: Turkish, English

Education and Degrees

Name of the School	From	To	Degree
Bosphorus University/Marketing	1977	1980	Vocational degree
Istanbul University/Prehistory	1984	1988	B.A.
Indiana University/Anthropology	1989	1991	M.A.
Flintknapping Field School/Idaho	1990		

Field Experience

Field Work	Year	Project and Director
Cayonu Excavation, Diyarbakir	1985-88	Istanbul-Chicago Joint Project Profs.H Cambel and R.Braidwood
Yarimburgaz Excavation, Istanbul	1988-89	Istanbul University Profs. G.Arsebuk and C.Howel
Archaeological Field School, Evansville	1990	Indiana University, Bloomington Prof. C.Peebles
Hallan Cemi Excavation, Batman	1991	Diyarbakir Museum, Dr. M.Rosenberg
Titris Excavation, Urfa	1991	Urfa Museum, Dr. G.Algaze

Academic Awards

1989-1990 Wenner-Gren Foundation for Anthropological Research, Developing Countries Fellowship ($9000)

Indiana University, Dept. of Anthropology, Fee Scholarship

University of Chicago, Oriental Institute, Travel and living expenses for the Society of Africanist Archaeologist Conference in Florida, April 1990 ($ 250)

University of Chicago, Oriental Institute, Grant for the Flintknapping Field School in Idaho, Summer 1990 ($ 1 550)

1990-1991 Wenner-Gren Foundation for Anthropological Research, Developing Countries Fellowship ($9000)

Indiana University, Dept. of Anthropology Fee Scholarship

1991-1992 Wenner-Gren Foundation for Anthropological Research, Developing Countries Fellowship ($5000)

University of California, Dept. of Anthropology, Fee Scholarship

John A. Torres
494 South Macy Street
San Bernardino, CA 92410
(714) 889-4510

Education

Ph.D. program, University of California, Riverside
B.S., University of California, Riverside; Anthropology, 1988

Memberships

Society for American Archaeology

Experience

March 1989--present
Various Orange County Projects
Keith Companies, Costa Mesa
Lab director - preliminary lithic analysis and quality control for lab processed materials
Crew Chief - excavation and lab processing (preliminary bone identification and shell specification)
Lab and Field Assistant - excavation and lab processing

March 1989
Various Riverside County Projects
Roberta Greenwood and Associates
Field Assistant - survey, collection, and mapping

February 1989--present
Various Riverside and San Bernardino County Projects
Archaeological Research Unit, University of California, Riverside.
Project Director - writing and analysis
Crew Chief - excavation, survey and mapping

January 1989
Various Riverside County Projects
San Bernardino County Museum, Redlands
Field Assistant - survey and mapping historical sites

Roberta Greenwood and Associates
Field Assistant - survey and mapping

Fall 1988
Jensen Ranch, Jurupa, California
Field Assistant - volunteer excavation

July-August 1988
Paleolithic Sites
Human Paleontology Museum, Paris, France
Field and Lab Assistant - excavation, lab processing, and Lithic tool illustration

April-June 1988
Field Class - Agua Mansa Site, Rialto
University of California, Riverside
Excavation, lab processing, and artifact photography for presentations

HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY REPORT

ADDITION TO STONE RIDGE PROJECT
ASSESSOR'S PARCEL NUMBER 667-120-016

In the City of Desert Hot Springs
Riverside County, California

Submitted to:

Bob Gilroy, President
First West Capital Corporation
17692 Cowan Street
Irvine, CA 92614

Submitted by:

Bai Tang, Principal Investigator
Michael Hogan, Principal Investigator
Casey Tibbet, Historian/Report Writer
Daniel Ballester, Archaeologist
CRM TECH
4472 Orange Street
Riverside, CA 92501

June 23, 2004

CRM TECH Contract #1317
Approximately 35 Acres
USGS Desert Hot Springs, Calif., 7.5' Quadrangle
Section 29, T2S R4E, San Bernardino Base Meridian

MANAGEMENT SUMMARY

In June, 2004, at the request of First West Capital Corporation, CRM TECH performed a cultural resources study on approximately 35 acres of vacant land in the City of Desert Hot Springs, Riverside County, California. The subject property of the study, Assessor's Parcel No. 667-120-016, is located on the north side of Pierson Boulevard and both sides of Worsley Road, in the southeast quarter of Section 29, T2S R4E, San Bernardino Base Meridian. The study is part of the environmental review process for the proposed addition of the property to a residential development known as the Stone Ridge project. The City of Desert Hot Springs, as Lead Agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA).

The purpose of the study is to provide the City of Desert Hot Springs with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any historical/ archaeological resources that may exist in or around the project area, as mandated by CEQA. In order to identify and evaluate such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, and carried out an intensive-level field survey.

