



County of Los Angeles CHIEF EXECUTIVE OFFICE

Kenneth Hahn Hall of Administration
500 West Temple Street, Room 713, Los Angeles, California 90012
(213) 974-1101
<http://ceo.lacounty.gov>

WILLIAM T FUJIOKA
Chief Executive Officer

November 7, 2012

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER PROJECT
CERTIFY FINAL ENVIRONMENTAL IMPACT REPORT, ADOPT MITIGATION
MONITORING AND REPORTING PROGRAM, ADOPT THE CONSTRUCTION
PROGRAM REIMBURSEMENT RESOLUTION, APPROVE PROJECT SCOPE,
BUDGET, FINANCING AND RELATED APPROPRIATION ADJUSTMENT,
AUTHORIZE BUILDING DEMOLITION, APPROVE SUPPLEMENTAL AGREEMENT
CAPITAL PROJECT NO. 77190
(THIRD DISTRICT) (3 VOTES)**

SUBJECT

Approval of the recommended actions will certify the Final Environmental Impact Report, adopt related environmental documentation, adopt the construction program reimbursement resolution, approve the proposed Project, approve the related appropriation adjustment, and authorize the Department of Public Works to implement the San Fernando Valley Family Support Center Project.

IT IS RECOMMENDED THAT THE BOARD:

1. Certify that the Final Environmental Impact Report for the San Fernando Valley Family Support Center Project has been completed in accordance with the California Environmental Quality Act and reflects the independent judgment and analysis of the County; find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the Project; adopt the Mitigation Monitoring and Reporting Program, finding that the Mitigation Monitoring and Reporting Program is adequately

"To Enrich Lives Through Effective And Caring Service"

**Please Conserve Paper – This Document and Copies are Two-Sided
Intra-County Correspondence Sent Electronically Only**

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

20 November 20, 2012

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

Board of Supervisors
GLORIA MOLINA
First District

MARK RIDLEY-THOMAS
Second District

ZEV YAROSLAVSKY
Third District

DON KNABE
Fourth District

MICHAEL D. ANTONOVICH
Fifth District

designed to ensure compliance with the mitigation measures during Project implementation; and determine that the significant adverse effects of the Project have either been reduced to an acceptable level or are outweighed by the specific considerations of the project, as outlined in the Environmental Findings of Fact and Statement of Overriding Considerations, which findings and statement are adopted and incorporated by reference;

2. Approve the San Fernando Valley Family Support Center Project, with an estimated total Project budget of \$175,895,000, and authorize the Department of Public Works to carry out the Project;
3. Adopt the "Resolution of the Board of Supervisors of the County of Los Angeles Declaring its Intention to Reimburse Certain Capital Expenditures from the Proceeds of Taxable or Tax-Exempt Obligations (San Fernando Valley Family Support Center Construction Program)";
4. Authorize the Director of Public Works, or her designee, to perform the remediation and demolition of the existing bowling alley, the Mid-Valley Probation Residential Youth Center, and the San Fernando Valley Service Center buildings using an existing Board-approved Job Order Contract;
5. Approve and authorize the Director of Public Works, or her designee, to execute Supplemental Agreement 2 to Contract PW-12961 with PBWS Architects in the amount of \$1,057,650 for architectural and engineering services to support the design-build procurement, design, and construction phases of the San Fernando Valley Family Support Center Project, increasing the total not-to-exceed contract amount to \$1,777,830;
6. Approve the appropriation adjustment to transfer \$2,288,000 from the Various Capital Projects—Third District Various Improvement, to the San Fernando Valley Family Support Center Project (Capital Project No. 77190) to fund the program and predevelopment costs;
7. Find that the proposed San Fernando Valley Family Support Center Project has no effect on fish and wildlife and authorize the Director of Public Works, or her designee, to complete and file a Certificate of Fee Exemption for the Project with the County Clerk-Registrar/Recorder.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTIONS

Approval of recommended actions will certify the Final Environmental Impact Report (EIR), provide for future reimbursement of Project costs through tax-exempt financing, approve the Project budget, approve the related appropriation adjustment, and allow the Department of Public Works to implement the San Fernando Valley Family Support Center Project.

Background

Over the past several years, the Departments of Child Support Services (CSSD), Children and Family Services (DCFS), Mental Health (DMH), Probation, Public Health (DPH), Public Social Services (DPSS), and Health Services (DHS), and the Chief Executive Office (CEO) Service Integration Branch have been working together on improving a seamless service model for families requiring access to County services in the San Fernando Valley. This service model will provide multiple social and health services in a single location, and a one-stop setting to benefit and serve the community. The proposed tenant departments have been working closely with the CEO to identify the appropriate programs and staffing to ensure this service model appropriately addresses client needs.

Proposed Project

The San Fernando Valley Family Support Center Project (Project) will be located in the San Fernando Valley on a County-owned 6.78-acre site at 7501, 7515, 7533, and 7555 Van Nuys Boulevard, Van Nuys. The Mid-Valley Comprehensive Health Center (Mid-Valley Comp Center) is located at 7515 Van Nuys Boulevard and will remain operational during the proposed Project construction. In addition, the following buildings are located on the property: the former Mid-Valley Probation Residential Youth Center located at 7533 Van Nuys Boulevard, which is now vacant, a former bowling alley located at 7501 Van Nuys Boulevard, which is now vacant, and the San Fernando Valley Service Center located at 7555 Van Nuys Boulevard, which currently houses the Department of Community and Senior Services Service Center and their Adult Protective Service Program, and the Probation Department Juvenile Day Reporting Center.

The proposed Project includes the demolition of the existing San Fernando Valley Service Center building, the former Mid-Valley Probation Residential Youth Center building and a closed bowling alley, totaling 98,777 square-feet. New construction includes a proposed maximum five-story office building with approximately 212,000 square-feet, including 4,000 square-feet of retail/food services space, a multi-story parking structure with approximately 1,348 parking spaces, and overall site

improvements, including driveways, sidewalks, and landscaping. The proposed Project will be designed and built around the Mid-Valley Comp Center, which will remain open during construction and will continue to operate after the Center is completed.

The proposed Project will align office and staff space using current County space standards and consolidate the following departments: CSSD, DCFS, DMH, Probation, DPH, and DPSS. The proposed Project will relocate the DHS Mid-Valley Comp Center pharmacy.

This table compares the existing staffing and square footage locations to the proposed Project staffing and estimated square footage:

Department	Existing Locations		Proposed Project	
	Staffing	Square Footage	Staffing	Square Footage
CSSD	157	45,775	156	32,000
DCFS	325	52,185	399	79,000
DHS	37	5,777	37	9,000
DMH	8	1,500	17	3,000
Probation	136	17,960	136	27,000
DPH	0	0	4	1,000
DPSS	353	49,360	294	57,000
Retail Space	0	0	0	4,000
Total	1,016	186,057	1,043	212,000

The Department of Public Works (Public Works) will be using the design-build project delivery method to complete the proposed Project. Based on the definition of the program for the seven County departments and the expected service mix; the design-builder will develop the proposed Project based on the criteria being developed in the scoping documents for the space program, space types, space adjacencies, and total square footage required to support integrated work processes at the new center. We plan to return to the Board in April 2013 to request approval of a total Project budget and to award a design-build contract for the development of the San Fernando Valley Family Support Center Project.

Civic Art Allocation

In accordance with the Board's Civic Art Policy, adopted on December 7, 2004, and revised on December 15, 2009, the proposed Project budget will include \$1,000,000 to be allocated to fund Civic Art for the Project.

Green Building/Sustainable Design Program

The Project will comply with the County's Energy and Environmental Policy. The Center will be designed and constructed to achieve the United States Green Building Council's Leadership in Energy and Environmental Design Silver level certification by incorporating sustainable design features to optimize energy and water use efficiency, enhance the sustainability of the site, improve indoor environmental quality, and maximize the use and reuse of sustainable and local resources.

Implementation of Strategic Plan Goals

The proposed Project supports the County's Strategic Plan Goals of Operational Effectiveness (Goal 1) Fiscal Sustainability (Goal 2), and Integrated Services Delivery (Goal 3), by investing in public infrastructure which will support the timely delivery of customer-oriented and efficient public services to families of the east San Fernando Valley area by maximizing the effectiveness of process, structure, and operations.

FISCAL IMPACT/FINANCING

The proposed Project costs are currently estimated at \$175.9 million, based on conceptual design, including scoping documents, plans and specifications, jurisdictional reviews, consultant services, construction costs, Civic Art, and County services. We will return to the Board in April 2013 for approval of the final Project costs, approval of the Project budget, award of the design-build contract, and financing recommendation. The proposed Project development costs, including Supplemental Agreement 2 to PBWS, are funded by the Third District net County cost.

The Third District will contribute \$7,322,000 to fully fund the cost of furniture, fixtures, and equipment. The remaining costs of \$168,573,000 will be bond financed resulting in an estimated annual debt service payment of \$12,083,000. The estimated annual debt service payment of \$12,083,000 and operating expenses of \$1,628,000 will be billed to the tenant departments. After taking reimbursement from subventions and the existing appropriation net County cost of \$752,000 into account, an additional contribution of \$4,100,000 in annual net County cost will be required. It is recommended that this additional net County cost be absorbed by the General Fund.

Costs associated with the proposed Project will be funded with approximately 66 percent State and Federal subvention and 34 percent net County costs. The subvention rates for CSSD, DCFS, DMH, DPH, and DPSS are 100 percent, 68.8 percent, 100 percent, 100 percent and 91 percent, respectively. The costs for DHS, Probation, and the retail space are 100 percent net County cost.

Approval of the attached appropriation adjustment (Attachment B) will transfer \$2,288,000 from the Various Capital Project–Third District Various Improvement, to the San Fernando Valley Family Support Center Project (Capital Project No. 77190) to fund program and predevelopment costs until award of a design-build agreement and issuance of the bonds.

Upon approval of the design-build contract in April 2013, it is recommended that the proposed Project costs be funded with issuance of long-term bond financing. The par amount of each bond type to be issued will be based on market conditions and discussions with the Treasurer and Tax Collector and presented to the Board for approval prior to implementation of the financing.

Operating Budget Impact

The proposed Project is estimated to be completed in late 2014 and the debt service and operational expenses will commence in Fiscal Year 2014-15. The costs will be funded by each department's operating budget and a General Fund contribution.

ENVIRONMENTAL DOCUMENTATION

Initial Study and Notice of Preparation

An Initial Study was prepared for the proposed Project, in compliance with the California Environmental Quality Act (CEQA). The Initial Study concluded that there is substantial evidence that the proposed Project has the potential for significant impact on the environment in the following areas: aesthetics, air quality, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services (police and fire), transportation and traffic, and utility and service systems. The Initial Study determined that an EIR would be required.

The Initial Study also found that the proposed Project would have no impact or less than significant impact on the environment in the following areas: agriculture and forestry resources, biological resources, cultural resources, mineral resources, population and housing and recreation. Further evaluation in these areas in an EIR was not found to be required under CEQA.