Through the various avenues of research, this study did not encounter any "historical resources," as defined by CEQA, within or adjacent to the project area. Therefore, CRM TECH recommends to the City of Desert Hot Springs a finding of *No Impact* regarding cultural resources. No further cultural resources investigation is recommended for the project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

TABLE OF CONTENTS

MANAGEMENT SUMMARY i
INTRODUCTION 1
SETTING 3
Current Natural Setting 3
Cultural Setting 4
Ethnohistoric Context 4
Historic Context 4
RESEARCH METHODS 5
Records Search 5
Historical Research 5
Field Survey 5
RESULTS AND FINDINGS 6
Records Search Results 6
Historical Research Results 6
Field Survey Results 6
DISCUSSION 9
RECOMMENDATIONS 9
CONCLUSION 10
REFERENCES 11
APPENDIX 1: PERSONNEL QUALIFICATIONS 12

LIST OF FIGURES

Figure 1. Project vicinity 1
Figure 2. Project area 2
Figure 3. Overview of the current natural setting of the project area 3
Figure 4. Previous cultural resources studies 7
Figure 5. The project area and vicinity in 1855-1856 8
Figure 6. The project area and vicinity in 1897-1899 8
Figure 7. The project area and vicinity in 1940 8
Figure 8. The project area and vicinity in 1955-1957 8

INTRODUCTION

In June, 2004, at the request of First West Capital Corporation, CRM TECH performed a cultural resources study on approximately 35 acres of vacant land in the City of Desert Hot Springs, Riverside County, California (Fig. 1). The subject property of the study, Assessor's Parcel No. 667-120-016, is located on the north side of Pierson Boulevard and both sides of Worsley Road, in the southeast quarter of Section 29, T2S R4E, San Bernardino Base Meridian (Fig. 2). The study is part of the environmental review process for the proposed addition of the property to a residential development known as the Stone Ridge project. The City of Desert Hot Springs, as Lead Agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA; PRC §21000, et seq.).

CRM TECH performed the present study to provide the City of Desert Hot Springs with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any historical/archaeological resources that may exist in or around the project area, as mandated by CEQA. In order to identify and evaluate such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, and carried out an intensive-level field survey. The following report is a complete account of the methods, results, and final conclusion of the study.

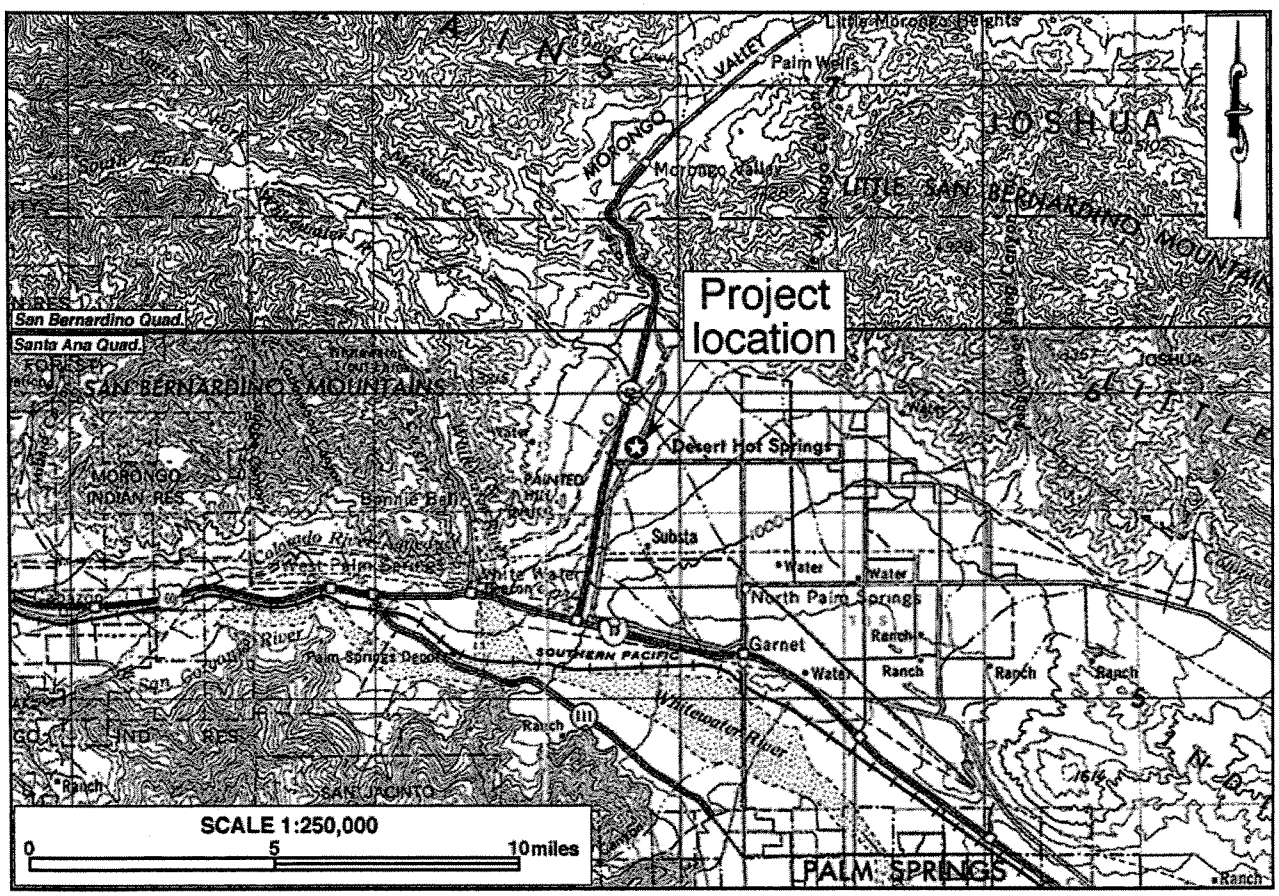


Figure 1. Project vicinity. (Based on USGS San Bernardino and Santa Ana, Calif., 1:250,000 quadrangles [USGS 1969; 1979])

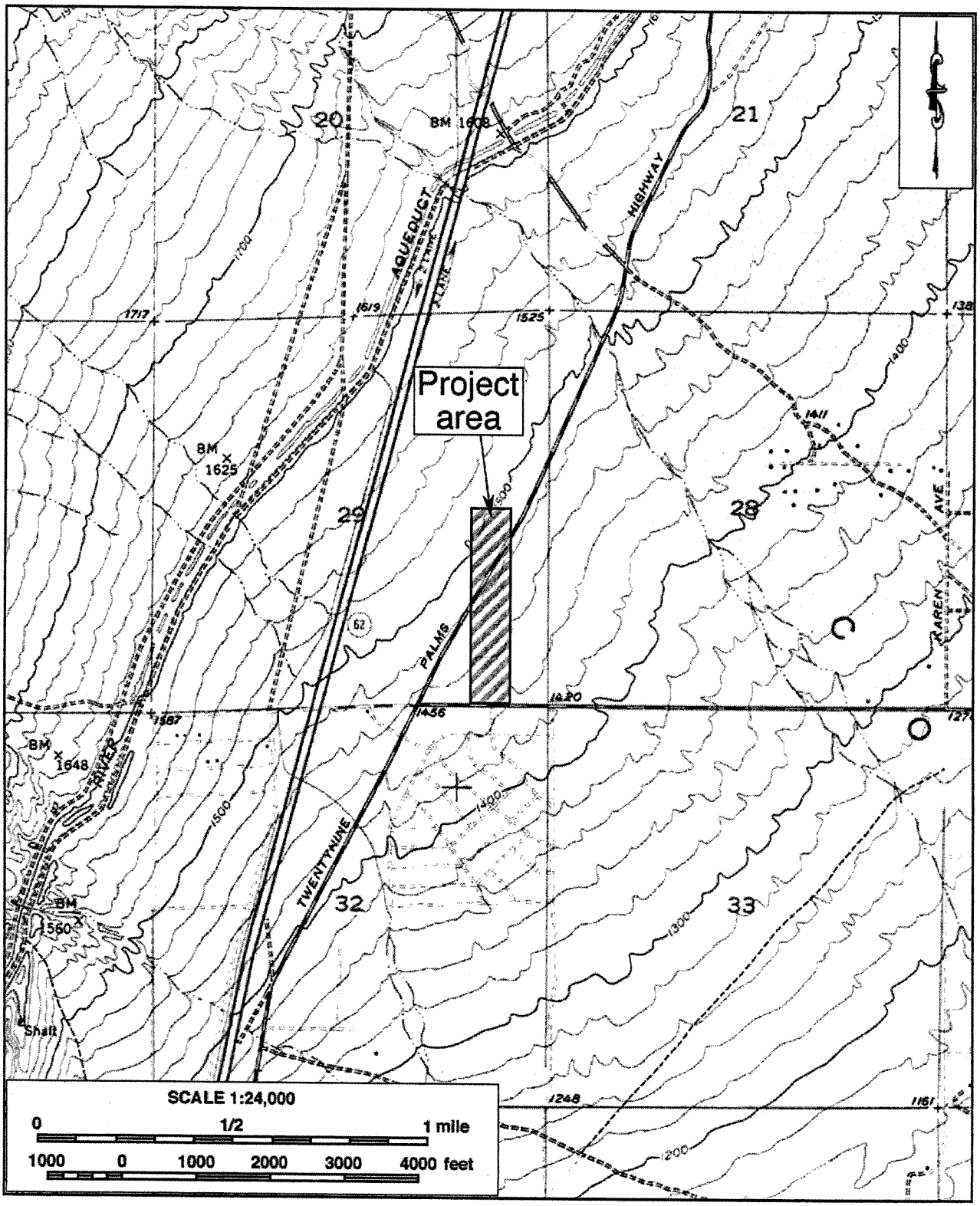


Figure 2. Project area. (Based on USGS Desert Hot Springs, Calif., 1:24,000 quadrangle [USGS 1978])

SETTING

CURRENT NATURAL SETTING

The project area is situated at the northwestern end of the Coachella Valley, a low-lying desert valley that constitutes the westernmost portion of the Colorado Desert. Dictated by this geographic setting, the climate and environment of the project area and its surrounding region are typical of southern California's desert country, marked by extremes in temperature and aridity. Temperatures in the region reach over 120 degrees in summer, and dip to near freezing in winter. Average annual precipitation is less than five inches, and average annual evaporation rate exceeds three feet.