On April 4, 2011, the County distributed a Notice of Preparation (NoP) for a Draft EIR to the State Clearinghouse and to applicable Federal, State, regional, and local government agencies and interested parties. A public Notice of Availability (NoA) of the NoP was mailed directly to approximately 500 individuals and public agencies as interested parties. The NoP advertised a public scoping meeting for interested parties

to receive information on the Project and the related CEQA process, as well as provided an opportunity for the submission of comments. The County held the public scoping meeting on May 2, 2011, at the Delano Recreation Center. No issues were raised at the meeting. A total of six agencies, in addition to the State Clearinghouse, and no interested parties submitted comment letters in response to the NoP and Initial Study. No known areas of controversy were identified. Comments related to environmental issues received during the public review and scoping meeting were considered in the preparation of the Draft EIR.

Environmental Impact Report

The Draft EIR was completed and distributed to the State Clearinghouse and other various agencies and organizations on May 25, 2012, for a 60-day public review period that ended on July 23, 2012. NoA of the Draft EIR was mailed directly to approximately 500 individuals and public agencies as interested parties, and was published in the Daily News on May 25, 2012, pursuant to Public Resources Code Section 21092 and posted pursuant to Section 21092.3. In addition, a copy of the Draft EIR and technical appendices was made available at the Los Angeles County Chief Executive Office, San Fernando Valley City Hall and the Van Nuys Library. The Draft EIR was also available for viewing on the internet. A total of seven letters of comment were received in response to the Draft EIR. No comment letters were received from member of the public. Seven were from public agencies, including the City of Los Angeles, Los Angeles Department of Water and Power, Los Angeles Department of Transportation, Native American Heritage Commission, South Coast Air Quality Management District, Metropolitan Transportation Authority, and the County of Los Angeles Fire Department. Responses to those comments are included in the Final EIR (Attachment C). Responses to all comments received during the comment period from public agencies were sent to those agencies pursuant to Public Resources Code Section 21092.5.

Evaluation of Alternatives

The proposed Project was evaluated along with various alternatives, in light of the Project objectives. Among the Project objectives outlined in the EIR are: redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents, allow for redevelopment of the Project site to improve the provision of County services to east San Fernando Valley residents, consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled, and substantially improve the visual appearance of the site through the development of a new building and improved landscaping.

The proposed Project is recommended as the preferred alternative because the Final EIR determined that the proposed Project meets all of the Project objectives, and there is no feasible alternative that would eliminate all the significant and unavoidable impacts of the proposed Project relative to air quality, noise and traffic that is capable of meeting all of the basic objectives of the Project.

In addition to the proposed Project, three other alternatives, including the No Project alternative as required by CEQA, were evaluated for their ability to avoid or reduce potentially significant environmental impacts and to meet the Project objectives of the proposed Project. The alternatives considered were determined to represent a reasonable range of alternatives to the proposed Project.

The No Project/Adaptive Reuse Alternative (Alternative 1) assumes that the existing onsite buildings, including currently vacant buildings (i.e., 55,602 square-feet of Mid-Valley Youth Center, 15,347 square-feet of San Fernando Valley Service Center, and 27,828 square-feet of bowling alley) are repurposed as office buildings to accommodate the County departments. Under this alternative, no demolition and site layout modifications would occur. No additional parking would be provided and the soil export of 200,000 Cubic Yards (CY) would not be required. This alternative would remodel the interiors of the buildings and paint the exteriors. Because onsite buildings provide only 98,777 square-feet of total building area instead of the currently proposed 250,330 square-feet, less than half of the seven County departments would be able to relocate to the Project site. No green space area or children's play area would be provided. The existing Mid-Valley Comprehensive Health Center would remain active as with the proposed Project.

The No Underground Parking Alternative (Alternative 2) assumes a new 250,330 square-foot office building would be constructed with all above-grade parking to avoid 200,000 CY of soil export. Therefore, instead of 2.25 levels below-grade and 3 levels above-grade parking structure, either one above-grade parking structure (9 levels and 1,602 spaces) or two above-grade parking structures would be constructed (one 5 levels and one 4 levels with 1,602 total spaces). The existing 103 surface parking spaces would be unchanged. Without the underground parking, the 8,180 square-foot green space area and a 3,600 square-foot children's play area would be eliminated. This alternative would house seven County departments as proposed by the Project.

The Reduced Intensity Alternative (Alternative 3) assumes all Project aspects would be reduced by one-third. This alternative assumes 166,887 square-feet of new office building, 1,137 parking spaces, and 133,333 CY of soil export. The existing structures (98,777 square-feet) would be demolished, and the green space and children's play area would be provided. The reduced development intensity would reduce the building

heights by one-third; therefore, a 1 level below-grade and 2 level above-grade parking structure and a 2 to 3 level office building would be constructed instead of a 2.25 level below-grade and 3 level above-grade parking structure, and a 2.25 level below-grade and 3 to 5 level above-grade office building. This alternative would meet some of the Project objectives but not to the degree of the proposed Project and slightly reduce the retail space.

Final Environmental Impact Report

The Final EIR consists of: the Draft EIR dated May 2012, including technical appendices to the Draft EIR; and Responses to Comments dated Errata dated August 2012. Except for unavoidable impacts related to direct and cumulative air quality, direct and cumulative noise and direct and cumulative transportation/traffic, all identified significant environmental effects of the Project can be avoided or reduced to a level of insignificance through the implementation of the mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP) identified in the FEIR. (Attachment E) As stated in the FEIR and attached Environmental Findings of Fact and Statement of Overriding Considerations (Attachment D), the Project will result in unavoidable significant impacts to direct and cumulative air quality, noise and transportation/traffic, but such impacts have been reduced to the extent feasible, and the benefits of the proposed Project, which include development of a new San Fernando Valley Family Support Center that is more centrally located and accessible, improved quality of service and efficiency in the delivery of services, creation of temporary construction jobs resulting in benefit to the local community, outweigh these unavoidable adverse impacts.

Mitigation Monitoring and Reporting Program

A MMRP consistent with the conclusions and recommendations of the Final EIR have been prepared and are attached. The MMRP identifies in detail the manner in which compliance with the measures adopted to mitigate or avoid potential adverse impacts of the proposed Project to the environment will be ensured and its requirements have been incorporated into the conditions of approval of this proposed Project.

The location of the documents and other materials constituting the record of the proceeding upon which the Board of Supervisors' decision is based in this matter is the County of Los Angeles Chief Executive Office, 754 Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, CA 90012. The custodian of such records is Michael Samsing of the Chief Executive Office.

Upon your Board's certification of the FEIR and finding that the Project has no effect on fish and wildlife, Public Works will file a certificate in accordance with Section 711.4 of the California Fish and Game Code. We will file a Notice of Determination in compliance with Section 21152(a) of the California Public Resources Code. A \$50 processing fee will be paid to the County Clerk.

CONTRACTING PROCESS

Supplemental Agreement

PBWS was selected as the most qualified firm to prepare scoping documents for the proposed Project. In order to expedite completion of the proposed Project, Public Works, in coordination with the CEO, executed an initial contract with PBWS under delegated authority for \$75,000. On September 18, 2012, the Board approved Supplemental Agreement 1 for PBWS to complete preparation of the design-build scoping documents, increasing the total not-to-exceed contract amount to \$720,180.

The recommended Supplemental Agreement 2 retains PBWS as the County's architectural and engineering consultant for the remaining design-build procurement, design and construction phases (construction administration services). The need for these additional services was documented in our letter to the Board for Supplemental Agreement 1 for PBWS dated September 18, 2012. Supplemental Agreement 2 increases the contract by a \$1,057,650 not-to-exceed amount, bringing the total not-to-exceed contract amount with PBWS to \$1,777,830.

Design-Build Project Delivery

On July 3, 2012, Public Works issued the first part (Part A) of the Request for Proposals (RFP) to prequalify prospective design-build firms. On August 1, 2012, 14 qualified design-build firms responded to the RFP and a County team (Public Works, CEO, and DPSS) evaluated the proposals to determine three finalists. The second part (Part B) of the RFP is to be issued in October 2012 to these three prequalified shortlisted finalists. After receipt of technical and cost proposals in January 2013, each proposal will be scored and ranked by the evaluation committee based on the requirements identified in the RFP, and the design-builder with the best value proposal will be selected. Following selection and negotiations, Public Works plans to return to the Board with a recommendation regarding award of a design-build contract. Public Works also plans to return to the Board for award of various other consultant contracts required for the Project. The Project Schedule Summary is listed as Attachment A.

Under the County's design-build RFP documents, the County has the opportunity to use all aspects of all submitted proposals by paying a stipend to each qualifying proposer (a maximum of two) that is not selected for contract award, as provided for in the second part of the RFP. A stipend constitutes payment by the County for the right to use the information and ideas contained in the proposals in the final Project design. The proposed stipend for this Project has been set at a \$150,000 not-to-exceed amount to be paid to each qualifying proposer (a maximum of two) that is not selected for contract award. The proposer receiving the contract shall not be entitled to a stipend. However, should the County decide not to award the contract after proposals have been submitted, every responsive, qualifying proposer (a maximum of three) will be awarded a stipend in the stated amount.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Mid-Valley Comp Center will remain fully operational during construction. Public Works will coordinate construction activities with DHS to minimize inconvenience to staff and patients to the fullest extent possible.

In addition, the CEO office is working with the Department of Community and Senior Services and Probation to relocate programs from the San Fernando Valley Service Center.

The Honorable Board of Supervisors
November 7, 2012
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CONCLUSION

Please return one adopted copy of this Board letter to the Chief Executive Office, Capital Project Division; and the Department of Public Works, Project Management Division I.

Respectfully submitted,



WILLIAM T FUJIOKA
Chief Executive Officer

WTF:RLR:DJT
DKM:MDS:zu

Attachments

- c: Executive Office, Board of Supervisors
- County Counsel
- Arts Commission
- Auditor-Controller
- Child Support Services
- Children and Family Services
- Community and Senior Services
- Health Services
- Internal Services
- Mental Health
- Probation
- Public Health
- Public Social Services
- Public Works
- Treasurer and Tax Collector

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF LOS ANGELES DECLARING ITS INTENTION TO
REIMBURSE CERTAIN CAPITAL EXPENDITURES FROM THE
PROCEEDS OF TAXABLE OR TAX-EXEMPT OBLIGATIONS
(SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CONSTRUCTION TECP PROGRAM)

WHEREAS, from time to time the County of Los Angeles (the "County") desires and intends to expend funds on certain capital projects (the "Project"), as set forth in Attachment 1 hereto; and incorporated by this reference; and

WHEREAS, certain costs of the Project will initially be paid from amounts temporarily withdrawn from the General Fund of the County of Los Angeles; and

WHEREAS, the costs of the Project paid with funds temporarily withdrawn from the General Fund of the County of Los Angeles are expenditures of a type which are properly chargeable to a capital account under general federal income tax principles in connection with the Project, and

WHEREAS, the County expects to issue taxable or tax-exempt bonds, notes, or commercial paper or certificates of participation, or enter into a tax-exempt lease with a third-party lessor (collectively "Obligations") to reimburse the capital expenditures of the County with respect to the Project which were paid with amounts initially withdrawn from the County's General Fund; and

WHEREAS, no funds of the County or of any other entity which is part of the controlled group of which the County is a part (the "Controlled Group") as such term

is defined in Section 1.150-1 of the regulations of the United States Treasury under the Internal Revenue Code of 1986, as amended, (the "Treasury Regulations") are, or are reasonably expected to be, allocated, reserved or otherwise set aside in the County's budget or in the Controlled Group's budget on a long-term basis to pay the portion of the costs of the Project which are to be reimbursed with proceeds of the Obligations; and

WHEREAS, upon issuance of Obligations, the County will:

(1) evidence the reimbursement allocation with an entry in the books or records which it maintains with respect to the Obligations, and (2) identify in such entry the actual prior expenditure being reimbursed or the fund from which the expenditure was paid, and;

WHEREAS, this Resolution will be reasonably available for public inspection within a reasonable period of time after its date of adoption and in the same manner governing the public availability of records of other official acts of the County Board of Supervisors; and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations;

NOW, THEREFORE, this Board does find, resolve, determine and order that in accordance with Section 1.150-2 of the Treasury Regulations, the County declares its intention to issue Obligations to finance costs of the Project in an amount not to exceed \$176,000,000, the proceeds of which will be used to reimburse the County for capital expenditures paid for the Project prior to the issuance of said Obligations.

The foregoing Resolution was on the 20th day of November, 2012
adopted by the Board of Supervisors of the County of Los Angeles.



SACHI A. HAMAI, Executive Officer,
Board of Supervisors of the County
of Los Angeles

By 
Deputy

APPROVED AS TO FORM:

JOHN F. KRATTLI
County Counsel

By 
Principal Deputy County Counsel

ATTACHMENT 1

to

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF LOS ANGELES DECLARING ITS INTENTION TO
REIMBURSE CERTAIN CAPITAL EXPENDITURES FROM THE
PROCEEDS OF TAXABLE OR TAX-EXEMPT OBLIGATIONS**

San Fernando Valley Family Support Center Project (C. P. 77190)

Project Budget: \$176,000,000

Description: Design and construction of a new approximately 212,000 square-foot office building and a 1,348 stall parking garage. Scope will also include utility relocation, landscaping and hardscape.

ATTACHMENT A

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

I. I. PROJECT SCHEDULE SUMMARY

Project Activity	Scheduled Completion Date
Project Scoping Documents	11/2012
Award Design-Build Contract	04/2013
Construction Documents	By Design-Builder
Jurisdictional Approvals	By Design-Builder
Construction Start	06/2013
Substantial Completion	12/2014
Final Acceptance	02/2015

SAN FERNANDO VALLEY FAMILY SUPPORTY CENTER PROJECT
RELATED APPROPRIATION ADJUSTMENT
CAPITAL PROJECT NO. 77190

APPROPRIATION ADJUSTMENT
3-VOTE MATTER

FINANCIAL SOURCES:

Various Capital Projects
Third District Various Improvements
A01-CP-6014-65099-77045
Capital Asset – Building and Improvement
DECREASE APPROPRIATION
SOURCES TOTAL: \$2,288,000

FINANCIAL USES:

Various Capital Projects
East San Fernando Valley Family Support Center
A01-CP-6014-65099-77190
Capital Asset – Building and Improvement
INCREASE APPROPRIATION
USES TOTAL: \$2,288,000

JUSTIFICATION:

To transfer funds currently in Various Capital Projects – Third District Improvement to Capital Project – San Fernando Valley Family Support Center Budget to fund the program and pre-development costs.

COUNTY OF LOS ANGELES

REQUEST FOR APPROPRIATION ADJUSTMENT

DEPT'S. NO. 060

DEPARTMENT OF CHIEF EXECUTIVE OFFICE

November 7, 2012

AUDITOR-CONTROLLER:

THE FOLLOWING APPROPRIATION ADJUSTMENT IS DEEMED NECESSARY BY THIS DEPARTMENT. PLEASE CONFIRM THE ACCOUNTING ENTRIES AND AVAILABLE BALANCES AND FORWARD TO THE CHIEF EXECUTIVE OFFICER FOR HIS RECOMMENDATION OR ACTION.

ADJUSTMENT REQUESTED AND REASONS THEREFOR

FY 12-13

3 - VOTES

SOURCES

USES

Various Capital Projects
Third District Various Improvement
A01-CP-6014-65099-77045
Capital Asset - Building and Improvement
DECREASE APPROPRIATION

Various Capital Projects
San Fernando Valley Family Support Center
A01-CP-6014-65099-77190
Capital Asset - Building and Improvement
INCREASE APPROPRIATION

SOURCES TOTAL: \$ 2,288,000

USES TOTAL: \$ 2,288,000

JUSTIFICATION

To transfer funds currently in Various Capital Projects - Third District Various Improvements to Capital Project - San Fernando Valley Family Support Center Budget to fund program and predevelopment costs

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

[Signature]
AUTHORIZED SIGNATURE Dawn McDivitt, Manager, CEO

BOARD OF SUPERVISOR'S APPROVAL (AS REQUESTED/REVISED)

20 NOV 20 2012

[Signature]
SACHI A. HAMAII
EXECUTIVE OFFICER

REFERRED TO THE CHIEF EXECUTIVE OFFICER FOR ---

- ACTION
RECOMMENDATION

- APPROVED AS REQUESTED
APPROVED AS REVISED

AUDITOR-CONTROLLER

BY [Signature]

CHIEF EXECUTIVE OFFICER

BY [Signature]

B.A. NO. 033

Oct 24 20 12

[Signature]
Oct 25 20 12

ATTACHMENT C

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

FINAL ENVIRONMENTAL IMPACT REPORT

Final Environmental Impact Report includes the following documents:

- Draft Environmental Impact Report, including Technical Appendices, dated May 2012
- Response to Comments and Errata, dated August 2012

ATTACHMENT D

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

(FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS)

**ENVIRONMENTAL
IMPACT REPORT FOR
SAN FERNANDO
VALLEY FAMILY
SUPPORT CENTER**

**FINDINGS OF FACT
AND STATEMENT OF
OVERRIDING
CONSIDERATIONS**



prepared for:

**COUNTY OF LOS
ANGELES**

Contact:
Dawn McDivitt
Chief Executive Office

prepared by:

**THE PLANNING
CENTER | DC&E**

Contact:
William Halligan, Esq.
Principal, Environmental
Services

OCTOBER 2012

**ENVIRONMENTAL
IMPACT REPORT FOR
SAN FERNANDO
VALLEY FAMILY
SUPPORT CENTER**

**FINDINGS OF FACT
AND STATEMENT OF
OVERRIDING
CONSIDERATIONS**



prepared for:

**COUNTY OF LOS
ANGELES**

754 Kenneth Hahn
Hall of Administration
500 West Temple Street
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Dawn McDivitt
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prepared by:

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CENTER | DC&E**

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E-mail: information@planningcenter.com
Website: www.planningcenter.com

Contact:
William Halligan, Esq.
Principal, Environmental
Services

COLA-06.0E

OCTOBER 2012

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1. Introduction and Summary

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the Lead Agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering the project acceptable even though the project has significant impacts that are infeasible to fully mitigate.

1.1 FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

The County of Los Angeles, as Lead Agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR).

Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.



1. Introduction and Summary

- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) may include a wide variety of measures or actions pertaining to mitigation as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093, provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be

1. Introduction and Summary

mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

1.2 ENVIRONMENTAL REVIEW PROCESS

In conformance with CEQA, the State CEQA Guidelines and the County of Los Angeles CEQA Guidelines, the County conducted an extensive environmental review of the proposed project. The environmental review process has included:

- Completion of an Initial Study by the County, which concluded that an EIR should be prepared, and the Notice of Preparation (NOP), which was released for a 30-day public review period from April 11 to May 10, 2011. Section 2.3 of the DEIR describes the issues identified for analysis in the DEIR through the Initial Study, NOP, and public scoping process.
- Completion of a scoping process in which the public and public agencies were invited by the County to participate. The scoping meeting for the DEIR was held on May 2, 2011.
- Preparation of a DEIR by the County, which was made available for a 60-day public review period (May 25 to July 23, 2012). The DEIR consisted of two volumes. Volume I contains the text of the DEIR. Volume II contains the Appendices, including the NOP, responses to the NOP, air quality and noise modeling outputs, geotechnical study, Phase I Environmental Site Assessment, hydrology study, service correspondence, and traffic report.
- Notice of the availability (NOA) of the DEIR was sent to approximately 760 interested persons and organizations, including property owners and occupants within 500 feet radius of the project site: it was also published in one newspaper of general circulation, Daily News Los Angeles on May 25, 2012, and was posted at the Los Angeles County Clerk Office.
- Completion of a public participation process in which the public and public agencies were invited by the County to participate. A community meeting for the DEIR was held on June 18, 2012 but no interested parties or agencies attended the meeting. The community meeting was advertised with the NOA.
- Preparation of a Final EIR, including the Responses to Comments, the Findings of Fact, and the Statement of Overriding Consideration on the DEIR. The Final EIR/Response to Comments contains: comments on the DEIR received during comment period; responses to those comments; revisions to the DEIR; and appended documents, including the Mitigation Monitoring and Reporting Program, with individual measures modified from the DEIR to reflect changes described in the Response to Comments.



1.3 PROJECT SUMMARY

The County of Los Angeles proposes to construct a new 250,330-square-foot office building and associated five-level parking structure on a 6.78-acre site already developed with four buildings. The new office building would house seven County departments, including: 1) the Department of Public Social Services; 2) the Department of Children and Family Services; 3) the Department of Health Services; 4) the Child Support Services Department; 5) the Department of Mental Health; 6) the Probation Department, and; 7) the Department of Public Health. It would also include 4,000 square feet of retail space for employees and visitor use and a 2,750-square-foot pharmacy. The new (County departments) building would be north of the existing five-story Mid-Valley Comprehensive Health Center and the new

1. Introduction and Summary

building heights would range between three and five stories, with a maximum height of approximately 84 feet. The project includes an 8,180-square-foot green space area and a 3,600-square-foot children's play area. Up to 1,705 parking spaces would be provided in a new five-level parking structure (1,520 spaces) and new surface parking (185 spaces). The project site will be accessed from two driveways on Van Nuys Boulevard and one driveway from Saticoy Street.

Development of the proposed project would require demolition of Mid-Valley Youth Center (55,602 square feet), San Fernando Valley Service Center (15,347 square feet), and a bowling alley (27,828 square feet), totaling approximately 98,777 square feet of building area and soil export of not more than 200,000 cubic yards (CY). The existing five-story Mid-Valley Comprehensive Health Center (50,200 square feet) would remain onsite.