More specifically, the project area lies approximately five miles northeast of the intersection of Interstate 10 and State Route 62, on the sparsely populated western edge of the City of Desert Hot Springs, and is surrounded predominantly by other parcels of vacant land. Pierson Boulevard forms its southern boundary, and Worsely Road traverses the property in a northeast-southwest direction. Dominated by a large wash, the project area features a gentle slope rising from the southeast to the northwest, with elevations ranging from approximately 1,440 feet to 1,500 feet above mean sea level. Soil in the project area consists of coarse sand mixed with large rocks and boulders. Vegetation on the property includes creosote bushes, brittle bushes, yuccas, stick chollas, Mormon tea, barrel cacti, and desert grasses and shrubs (Fig. 3).

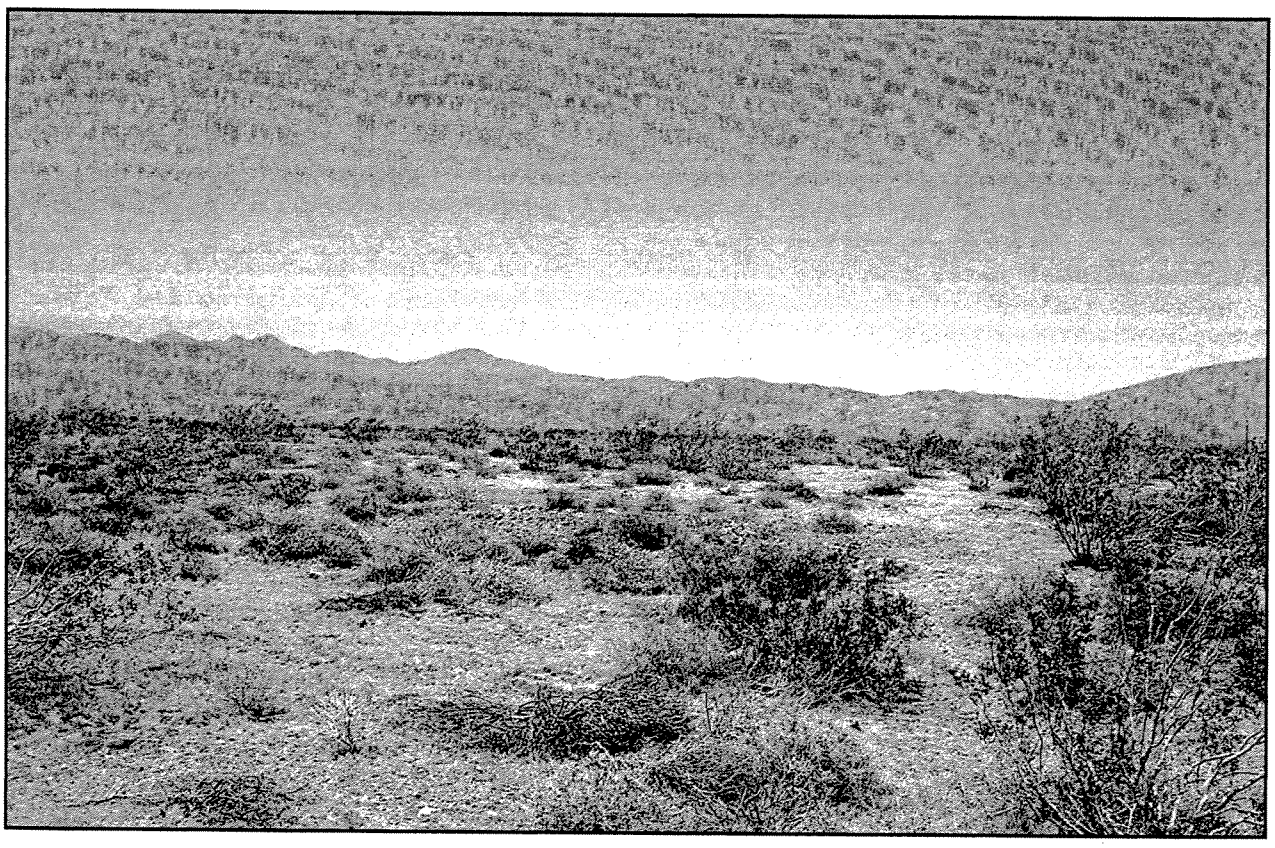


Figure 3. Overview of the current natural setting of the project area. (Photo taken on June 9, 2004; view to the north.)