It is expected that the new building will meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

1.4 DOCUMENT FORMAT

This document summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts discussed in this section are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This document is divided into five sections:

Section 1.0 – Introduction and Summary provides the CEQA requirements for the Findings of Fact and Statement of Overriding Considerations, the environmental review process undertaken to date, a summary description of the proposed project, and a description of the contents of this document.

Section 2.0 – Findings on the Project Alternatives presents alternatives to the project considered in the DEIR and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of the specific economic, social, or other considerations.

Section 3.0 – Findings on Potentially Significant Impacts presents significant impacts of the proposed project that were identified in the Draft/Final EIR, the mitigation measures identified in the Mitigation Monitoring and Reporting Program, the findings for the impacts, and the rationales for the findings.

Section 4.0 – Statement of Overriding Considerations presents the overriding considerations for significant impacts related to the project that cannot be or have not been mitigated or resolved. These considerations are required under Section 15093 of the State CEQA Guidelines, which require decision makers to balance the benefits of a proposed project against its unavoidable environmental risk in determining whether to approve the project.

Section 5.0 – References identifies all references cited in this document.

2. Findings on Project Alternatives

The following discussion is intended to provide a summary of the alternatives considered and rejected in the DEIR, including the No-Project/Adaptive Reuse Alternative, No Underground Parking Alternative, and Reduced Intensity Alternative.

2.1 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the DEIR.

2.1.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). The project site contains the existing Mid-Valley Comprehensive Health Center (50,200 square feet), which would remain active and is integral to the project design and improvements. Therefore, selecting an alternative site would likely require construction of an additional 52,200 square feet of area in addition to the proposed 250,330 square feet being proposed or be located on a site with the comparable square footage. The four locations that currently house each of County Departments being proposed for relocation (see Figure 5.10-2 of the DEIR) were examined as a potential alternative location for the proposed project. All of these locations are currently built out and would require demolition and redesign in order to allow development of the project. Therefore, these sites would have similar construction-related impacts related to air quality and greenhouse gas (GHG), and noise impacts. Further, based on the current inventory within the County there are no vacant buildings available of the size needed to accommodate the proposed project. In general, any development of the size and type proposed by the project would have increased impacts on aesthetics, air quality, GHG, noise, public services, traffic, and utilities/service systems. Without a site specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, and mineral resource cannot be evaluated.



2.2 ALTERNATIVES SELECTED FOR ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project (Guidelines Sec. 15126.6). These alternatives are analyzed in detail in the following sections.

- No Project/Adaptive Reuse Alternative
- No Underground Parking Alternative
- Reduced Intensity Alternative

2. Findings on Project Alternatives

Table 2-1 provides a summary of development alternatives and Table 2-2 provides a comparison alternatives to the proposed project.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify an environmentally superior alternative from among the others evaluated (Guidelines Sec. 15126.6[e][2]). Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving air quality, noise, and traffic were found to be significant and unavoidable.

The proposed project has the following objectives:

- 1) Redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents.
- 2) Allow for redevelopment of the project site to improve the provision of County services to San Fernando Valley residents.
- 3) Provide ancillary on-site retail space to reduce vehicle trips.
- 4) Provide adequate on-site parking to avoid parking impacts to the surrounding community.
- 5) Consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled.
- 6) Substantially improve the visual appearance of the site through the development of a new building and improved landscaping.
- 7) Provide additional recreational facilities to serve future visitors to the site as well as the surrounding residents.

2. Findings on Project Alternative

**Table 2-1
Summary of Development Alternatives**

Alternative	Description	Basis for Selection and Summary of Analysis
Proposed Project		
	<ul style="list-style-type: none"> • Construct a new 250,330 SF office building with limited retail and pharmacy use (3 to 5 levels). • Relocate 7 County family support services departments to the project site. • Provide 8,180 SF green space and 3,600 SF children's play area • Construct 5-level parking structure (1.7 levels below grade and 3 levels above grade) totaling 1,705 parking spaces. • Demolish Mid-Valley Youth Center (55,602 SF), San Fernando Valley Service Center (15,347 SF), and a bowling alley (27,828 SF) totaling approximately 98,777 Sf. • Export up to 200,000 CY of soil. • Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	Not applicable.
Project Alternatives		
1) No Project/Adaptive Reuse Alternative	<ul style="list-style-type: none"> • No demolition • Repurpose 98,777 SF of onsite buildings for office use. • Interior remodeling only. • No 200,000 CY of soil export • No green space and children's play area. • Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> • Required by CEQA • Avoids construction-related impacts, especially significant air quality and noise impacts. • Avoids significant transportation and traffic impacts. • Does not meet the project objectives. • Would not be able to provide green space and children's playground.
2) No Underground Parking Alternative	<ul style="list-style-type: none"> • No 200,000 CY of soil export • Demolish existing buildings (98,777 SF). • Construct a new 250,330 SF office building with limited retail and pharmacy use. • Construct two parking structures, one 5-level above-ground parking structure and second 2-level parking structure; or one 7-level parking structure totaling 1,705 spaces). • House all 7 County family support services departments. • No green space and children's play area. • Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> • Reduces construction-related impacts, especially air quality impacts. • Does not avoid significant transportation and traffic impacts. • Meets most of the project objectives but not to the degree of the proposed project. • Would not be able to provide green space and children's playground. • No reduction in operational impacts.
3) Reduced Intensity Alternative	<ul style="list-style-type: none"> • Reduces development intensity by one-third. <ul style="list-style-type: none"> ○ Construct a new 166,887 SF office building. ○ 133,333 CY of soil export ○ Construct 1 level underground and 1.5 above-ground parking structure (1,137 parking spaces) • Demolish existing buildings (98,777 SF) • Provide green space and children's play area. • Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> • Reduces construction impacts. • Reduces operational impacts, including significant and unavoidable air quality and traffic impacts. • Meets some of the project objectives but not to the degree of the proposed project.



2. Findings on Project Alternatives

**Table 2-2
Comparison of Alternatives to the Proposed Project**

<i>Environmental Resource Area</i>	<i>No Project/Adaptive Reuse</i>	<i>No Underground Parking</i>	<i>Reduced Intensity</i>
Aesthetics	+	-	+
Air Quality	+	+	+
Geology and Soils	+	+	+
GHG	0	0	-
Hazards and Hazardous Materials	+	0	0
Hydrology and Water Quality	0	+	+
Land Use	-	-	0
Noise	+	0	+
Public Services	+	0	+
Transportation and Traffic	+	0	+
Utilities and Service Systems	+	0	+

(+) = Impact considered superior when compared with the proposed project.

(0) = Impact considered neutral when compared with the proposed project.

(-) = Impact considered inferior when compared with the proposed project.

2.2.1 No-Project/Adaptive Reuse of Onsite Buildings Alternative

This alternative assumes that the existing onsite buildings, including currently vacant buildings (i.e., 55,602 square feet of Mid-Valley Youth Center, 15,347 square feet of San Fernando Valley Service Center, and 27,828 square feet of bowling alley) are repurposed as office buildings to accommodate the County departments. Under this alternative, no demolition and site layout modifications would occur. No additional parking would be provided and the soil export associated with the proposed project of 200,000 cubic yards (CY) would also be eliminated. This alternative would remodel the interiors of the buildings and paint the exteriors. Because onsite buildings provide only 98,777 square feet of total building area instead of the currently proposed 250,330 square feet, less than half of the seven County departments would be able to relocate to the project site. No green space area or children's play area would be provided. The existing Mid-Valley Comprehensive Health Center would remain active as proposed by the proposed project.

Finding: The County finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the No-Project/Adaptive Reuse of Onsite Buildings Alternative Infeasible (Public Resources Code § 21081[a][3], Guidelines § 15091[a][3]).

Facts in Support of Finding:

- This alternative is environmentally superior to the proposed project in eight of the eleven resource areas analyzed in Chapter 5 (aesthetics, air quality, geology and soils, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems); neutral in two resource areas (hazards and hazardous materials and land use); and inferior in one area (GHG).
- Although this alternative would avoid significant air, noise, and traffic impacts, it would not meet most of the project objectives identified in Section 3.2 of the DEIR.

2. Findings on Project Alternative

This alternative would not have adequate retail space (Project Objective #3), would not be able to consolidate family services currently being provided in multiple locations to reduce regional vehicle miles traveled (VMT) (Project Objective #5), would not improve the visual appearance of the site through design and landscaping (Project Objective #6), and would not provide additional recreational facilities to serve future visitors (Project Objective #7).

2.2.2 No Underground Parking Alternative

Under this alternative, a new 250,330-square-foot office building would be constructed with all above-grade parking to avoid 200,000 CY of soil export. Therefore, instead of 2.25 levels below-grade and 3 levels above-grade parking structure, 1,602 structure parking spaces would be provided in a 9-level above-grade parking structure or two parking structures would be constructed, one 5-level structure and one 4-level structure. The existing 103 surface parking spaces would be unchanged. Without the underground parking, the 8,180-square-foot green space area and a 3,600-square-foot children's play area would be eliminated because these areas are currently planned above the below-grade parking area. This alternative would house seven County departments as proposed by the project.

Finding: The County finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the No Underground Parking Alternative Infeasible (Public Resources Code § 21081[a][3], Guidelines § 15091[a][3]).

Facts in Support of Finding:

- The No Underground Parking Alternative would avoid or reduce impacts associated with air quality, geology and soils, and hydrology and water quality. However, it would have greater impacts in aesthetics and land use.
- This alternative would reduce some impacts related to soil export, but it is not capable of eliminating any significant adverse effects associated with the development nor reduce the level of significance of identified resource areas without incorporating the equivalent mitigation measures as the proposed project. Unavoidable adverse impacts to air quality, traffic, and noise would still occur and adoption of a Statement of Overriding Considerations would still be required.
- This alternative would not meet all of the project objectives because it would not have adequate retail space (Project Objective #3), would not be able to consolidate family services currently being provided in multiple locations to reduce regional VMT (Project Objective #5), would not improve the visual appearance of the site through design and landscaping (Project Objective #6), and would not provide additional recreational facilities to serve future visitors (Project Objective #7).



2.2.3 Reduced Intensity Alternative

Under this alternative, all project aspects would be reduced by one-third. This alternative assumes 166,887 square feet of new office building, 1,137 parking spaces, and 133,333 CY of soil export. The existing structures (98,777 square feet) would be demolished and the green space and children's play area would be provided. The reduced development intensity would reduce the building heights by one-third; therefore, 1-level below-grade and 2-level above-grade parking structure, and 2- to 3-level office

2. Findings on Project Alternatives

building would be constructed instead of 2.25-level below-grade and 3-level above-grade parking structure, and 2.25-level below-grade and 3- to 5-level above-grade office building.

Finding: The County finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make the Reduced Intensity Alternative Infeasible (Public Resources Code § 21081[a][3], Guidelines § 15091[a][3]).

Facts in Support of Finding:

- The Reduced Intensity Alternative would avoid or reduce impacts associated with aesthetics, air quality, geology and soils, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems. However, significant and unavoidable adverse impacts to air quality, traffic, and noise would still occur and adoption of a Statement of Overriding Considerations would still be required.
- This alternative would reduce impacts related to construction and operation, and meet some of the project objectives described in Section 7.1.2 and Section 3.2 of the DEIR but not to the same extent as the proposed project. The alternative would provide slightly reduced retail space (Project Objective #3), would consolidate a few of the family services currently being provided in multiple locations to reduce regional VMT (Project Objective #5), would improve the visual appearance of the site through design and landscaping (Project Objective #6), and would provide additional recreational facilities to serve future visitors (Project Objective #7).

3. Findings on Potentially Significant Impacts

This section identifies the findings on impact categories analyzed in the Draft and Final EIR, including potentially significant impacts of the project.

3.1 AESTHETICS

Impact 5.1-1: The proposed project would substantially alter the visual appearance of the project site and its surroundings.

As discussed in the DEIR, the proposed project would alter the visual appearance of the project site and its surroundings by demolishing existing buildings, structures, and other improvements on the site, with the exception of the five-story Mid-Valley Comprehensive Health Center, and developing a new 250,330-square-foot office building that would house the San Fernando Valley Family Support Center.

The proposed office building would be designed to articulate variation and visual interest, and the streetscape to be enhanced by providing continuity and avoiding opportunities for graffiti; the building materials be employed to provide relief to untreated portions of exterior building facades. The parking structure exteriors would also be designed to match the style, materials and color of the main building; landscaping to screen parking structures not architecturally integrated with the main building; and the use of decorative walls and landscaping to buffer residential uses from parking structures. Implementation of these building design provisions would ensure that the proposed project would not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character.



Development of the proposed project would enhance and strengthen the character of the existing community through new landscaping, hardscape, and other improvements onsite and along the street edges. Development of the proposed project would also help implement one of the project's key objectives, which is to improve the visual appearance of the site through the development of a new building and improved landscaping (see list of objectives outlined in Chapter 3, *Project Description* of the DEIR). Consistent with the project objective, the proposed project would provide high quality site design, architecture, and streetscapes not only within the project site, but also along the project frontages. Implementation of the proposed project and additional landscaping provisions as mitigation would ensure that aesthetic impacts of the proposed project would not be significant.

Mitigation Measure

- AE-1 Prior to the issuance of building permits, a landscape plan shall be prepared by the County of Los Angeles and submitted for review and approval by the Public Works Department of the County of Los Angeles. The landscape plan shall include measures to soften views of the new facilities buildings and structures from surrounding land uses and roadways. More specifically, the landscape plans shall include but not be limited to measures such as:
- Landscaped project frontage along Van Nuys Boulevard and Saticoy Street planted with trees and low-growing evergreen groundcover and shrubs.

3. Findings on Potentially Significant Impacts

- Evenly distributed and spaced trees and shrubs so as to interrupt and soften the buildings and structures that are visible from areas outside the project site.
- A landscape plant palette that outlines a variety of tree types, shrubs, and ground cover and that provides character and uniqueness to the facility being developed. Specified tree species shall not drop significant amounts of debris, sap, or other materials. Additionally, trees should be easy to limb up and capable of thriving in urban conditions.
- Provisions for the proper installation, irrigation (e.g., automatic irrigation system), and maintenance (e.g., lawn and groundcover to be trimmed or mowed regularly) of landscaping.

Finding: Mitigation Measure AE-1 is feasible would avoid or substantially lessen potentially significant aesthetic impacts to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.1, Pages 5.1-5 through 5.1-18.

Impact 5.1-2: The proposed project would generate additional light and glare that could impact surrounding land uses.

As discussed in the DEIR, sources of light and glare exist within the confines of the project site, including building, security, and parking-area lighting. Redevelopment of the site would result in additional lighting to provide better nighttime illumination for the proposed buildings, parking structure and areas, outdoor areas, and sidewalks. Nighttime lighting and glare from the project site would be visible from surrounding areas that are currently developed with commercial uses to the east, across Van Nuys Boulevard; single-family residences and commercial uses to the south across the Pacoima Wash; multifamily residences to the west; and multifamily residences and commercial uses to the north, abutting the site and across Satcoy Street. The proposed project's new sources of nighttime lighting have the potential to increase nighttime light and glare in the project area.

The lights associated with the proposed project would be directed toward the interior of the site or shielded, designed or arranged in such a manner to contain direct illumination onsite and in a manner so as not to create excess offsite light or glare spillover on surrounding residential uses and/or adjacent roadways. The proposed project would impact the offsite residential units, therefore, the County would voluntarily comply with the provisions of City of Los Angeles Zoning Code Section 93.0117 so that onsite lighting sources do not cause more than two footcandles of lighting intensity or direct glare at any residential property.

Additionally, the proposed project would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires and furthermore, the City of Los Angeles Bureau of Street Lighting maintains a list of general street lighting standards, which would be applicable to the proposed project. Some of these standards include addressing the need for determination of roadway and sidewalk illumination levels in accordance with Illuminating Engineers Society (IES) standards and adopted City standards; the necessity for equipment testing and approval of the Bureau of Street Lighting; mandatory street tree placement at least 20 feet from existing or proposed streetlights; and the minimization of glare and light impacts on private offsite property.

3. Findings on Potentially Significant Impacts

To ensure that all exterior lighting will be designed, arranged, directed, or shielded to contain direct illumination onsite, while maintaining public safety and security, mitigation has been provided. With voluntary implementation of provisions and standards of the City's Planning and Zoning Code, City's Bureau of Street Lighting, and mitigation, nighttime lighting and glare impacts and potential light spillover of the proposed project would not occur on surrounding land uses or roadways.

Mitigation Measure

AE-2 Prior to the issuance of building permits, a lighting design and photometric plan shall be prepared by a licensed engineer and submitted to the Public Works Department of the County of Los Angeles for review and approval. The lighting plan shall include the amount, location, height, and intensity of street, building, and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover onto adjacent properties and/or roadways. The photometric survey shall demonstrate that light spillover does not exceed two horizontal foot-candles at any existing residential property line, specifically at the residences abutting the project site to the west. Lights shall be shielded, installed, or designed so that the light rays are directed downward. The lighting plan shall also include a description and details of the proposed lighting fixtures.

Finding: Mitigation Measure AE-2 is feasible would avoid or substantially lessen potentially significant aesthetic impacts to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.1, Pages 5.1-5 through 5.1-18.



Impact 5.1-3: The proposed project would not create substantial amounts of shade/shadows that could impact surrounding shade-sensitive land uses.

Impact 5.1-3 was not found to be significant and no findings are required for this impact.

3.2 AIR QUALITY

Impact 5.2-1: The San Fernando Family Support Center would not conflict with the SCAQMD 2007 Air Quality Management Plan.

Impact 5.2-1 was not found to be significant and no findings are required for this impact.

Impact 5.2-2: Short-term construction emissions generated by the San Fernando Family Support Center would result in emissions that exceed SCAQMD's regional significance thresholds for NO_x and VOCs and would significantly contribute to nonattainment designations of the SoCAB.

Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and excavation. Exhaust emissions from construction activities onsite would vary daily as construction activity levels change.

3. Findings on Potentially Significant Impacts

As shown in Table 5.2-6 of the DEIR, construction activities associated with the project would exceed SCAQMD's regional significance thresholds for volatile organic compounds (VOCs) and oxides of nitrogen (NO_x). Emissions of VOC and NO_x are precursors to the formation of ozone (O₃) and NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Consequently, emissions of VOC and NO_x that exceed the SCAQMD regional significance thresholds would contribute to the O₃, NO₂, and particulate matter (PM₁₀ and PM_{2.5}) nonattainment designation of the SoCAB under the national and California AAQS. Consequently, the project would significantly contribute to the nonattainment designations of the SoCAB. Therefore, Mitigation Measures AQ-1 through AQ-3 have been provided to reduce impacts related to VOC and NO_x. There are no other feasible mitigation measures. While use of low-VOC paints per Mitigation Measure AQ-3 would reduce significant VOC emissions to a less than significant level, use of newer construction equipment and implementation of a dust control plan per Mitigation Measures AQ-1 and AQ-2 would not be able to reduce on- and offsite emissions generated by haul trucks to a less than significant level. Substantial quantities of NO_x emissions would continue to exceed SCAQMD's regional significance threshold and Impact 5.2-2 would remain significant and unavoidable.

Cumulative Impact

The SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS. Project-related construction emissions would exceed the SCAQMD significance thresholds and consequently, the proposed project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant and unavoidable.

Mitigation Measures

AQ-1a The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite. Prior to construction, the County of Los Angeles shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 50 horsepower during ground-disturbing activities. In addition, equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

AQ-1b The construction contractor shall include in contract with haulers for soil export that the trucks/vehicles use engines certified to 2010 or newer standards. Prior to construction, the project engineer shall ensure that grading plans clearly show the requirement for 2010 engines for soil haul trucks.

AQ-2 The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control in addition to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The County of Los Angeles shall verify compliance that these measures have been implemented during normal construction site inspections.

3. Findings on Potentially Significant Impacts

- During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.
- During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. Recycled water should be used, if available.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

AQ-3 The construction contractor shall use interior and exterior paints that exceed the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113, known as “super-compliant paints.” Interior and exterior coatings shall not exceed a VOC content of 100 grams per liter. A list of super-compliant VOC coating manufacturers is available at SCAQMD’s website (<http://www.aqmd.gov/prdas/brochures/paintguide.html>). Use of super-compliant paints shall be noted on building plans. The County of Los Angeles shall verify that these measures have been implemented during normal construction site inspections:



Finding: Mitigation AQ-1a through AQ-3 are feasible and would reduce short-term construction VOC emissions to a less than significant level. However, NO_x emission levels would continue to exceed SCAQMD’s regional threshold and would cumulatively contribute to the nonattainment designations of the SoCAB. There is no other feasible mitigation measure to reduce NO_x emission. As a result, Impact 5.2-2 would remain Significant and Unavoidable and a Statement of Overriding Considerations is required.

Reference: DEIR Section 5.2, Pages 5.2-13 through 5.2-17.

Impact 5.2-3: Land uses associated with buildout of the San Fernando Family Support Center would generate criteria air pollutants that exceed SCAQMD’s regional significance thresholds for NO_x and would significantly contribute to nonattainment designations of the SoCAB.

Operation of the proposed project would result in direct and indirect criteria air pollutant emissions from transportation, energy, and area sources. The proposed project would generate a net increase of 4,767 average daily vehicle trips and 35,790 VMT to the project site. However, it should be noted that existing employees currently travel to various County facilities in Chatsworth, Panorama City, Van Nuys, and Encino; therefore, the project would result in the internalization of individual County departments into one building, resulting in a net decrease of 7,223 daily VMT. In addition, in compliance with Executive Order S-20-04, the proposed project would be constructed to achieve Leadership in Energy and Environment Design (LEED) Silver Certification, which would result in the proposed structure being built approximately 15 percent higher energy-efficiency than the current 2008 Building and Energy Efficiency Standards.