CULTURAL SETTING

Ethnohistoric Context

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías*, occupied by the Cahuilla people, in the mid-19th century. The Cahuilla, a Takic-speaking people of hunters and gatherers, are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Gorgonio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own, for purposes of hunting game, gathering food, or utilizing other necessary resources. They interacted with other clans through trade, intermarriage, and ceremonies.

Population data prior to European contact are almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons. During the 19th century, however, the Cahuilla population was decimated as a result of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Morongo, Agua Caliente, Cabazon, Augustine, and Torres Martinez.

Historic Context

In 1823-1825, José Romero, José Maria Estudillo, and Romualdo Pacheco, leading a series of expeditions in search of a route to Yuma, became the first noted European explorers to travel through the Coachella Valley. However, due to its harsh environment, few non-Indians ventured into the desert valley during the Mexican and early American periods, except those who traveled across it along the established trails. The most important among these trails was the Cocomaricopa Trail, an ancient Indian trading route that was "discovered" in 1862 by William David Bradshaw and became known after that as the Bradshaw Trail. In much of the Coachella Valley, this historic wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday.

Non-Indian settlement in the Coachella Valley began in the 1870s, with the establishment of railroad stations along the Southern Pacific Railroad, and spread further in the 1880s, after public land was opened for claims under the Homestead Act, the Desert Land Act, and other federal land laws. Farming became the dominant economic activity in the valley, thanks to the development of underground water sources, often in the form of artesian wells. But it was not until the completion of the Coachella Canal in 1948-1949 that farmers

in the arid region obtained an adequate and reliable water supply. The main agricultural staple in the Coachella Valley, the date palm, was first introduced around the turn of the century. By the late 1910s, the date palm industry had firmly established itself, giving the region its celebrated image of "the Arabia of America." Starting in the 1920s, a new industry, featuring equestrian camps, resort hotels, and eventually country clubs, gradually spread throughout the Coachella Valley, and since then transformed it into southern California's leading winter retreat.

The present-day City of Desert Hot Springs is among the communities that were largely created by the Coachella Valley's resort industry. Although sporadic settlement took place in the vicinity as early as 1908, the city owes much of its early development to the abundance of hot mineral water along the San Andreas fault line. J. W. Coffey, who subdivided the Desert Hot Springs townsite in 1933, is also credited with first tapping into the hot mineral water for commercial use by drilling a 300-foot well (Gunther 1984:151). Advertised in the early and mid-20th century primarily for its potential for health spas and convalescent homes, Desert Hot Springs saw sufficient growth by 1944 to warrant the establishment of a post office. After a further growth spurt during the post-WWII boom, Desert Hot Springs incorporated as a city in 1963.

RESEARCH METHODS

RECORDS SEARCH

CRM TECH archaeologist Adrián Sánchez Moreno (see App. 1 for qualifications) conducted the historical/archaeological resources records search at the Eastern Information Center (EIC), University of California, Riverside. During the records search, Moreno examined maps and records on file at the EIC for previously identified cultural resources in or near the project area, and existing cultural resources reports pertaining to the vicinity. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resource Information System.

HISTORICAL RESEARCH

Historical background research for this study was conducted by CRM TECH historians Bai "Tom" Tang and Casey Tibbet (see App. 1 for qualifications) on the basis of published literature in local and regional history and historic maps depicting the project vicinity. Among maps consulted for this study were the U.S. General Land Office's (GLO) land survey plat maps dated 1856, and the U.S. Geological Survey's (USGS) topographic maps dated 1901-1902, 1940, and 1957. These maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley.

FIELD SURVEY

On June 9, 2004, CRM TECH archaeologists Robert Porter, Lisa Hunt, Sal Boites, José Quiroz, and Thomas Melzer conducted the intensive-level, on-foot field survey of the

project area under the supervision of Field Director Daniel Ballester (see App. 1 for qualifications). During the survey, the field crew walked parallel north-south transects spaced 15 meters (ca. 50 feet) apart across the entire project area. In this way, the ground surface in the project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic periods (i.e., 50 years or older). Ground visibility was fair to excellent (70-100%) throughout the project area. The results of the survey are discussed below.

RESULTS AND FINDINGS

RECORDS SEARCH RESULTS

According to records on file at the Eastern Information Center, the project area had not been surveyed for cultural resources prior to this study, and no cultural resources were previously recorded on or adjacent to the property. Outside the project boundaries but within a one-mile radius, EIC records show at least eight previous cultural resources studies covering various tracts of land, including the original Stone Ridge project area lying just to the east (Fig. 4). As a result of these previous studies, seven historical/ archaeological sites were identified within the one-mile radius. All of these sites were of historic-period origin, consisting of remnants of homesteads, trash dumps, cabins, and rock alignments of unknown purpose. None of these previously recorded sites was located in the immediate vicinity of the project area, and thus none of them requires further consideration during this study.