3. Findings on Potentially Significant Impacts

As shown in Table 5.2-7 of the DEIR, emissions from transportation, energy, and area sources would not exceed the SCAQMD regional threshold level for VOC, CO, SO₂, PM₁₀, and PM_{2.5}, but would exceed the threshold for NO_x. Emissions of NO_x that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O₃, particulate matter (PM₁₀ and PM_{2.5}), and NO₂ nonattainment designations of the SoCAB. Therefore, impact would remain significant.

Cumulative Impact

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by the SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively considerable and therefore significant.

The majority of air pollutants are generated by trips made to and from the project site and Mitigation Measures AQ-4 and AQ-5 have been provided to reduce number of trips and encourage use of cleaner vehicles. Mitigation Measure AQ-6 would further reduce emissions related to energy use. However, even with mitigation, emissions would continue to exceed the significance threshold for NO_x and Impact 5.2-3 would remain significant and unavoidable.

Mitigation Measures

Proposed buildings would be designed to achieve LEED silver and would be approximately 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. The following additional measures would reduce operational phase emissions:

AQ-4 The County of Los Angeles shall implement a commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the San Fernando Family Support Center, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The County of Los Angeles shall include the following incentives for commuters as part of the CTR program:

- Ride-matching assistance (e.g., subsidized public transit passes)
- Preferential carpool parking
- Flexible work schedules for carpools
- Vanpool assistance or employer-provided vanpool/shuttle
- Car-sharing program (e.g., Zipcar)
- Bicycle end-trip facilities such as, including bike parking, showers, and lockers

3. Findings on Potentially Significant Impacts

- AQ-5 The parking structure shall include electric vehicle charging stations to the satisfaction of the County of Los Angeles. The location of these charging stations shall be identified on building plans.
- AQ-6 All appliances installed shall be Energy Star appliances. Installation of Energy-Star appliances shall be verified by the County of Los Angeles during plan check.

Finding: Mitigation Measures AQ-4 through AQ-6 are feasible and would reduce criteria pollutants generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance threshold for NO_x and there is no other feasible mitigation to reduce impacts to a less than significant level. Impact 5.2-3 would remain significant and unavoidable. A Statement of Overriding Considerations is required.

Reference: DEIR Section 5.2, Pages 5.2-13 through 5.2-17.

Impact 5.2-4: Construction activities associated with the San Fernando Family Support Center could expose sensitive receptors to substantial concentrations of particulate matter.

The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating levels.

Given the relatively short-term construction schedule for activities (2.5 to 3 years) the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. Therefore, project-related diesel particulate matter impacts during construction would not be significant.

However, LSTs are the amount of project-related emissions at which localized concentrations (ppm or µg/m³) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated as nonattainment. LSTs are based on the size of the project site and distance to the nearest sensitive receptor.

As shown in Table 5.2-8 of the DEIR, maximum daily construction emissions would exceed the LSTs for PM₁₀ and PM_{2.5}, while NO_x and CO would not be exceeded. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of PM₁₀ and PM_{2.5}. However, use of newer construction equipment and implementation of various fugitive dust control measures as required by Mitigation Measures AQ-1 and AQ-2 would reduce particulate matter concentration generated from exhaust and fugitive dust during construction activities.

Mitigation Measures

See Mitigation Measures AQ-1 and AQ-2 applied to reduce regional criteria air pollutants of PM10 and PM2.5 would assist in reducing localized air pollutant impacts.

Finding: Mitigation Measure AQ-1 and AQ-2 are feasible and would avoid or substantially lessen potentially significant localized air pollutant impacts to a less than significant level.

Reference: DEIR Section 5.2, Pages 5.2-13 through 5.2-17.

Impact 5.2-5: Operation of the proposed project would not expose offsite sensitive receptors to substantial concentrations of air pollutants.



3. Findings on Potentially Significant Impacts

Impact 5.2-5 was not found to be significant and no findings are required for this impact.

3.3 GEOLOGY AND SOILS

Impact 5.3-1: Project occupants, visitors, etc. could be subjected to potential seismic-related hazards including ground rupture, ground shaking, and ground failure.

The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and is not within a California Geological Survey-designated seismic hazard zone for liquefaction. However, because the site is located in a seismically active region, and existing and future structures within the site can be expected to be subject to strong seismic-related hazards, a mitigation measure has been provided to reduce potential impacts to a less than significant level.

Mitigation Measure

GEO-1 All grading operations and construction will be conducted in conformance with the recommendations included in the geotechnical report for the San Fernando Valley Family Support Center (included in Appendix D of the DEIR).

Finding: Mitigation Measure GEO-1 is feasible and would avoid or substantially lessen potentially significant seismic-related hazards to a less than significant level.

Reference: DEIR Section 5.3, Pages 5.3-6 through 5.3-8.

Impact 5.3-2: The proposed project could be impacted by unstable geologic unit or soils conditions, including soil erosion, lateral spreading, subsidence, and expansive soil.

The onsite soils have an Expansion Index test result of 50, which is a moderate to high expansion potential. The soils investigation also concluded that subsequent earthwork will need to consider geologic unit characteristics related to subsidence and compress soil. Minimal impacts concerning lateral spreading and landslide are anticipated by the proposed project. As with Impact 5.3-1, Mitigation Measure GEO-1 would ensure that all grading operations and construction are conducted in conformance with appropriate recommendations and impacts would be reduced to a less than significant level.

Mitigation Measure

See Mitigation Measure GEO-1.

Finding: Mitigation Measure GEO-1 is feasible and would avoid or substantially lessen potentially significant unstable geologic unit or soils conditions, including soil erosion, lateral spreading, subsidence, and expansive soils impact to a less than significant level.

Reference: DEIR Section 5.3, Pages 5.3-6 through 5.3-8.

3. Findings on Potentially Significant Impacts

3.4 GREENHOUSE GAS EMISSIONS

Impact 5.4-1: The San Fernando Family Support Center would not result in a substantial increase in GHG emissions or conflict with plans adopted for the purpose of reducing GHG Emissions.

Impact 5.4-1 was not found to be significant and no findings are required for this impact.

Impact 5.4-2: The proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.

Impact 5.4-2 was not found to be significant and no findings are required for this impact.

3.5 HAZARDS AND HAZARDOUS MATERIALS

Impact 5.5.1: Project demolition and construction may involve the transport, use, and/or disposal of hazardous materials.

The proposed project would not involve any storage or handling of hazardous materials other than typical cleaning products used by the janitorial staff for building maintenance during operation. Therefore, long-term operation of the proposed project is not anticipated to result in potentially significant impact.

According to the Phase I Environmental Site Assessment (ESA), the proposed project may be impacted by lead residues in soil due to the potential use of lead-based paint (LBP) in onsite structures built prior to 1970; pesticides residues in soil due to the potential use of organochlorine pesticides (OCPs), commonly used for termite control, around structures prior to the EPA ban on chlordane use in 1988; asbestos containing materials (ACMs) in building materials due to the potential use of ACMs in structures built prior to 1976, and gasoline contamination in soils beneath a removed gasoline UST.

However, prior to grading, all excavated and stockpiled soils would be tested in compliance with the requirements of the Department of Toxic Substances and Control (DTSC), and the County will ensure that onsite soils meet the thresholds set forth by the DTSC. Site assessment, risk assessment, and remedial activity will be conducted in general accordance with the procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. Compliance with the required regulations would ensure that impacts are reduced to a less than significant level.

Because of the age of the buildings to be demolished, the presences of ACM and LBP are presumed until sampling and laboratory analysis determine otherwise. Suspect ACMs include exterior stucco, wall and ceiling plaster, vinyl floor tiles and mastic, and thermal system insulation (for hot and cold water plumbing). Any handling, use or disposal of hazardous materials is subject to federal, state, and local health and safety requirements, including SCAQMD Rule 1403, which governs the demolition of buildings containing ACMs and OSHA Rule 29 CFR Part 1926 that establishes standards for occupational health and environmental control for lead exposure. Mitigation measure is provided to ensure that the proposed project complies with the requirements of the DTSC and reduce impacts to a less than significant level.



3. Findings on Potentially Significant Impacts

Mitigation Measure

HAZ-1 Prior to commencement of construction-related excavation or grading, additional soils testing shall be conducted for the excavated and stockpiled soils and reported in accordance with the requirements of the Department of Toxic Substances and Control (DTSC). The report shall document that site soils meet the thresholds set forth by the DTSC and site assessment, risk assessment, and remedial activities shall be conducted in general accordance with the process and procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. In addition, all applicable site assessment, risk assessment, and remediation guidance documents developed by the federal Environmental Protection Agency, and the DTSC shall be followed. The report shall be prepared by a qualified environmental professional defined as a registered environmental assessor II, professional engineer, geologist, certified engineering geologist, or a licensed hazardous substance contractor registered in this state. A letter of certification from a regulatory agency responsible for hazardous substance assessment and mitigation oversight of the site, stating that the site does not pose a significant risk, and is suitable for residential use, may be substituted for the abovementioned report.

Finding: Mitigation Measure HAZ-1 is feasible and avoids or substantially lessens potentially significant hazardous materials impacts to a less than significant level.

Reference: DEIR Section 5.5, Pages 5.5-5 through 5.5-6.

Impact 5.5-2: Project development could affect the implementation of an emergency response or evacuation plan.

Impact 5.5-2 was not found to be significant and no findings are required for this impact.

3.6 HYDROLOGY AND WATER QUALITY

Impact 5.6-1: The proposed project would not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise degrade water quality.

Impact 5.6-1 was not found to be significant and no findings are required for this impact.

Impact 5.6-2: The project would generate increased stormwater runoff that could result in erosion, siltation, and flooding impacts.

The majority of potential erosion and siltation impacts would occur during the construction phase of the proposed project. If not controlled, the transport of exposed loose soils to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. However, the proposed project would be required to submit Permit Registration Documents (PRDs) and a Storm Water Pollution Prevention Plan (SWPPP) prior to the commencement of construction activities as required by National Pollutant Discharge Elimination System (NPDES) permit requirements. The required compliance with the NPDES and implementation of

3. Findings on Potentially Significant Impacts

applicable best management practices (BMPs) during construction activities would ensure that potential erosion and siltation impacts are reduced to a less than significant level.

Because the project site is currently covered with either structures or pavement, implementation of the proposed project would not substantially change the total impervious surface area percentage, which is approximately 96 percent. The project site runoff would continue to travel via sheetflow into existing catch basins, discharging to the storm drain system along Van Nuys Boulevard and into culverts connecting to Pacoima Wash. The peak flow rate for existing and post-construction condition would not change from the existing 14.11 cubic feet per second (cfs) to 14.11 cfs post-construction conditions. With the proposed BMPs (tree planting, downspout disconnection, and vegetated swales in the surface parking lot), the projected runoff volume would be approximately 20,745 cf, which exceeds the Los Angeles standard urban stormwater mitigation plans (SUSMP) requirement of 16,025 cf. Implementation of the project's BMPs to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period, included as performance standard in Mitigation Measure HYD-1, would ensure that no flooding impact would result from the proposed project and flooding impacts would be reduced to a less than significant level.

Mitigation Measure

HYD-1 To meet the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), the project applicant shall implement stormwater best management practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period. The design of the structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate would be obtained from a California licensed engineer or licensed architect that the proposed BMPs meet this numerical threshold standard. Potential BMPs that would be implemented to meet this requirement include, but are not limited to, tree planting, downspout disconnection, and vegetated swales in the surface parking lot.



Finding: Mitigation Measure HYD-1 is feasible and avoids or substantially lessens potentially significant hydrology and water quality impacts to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.6, Pages 5.6-16 through 5.6-27.

Impact 5.6-3: The site would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

Impact 5.6-3 was not found to be significant and no findings are required for this impact.

Impact 5.6-4: The site will not 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.

Impact 5.6-4 was not found to be significant and no findings are required for this impact.

3. Findings on Potentially Significant Impacts

3.7 LAND USE AND PLANNING

Impact 5.7-1: Project implementation would not conflict with any applicable adopted land use plans, policies, or regulations.

Impact 5.7-1 was not found to be significant and no findings are required for this impact.

3.8 NOISE

Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.

Mobile-Source Noise

The transport of workers and equipment to the construction site and truck haul associated with demolition debris and soil haul would incrementally increase noise levels along roadways in the vicinity of the project site. According to the traffic impact analysis (Appendix I of this DEIR), there would be approximately 160 one-way daily truck trips during a 6-month phase of the project when truck hauling would occur. The existing roadway volumes on these streets range from approximately 14,590 to 32,800 average daily trips. Although there would be relatively high single-event noise exposure potentials with passing trucks, the expected number of workers and haul trucks is minimal compared to the existing daily traffic volumes on these designated haul roads (i.e. 160 construction trips relative to 14,000 or more existing trips), and construction traffic would be spread throughout the workday.

Typically, a doubling of vehicle trips would increase noise levels by 3 dB (all other factors being held constant), which is the increment that could cause a perceived increase in noise adjacent to truck haul routes. It is anticipated that project-related construction trips would produce an incremental increase in traffic volumes on the local roadways within the project's study area that would be much less than a doubling of volumes.

Onsite Construction Equipment Noise

The other type of short-term noise impact is related to demolition, grading, and building construction. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days; mobile equipment moves around a construction site with variations in power settings and loads.

With the typical maximum noise levels generated by construction equipment and assuming the utilization factors presented in Table 5.8-8, the overall noise during the site preparation phase when all equipment is operating simultaneously at the nearest homes to the north, west, and south of the project site would range from 66.8 to 72.8 dBA L_{eq} . Construction activity would temporarily increase the ambient noise environment at nearby residential areas during the 6-month site preparation phase. The predicted increases over existing conditions would range from 5.0 to 22.0 dB. Noise from earthmoving equipment during the site preparation phase would be readily perceptible and a significant impact would occur. Because of the low ambient noise levels at receptors to the west and south of the project site, it is anticipated that noise from heavy equipment during demolition, building construction, the construction of the parking lot, and asphalt paving would also sporadically exceed the City of Los Angeles CEQA threshold guide's 5 dB increase over existing threshold, which was established for construction activities

3. Findings on Potentially Significant Impacts

lasting more than 10 days in a three month period. In addition, construction equipment operating near the western boundary of the project site could exceed the 75 dBA L_{max} threshold.

Implementation of Mitigation Measure N-1 and N-2 would reduce increase in noise levels during construction but not to the level below significance threshold.

Mitigation Measures

N-1 Prior to issuance of grading permits, the County of Los Angeles shall include a provision in contract to ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities.

- Properly maintain and tune all construction equipment to minimize noise.
- Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions.
- Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible.
- Material delivery, soil haul trucks, and equipment servicing shall be restricted to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays.

N-2 Prior to initiation of demolition and grading activities, the construction contractor shall erect a temporary solid noise barrier, to the extent practicable, between the construction site and the apartments to the west, and homes to the south. The temporary walls shall remain for the entire construction period. Due to site constraints, to maintain access to Saticoy Street, a noise barrier along the northern portion of the site would not be feasible. The temporary construction wall would have to break the line of site from the construction equipment exhaust stack to the windows of the nearest residential areas. In order to accomplish this requirement, the temporary walls shall be as tall as the roof base at the adjacent apartments to the west, and for the single-family homes it shall be at least 12 feet high. The barrier shall be solid from the ground to the top with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is ½-inch thick. The temporary walls would reduce construction noise by at least 5 dBA, depending on the receiver and the location of the noise source.

Finding: Mitigation Measure N-1 and N-2 are feasible and would reduce impacts related to construction activities. However, mitigation measures would not reduce Impact 5.8-1 to below significance threshold level and there is no other feasible mitigation. Impact 5.8-1 would remain Significant and Unavoidable and a Statement of Overriding Considerations is required.

Reference: DEIR Section 5.8, Pages 5.8-15 through 5.6-28.

Impact 5.8-2: The project would create short-term groundborne vibration and groundborne noise.

Impact 5.8-2 was not found to be significant and no findings are required for this impact.



3. Findings on Potentially Significant Impacts

Impact 5.8-3: Project implementation would result in long-term operation-related noise that would exceed local standards.

The proposed project would have the potential to generate project-related traffic noise impacts to noise sensitive uses along roadways, and noise from the operation of stationary sources (e.g. air conditions units, mechanical equipment) to residential areas adjacent to the project site. The traffic noise levels from the proposed project was evaluated, which indicated that the maximum noise increase from the project would be 0.5 dBA, which would not be discernible to receptors along roadways and is well below the 3 dBA threshold. Therefore, project-related traffic noise impacts would be less than significant.

Stationary noise sources at the project site include noise sources associated with the existing health center, including maintenance activities, HVAC system, deliveries, and parking lot usage. Although the use of HVAC units causing noise level to increase by more than 5 dB is prohibited pursuant to City of Los Angeles Noise Regulation Section 112.02, because a specific type and location of HVAC unit has not been determined, Mitigation Measure N-3 has been provided to ensure that operation of HVAC units do not result in noise level increase of 5 dBA. Provided that quieter HVAC units are selected, or HVAC condenser units are located as far as possible from nearby residential areas, especially to the west of the project site, and/or parapet walls along the northern and western sides of the building's roof are constructed, noise impacts from HVAC units would not exceed the significance threshold. Therefore, Impact 5.8-3 would not be significant.

Mitigation Measure

N-3 Prior to issuance of building permits, a noise analysis shall be prepared when specific building plans and elevations, and the specifications of the HVAC units are available. The noise analysis shall demonstrate that noise from HVAC units would not cause an increase of over 5 dBA over existing ambient noise to nearby residential uses to the north, south, and west of the project site. This can be accomplished by selecting quieter units, locating the HVAC condenser units as far as possible from nearby residential areas, especially to the west of the project site, and/or by constructing parapet walls along the northern and western sides of the building's roof. If a parapet wall construction is warranted, because the elevation of the proposed building is substantially higher than the nearby residential receptors, the proposed parapet walls would control noise as sound waves traveling over the barrier are diffracted, creating a quiet zone on the receptor side of the wall. The parapet wall shall have a minimum STC-rating (sound transmission class) of STC- 30 and shall be continuous with no gaps to force the sound waves into a diffracted path. A combination of the design features outlined above would provide the necessary reduction to limit the noise increase from the operation of HVAC units to less than 5 dBA above existing noise levels at the nearest receptors.

Finding: Mitigation Measure N-3 is feasible and would avoid or substantially lessen potentially significant long-term operation-related noise impacts to a less than significant level.

Reference: DEIR Section 5.8, Pages 5.8-15 through 5.6-28.

Impact 5.8-4: Future land uses may be exposed to noise levels that exceed the City's land use compatibility criteria.

Impact 5.8-4 was not found to be significant and no findings are required for this impact.

3. Findings on Potentially Significant Impacts

3.9 PUBLIC SERVICES

Impact 5.9-1: The proposed project would introduce additional structures and people to the project site, thereby slightly changing the dynamics of the demands for fire protection services.

Impact 5.9-1 was not found to be significant and no findings are required for this impact.

Impact 5.9-2: The proposed project would introduce additional structures and people to the project site, thereby slightly changing the dynamics of the demands for police protection services.

Development of the proposed project would result in additional police protection services demands. However, the proposed project would generally involve redistribution of service population rather than generating an entirely new service population because the facility would consolidate various County departments in the project vicinity to one location. The change in City's police services demands would be evaluated by the police department and Memorandum of Agreement would be prepared as included in Mitigation Measure PS-1. The County is also required to incorporate recommendations contained in a Workload Study prepared by the police department. These mitigation measures would ensure that impacts are reduced to a less than significant level.

Mitigation Measures

- PS-1 Prior to issuance of building permits, the County of Los Angeles shall submit a site plan to the Los Angeles Police Department's (LAPD) Crime Prevention Section for review and comment. The site plan shall incorporate crime prevention features such as, but not limited to, nighttime security lighting, building security system, secured parking facilities, and full-time onsite professional security. Additional security features subsequently recommended by the LAPD shall be implemented, and a Memorandum of Agreement shall be prepared for the agreed security features.
- PS-2 Prior to issuance of building permits, the County of Los Angeles shall provide operational and security feature details of the San Fernando Valley Family Support Center to the Los Angeles Police Department so that a Workload Study can be prepared in accordance with the Design Out Crime Program.



Finding: The Mitigation Measures PS-1 and PS-2 are feasible and avoid or substantially lessen potentially significant police services impacts to a less than significant level.

Reference: DEIR Section 5.9, pages 5.9-5 and 5.9-10.

3.10 TRANSPORTATION/TRAFFIC

Impact 5.10-1: Project-related trip generation would impact the existing area roadway system.

The proposed project would result in increased roadway trip volumes but decrease the overall future daily vehicle miles traveled (VMT). Under the existing plus project traffic conditions, the following three intersections would result in significant impacts:

1. Van Nuys Boulevard & Saticoy Street (ID# 12) – AM peak increase of 0.030 in V/C

3. Findings on Potentially Significant Impacts

2. Van Nuys Boulevard & Sherman Way (ID# 19) – PM peak increase of 0.042 in V/C
3. Woodman Avenue & Sherman Way (ID# 20) – AM peak increase of 0.023 in V/C

Under the future plus project conditions, which evaluated the projected future operating conditions with the addition of the proposed project traffic, the proposed project would result in significant traffic impacts at the following four analyzed intersections:

1. Van Nuys Boulevard & Saticoy Street (ID# 12) – AM peak increase of 0.031 in V/C
2. Sepulveda Boulevard & Sherman Way (ID# 17) – AM peak increase of 0.013 and PM peak increase of 0.019 in V/C
3. Van Nuys Boulevard & Sherman Way (ID# 19) – PM peak increase of 0.042 in V/C
4. Woodman Avenue & Sherman Way (ID# 20) – AM peak increase of 0.023 in V/C

In summary, implementation of the proposed project would result in significant impacts at three study intersections under existing plus project conditions and four study intersections under future plus project conditions. Three impacted intersections under existing plus conditions are the same intersections that are impacted under the future plus project conditions. Mitigation measures were considered at all four impacted intersections as discussed below, but only one impacted intersection has feasible mitigation measure to reduce impacts to a less than significant level. Although DEIR identified two mitigation measures as feasible (ID#12, Van Nuys Boulevard & Saticoy Street and ID#20, Woodman Avenue & Sherman Way), only one was accepted by the City of Los Angeles Department of Transportation as feasible.