HISTORICAL RESEARCH RESULTS

Historical sources consulted for this study suggest that the project area is relatively low in sensitivity for cultural resources from the historic period. In the mid-1850s, when the U.S. government conducted the first systematic land survey in the Coachella Valley, the only man-made features noted in the project vicinity were a number of roads, including a "Road Leading to the Mohave [*sic*] River" lying some 1.5 miles east of the project location (Fig. 5). By the late 1890s, a road traversing along the same general course as present-day Worsley Road became the earliest man-made feature to be observed within or adjacent to the project boundaries (Fig. 6).

During the first half of the 20th century, the road across the project area was improved into the original Twentynine Palms Highway (Figs. 7, 8). As the forerunner of today's SR 62, it served as one of the main regional thoroughfares, linking the communities of Twentynine Palms, Joshua Tree, and Yucca Valley to the rest of southern California. Despite the presence of this transportation artery, no evidence of any settlement and land development was found in or near the project area throughout the historic period. By the 1950s, the growth of the town of Desert Hot Springs had gradually extended into the surrounding area (Fig. 8), but the project area itself has evidently remained vacant and undeveloped to the present time.

FIELD SURVEY RESULTS

The intensive-level field survey produced completely negative results for potential cultural resources. No buildings, structures, or archaeological sites more than 50 years of age were

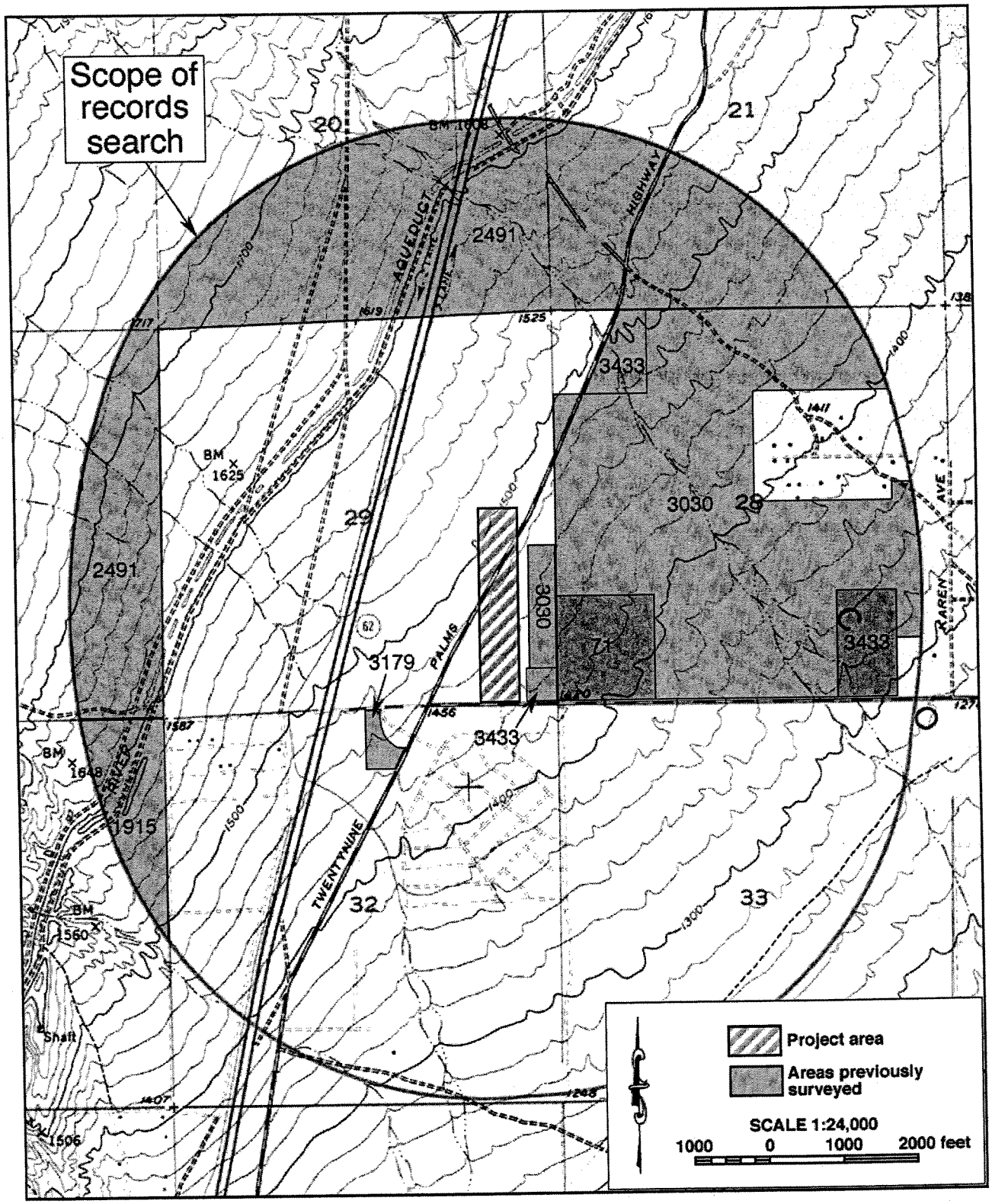


Figure 4. Previous cultural resources studies in the vicinity of the project area, listed by EIC file number. Locations of historical/archaeological sites are not shown as a protective measure.

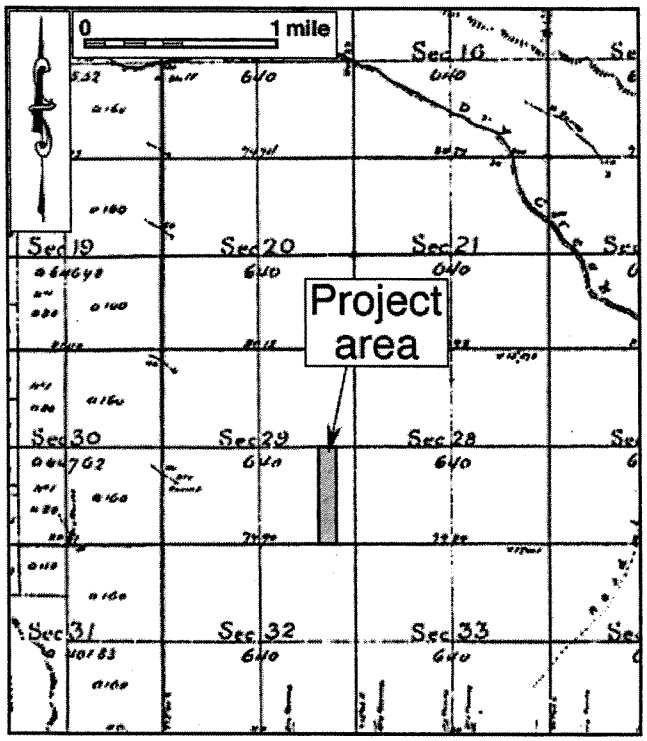


Figure 5. The project area and vicinity in 1855-1856. (Source: GLO 1856)

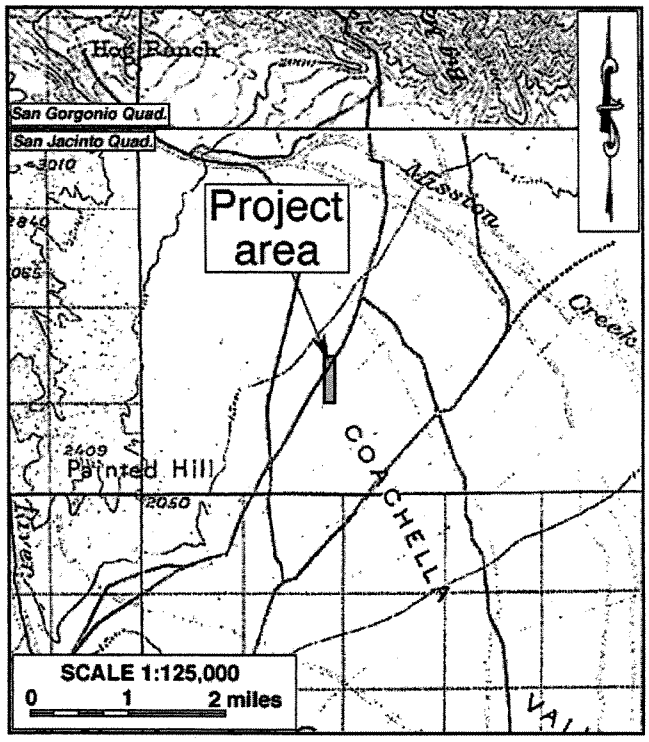


Figure 6. The project area and vicinity in 1897-1899. (Source: USGS 1901; 1902)

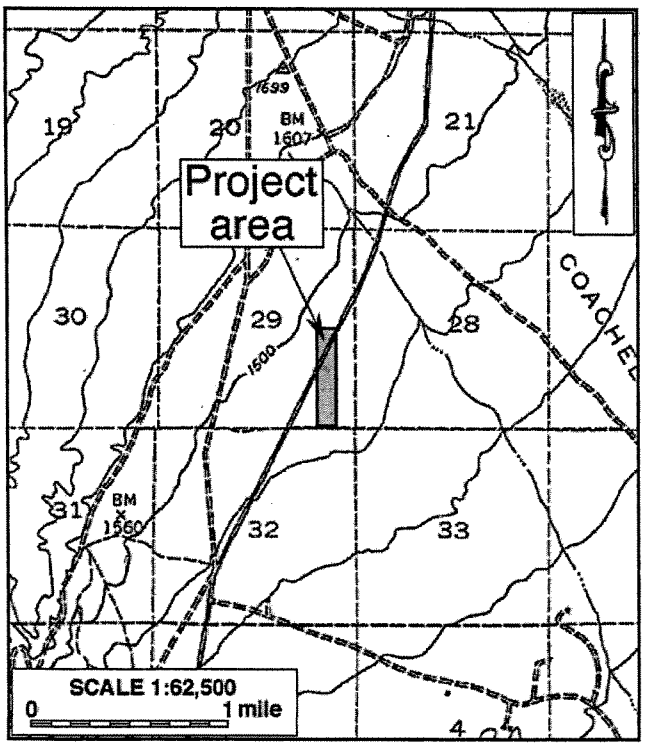


Figure 7. The project area and vicinity in 1940. (Source: USGS 1940)

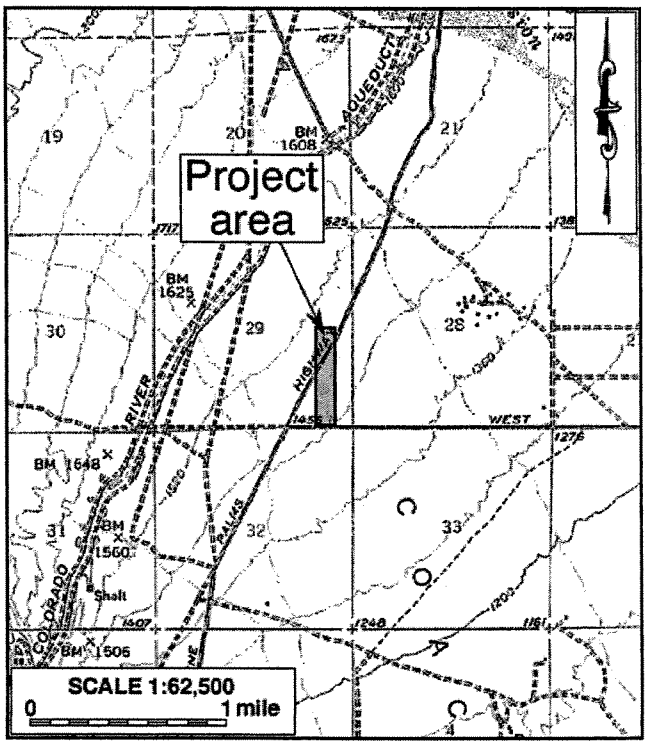


Figure 8. The project area and vicinity in 1955-1957. (Source: USGS 1957)

encountered during the survey, nor were any substantial artifact deposits, either prehistoric or historic in age, found in the project area. The only cultural feature that dates to the historic period, present-day Worsley Road, is today a paved road with no particular historical characteristics. As a working component of the modern transportation infrastructure, it is not considered a potential historical resource, and requires no further study. Some modern trash, such as rusted cans, broken glass, wood, plastics, and tires, was found along Worsely Road and on the north side of Pierson Boulevard. Such items are common along any rural roads, and are of no historical/archaeological interest.

DISCUSSION

The purpose of this study is to identify any cultural resources within or adjacent to the project area, and to assist the City of Desert Hot Springs in determining whether such resources meet the official definitions of "historical resources," as provided in the California Public Resources Code, in particular CEQA.

According to PRC §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).

Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

As discussed above, all research procedures conducted during this study have produced negative results, and no potential "historical resources" were encountered throughout the course of the study. Based on these findings, and in light of the criteria listed above, the present report concludes that *no historical resources exist within or adjacent to the project area.*

RECOMMENDATIONS

CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the

environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Since no "historical resources," as defined by CEQA, were encountered during the course of this study, CRM TECH presents the following recommendations to the City of Desert Hot Springs:

- No historical resources exist within or adjacent to the project area, and thus the project as currently proposed will cause no substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless development plans undergo such changes as to include areas not covered by this study.
- If buried cultural materials are discovered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

CONCLUSION

The foregoing report has provided background information on the project area, outlined the methods used in the current study, and presented the results of the various avenues of research. Throughout the course of the study, no "historical resources," as defined by CEQA, were encountered within or adjacent to the project area. Therefore, the City of Desert Hot Springs may reach a finding of *No Impact* regarding cultural resources, with the condition that any buried cultural materials unearthed during earth-moving activities be examined and evaluated by a qualified archaeologist prior to further disturbances.

REFERENCES

GLO (General Land Office, U.S. Department of the Interior)
1856 Plat map: Township No. II South Range No. IV East of the San Bernardino Meridian; surveyed in 1855-1856.

Gunther, Jane Davies
1984 *Riverside County, California, Place Names: Their Origins and Their Stories.* J. D. Gunther, Riverside.

USGS (United States Geological Survey, U.S. Department of the Interior)
1901 Map: San Jacinto, Calif. (30', 1:125,000); surveyed in 1897-1898.
1902 Map: San Gorgonio, Calif. (30', 1:125,000); surveyed in 1899.
1940 Map: Palm Springs, Calif. (15', 1:62,500); aerial photographs taken in 1940.
1957 Map: Palm Springs, Calif. (15', 1:62,500); aerial photographs taken in 1951-1956, field-checked in 1955-1957.
1969 Map: San Bernardino, Calif. (1:250,000); 1958 edition revised.
1978 Map: Desert Hot Springs, Calif. (7.5', 1:24,000); 1955 edition photorevised in 1972 and photoinspected 1978
1979 Map: Santa Ana, Calif. (1:250,000); 1959 edition revised.