Mitigation Considered

- 1 Van Nuys Boulevard & Saticoy Street (#12) Restripe eastbound approach from one left-turn lane, one through lane, and one right-turn lane to one left-turn lane, one through/left-turn lane, and one right-turn lane. This mitigation measure can be accomplished within the existing right-of-way but requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches. This mitigation measure would result in LOS B during AM peak hour for the existing plus project conditions and LOS C during AM peak hour for the future plus project conditions. Therefore, impacts would be mitigated to a less than significant level. Because the intersection is in the jurisdiction of the City of Los Angeles, acceptance of the proposed mitigation and implementation of any improvements at this intersection would be dependent on factors beyond the sole control of the lead agency. The City of Los Angeles has accepted this mitigation measure and the impact at this intersection can be mitigated to a less than significant level.
- 2 Sepulveda Boulevard & Sherman Way (#17) Mitigation measures considered for this intersection include restriping approaches, signal system modifications, and attempts to accommodate additional capacity such as through lanes or additional turning lanes at the intersection. However, due to right-of-way constraints and limited options for improvements, no feasible mitigation was identified and this impact is considered to be significant and unavoidable.
- 3 Van Nuys Boulevard & Sherman Way (#19) Mitigation measures considered for this intersection include reconfiguration of the intersection geometry and signal system modifications. However, due

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to right-of-way constraints and limited options for improvements, no feasible mitigation was identified and this impact is considered to be significant and unavoidable.

- 4 Woodman Avenue & Sherman Way (#20) Restripe southbound approach from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one through/right-turn lane. This mitigation measure can be accomplished within the existing right-of-way by restriping the southbound approach and southbound departure, and the restriction of parking on the west side of Woodman Avenue south of Sherman Way. However, because the intersection is in the jurisdiction of the City of Los Angeles, acceptance of the proposed mitigation and implementation of any improvements at this intersection would be dependent on factors beyond the sole control of the lead agency. The City of Los Angeles Department of Transportation has determined this mitigation as infeasible and unacceptable. Therefore, the impact is considered to be significant and unavoidable.

Daily Vehicle Miles of Travel

Estimates were made for existing and future daily vehicle miles of travel during the project's operational phase based on estimates of the number of daily trips and the length of those trips for employee home-to-work trips, employee work-based trips (e.g., trips from the site during the workday), clients/visitors home-to-site trips, and external trips generated by the retail component of the project. Details of the assumptions VMT calculations are provided in Tables F-1 through F-4 of the Traffic Study (Appendix I of the DEIR). The proposed project would result in a net employee home-to-work VMT reduction of approximately 4,800 VMT from the estimated 30,028 VMT for the current conditions to 25,228 VMT for the proposed project, a net client/visitor home-to-site VMT reduction of approximately 2,973 VMT from 11,667 VMT to 8,694 VMT, a net employee lunch trip increase of 42 VMT from 1,318 VMT to 1,360, and a net retail/restaurant VMT increase of 508 VMT. In total, the proposed project is estimated to result in a net decrease of approximately 7,223 daily VMT, thereby having an overall beneficial impact in the regional circulation system.



Mitigation Measure

- T-1 An eastbound approach at the Van Nuys Boulevard and Saticoy Street intersection shall be restriped to one left-turn lane, one through/left-turn lane and one right-turn lane from the existing one left-turn lane, one through lane and one right-turn lane. The eastbound approach restriping within the existing right-of-way requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches.

Finding: Mitigation Measure T-1 is feasible, accepted by the City of Los Angeles Department of Transportation (LADOT), and would lessen project-related traffic impacts to Van Nuys Boulevard & Saticoy Street. There are no feasible mitigation measures for impacted intersections of Sepulveda Boulevard & Sherman Way, Van Nuys Boulevard & Sherman Way, and Woodman Avenue & Sherman Way, and they will remain unmitigated and significant. A Statement of Overriding Considerations would be required.

Impact 5.10-2: Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.

Impact 5.10-2 was not found to be significant and no findings are required for this impact.

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Impact 5.10-3: The proposed project would provide adequate emergency access.

Impact 5.10-3 was not found to be significant and no findings are required for this impact.

Impact 5.10-4: The proposed project would not conflict with an applicable congestion management program.

Impact 5.10-4 was not found to be significant and no findings are required for this impact.

Impact 5.10-5: Project-related trip generation would not impact the existing regional transit system and non-motorized travel system.

Impact 5.10-5 was not found to be significant and no findings are required for this impact.

Impact 5.10-6: The proposed project would provide adequate parking.

Impact 5.10-6 was not found to be significant and no findings are required for this impact.

Impact 5.10-7: The proposed project would have temporary adverse impact on the area transportation system during construction phase.

Hauling Truck Trips

During construction assuming that project construction occurs from 7 AM to 5 PM, Monday through Friday, approximately 160 one-way truck trips per day with carrying capacity of 16 cubic yards (CY) is anticipated. Additionally, hauling of debris from the demolished building would take approximately 364 one-way truck trips or 16 one-way trips over one month period. Potential haul routes include segments of Saticoy Street and Haskell Avenue, both of which are classified as Secondary Highways, and Van Nuys Boulevard, Roscoe Boulevard, and Sherman Way, which are classified as Major Highways Class II. While the project site is nearby roadways that have functional classification as haul routes and have been designed to accommodate the estimated level of truck traffic, it is conservatively assumed that the truck traffic would result in shortterm adverse impacts on these roadways without mitigation.

Construction Worker Traffic

The number of worker trips is expected to be substantially less than the peak hour trip generation associated with the proposed project once it is in operation. Therefore, construction worker traffic would be less than those identified above for project operation. However, considering the level of baseline traffic at some of the study intersections, it is possible that the combination of haul truck trips and worker trips during construction could result in temporary adverse impacts at some intersections without mitigation.

Construction Worker Parking

Parking for construction workers will be provided onsite or at a designated offsite off-street location, which would be shown in the construction traffic management plans. Provided that designated off-street

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parking areas are provided and shown on a plan, no adverse construction worker parking would result from the proposed project.

Roadway and Sidewalk Access

Partial lane closures and temporary sidewalk closures during construction would be limited to those locations immediately adjacent to the project site. Segments of Van Nuys Boulevard and Saticoy Street would have short-term impacts at locations where curb cuts, curb landscaping, etc. are installed. However, access closures would be temporary and provision of adequate detours and signage would be necessary to minimize the access impacts.

In summary, as part of Mitigation Measures T-2 and T-3, construction traffic management plans would be prepared prior to the start of any construction work and appropriate measures would be taken if construction activities would affect any of the public right-of-way. Therefore, with the proposed mitigation incorporated, the project's construction impacts would be reduced to a less than significant level.

Mitigation Measures

T-2 Prior to the start of any construction work, construction traffic management plans shall be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval. The plans should include elements such as street closure information, designation of haul routes for construction-related truck, location of access to the construction site, driveway turning movement restrictions, temporary traffic control devices or flagmen details, travel time restrictions (if any) for construction related traffic to avoid peak travel periods on selected roadway, consolidating construction truck deliveries, and designated staging and parking areas for workers and equipment. If oversized vehicles or loads are to be transported over state highways, a permit shall be required from Caltrans.

T-3 Where construction activities occur within a public street right-of-way around the project site, the following measures shall be implemented:

- A site-specific construction work site traffic control plan shall be prepared for each construction phase and submitted to LADOT for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (e.g., barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas.
- Provide safety precautions for pedestrian and bicyclists where existing facilities would be affected, including the sidewalks and pedestrian pathways around the perimeter of the project site. The safety precaution measures include, but are not limited to protection barriers and signage indicating alternative pedestrian and bicycle access routes.
- Provide advance notice (no less than 10 days) of planned construction activities to any affected residents, businesses and property owners within 300 feet of the construction site.



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- Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of ongoing construction activity and construction hours.
- Coordinate with public transit providers (Metro, LADOT DASH) to provide advance notice of ongoing construction and construction hours.

Finding: Mitigation Measures T-2 and T-3 are feasible and implementation of these measures would avoid or substantially lessen potentially significant area transportation system during construction phase to a less than significant level for the reasons set forth in the Draft EIR.

Reference: DEIR Section 5.10, pages 5.10-58 through 5.10-61.

3.11 UTILITIES AND SERVICE SYSTEMS

Impact 5.11-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project.

The proposed project would increase the land use intensity on the project site and thereby increase the sewer average daily flow. As shown in Table 5.11-5 of the DEIR, the proposed project would generate approximately 42,305 gallons of sewage per day (gpd), which is an increase of 34,775 gpd from the current conditions.

The sewer infrastructure in the vicinity of the project site includes an existing 8-inch line on Saticoy Street, which feeds into an 18-inch line on Van Nuys Boulevard before splitting and discharging into 21- and 30-inch sewer lines on Hazeltine Avenue. Ultimately the waste is treated at the Hyperion Treatment Plant.

As shown in Table 5.11-6 of the DEIR, the 21-inch and 30-inch lines on Hazeltine Avenue are operating at 30 percent and 32 percent of their capacities, respectively, and the 18-inch sewer line on Van Nuys Boulevard is operating at 69 percent of its capacity. Implementation of the proposed project would increase the current sewer demand by less than 1 percent of the respective design capacities and impacts would not be significant. The proposed project would contribute an increase of approximately 8 percent to the secondary 8-inch line on Saticoy Street that has a 50 percent design capacity of 229,323 gpd. Although the current flow rate at this sewer line is not available, a detailed gauging and evaluation would be conducted at the time of permit process to identify a specific sewer connection point; if an insufficient capacity is identified at that time, the County of Los Angeles is required to build sewer lines to a point in the sewer system with sufficient capacity. Mitigation Measure USS-1 would ensure that adequate sanitary sewer facilities are installed or the County participate in the appropriate infrastructure improvement program as applicable. Therefore, impacts to city's sewer system would be less than significant.

Mitigation Measure

USS-1 Prior to approval of the final site plan issuance of a building permit, the County of Los Angeles shall be required to prepare and implement appropriate utilities plans, including necessary ~~install the sanitary sewer facilities~~ and water pipeline relocation, or participate in the appropriate infrastructure improvement program, if applicable, as required by the City of Los Angeles, which may include fees, credits,

3. Findings on Potentially Significant Impacts

reimbursement, construction, or a combination thereof, to mitigate the impacts of the proposed project.

Finding: Mitigation Measure USS-1 is feasible and would avoid or substantially lessen potentially significant wastewater services impacts to a less than significant level.

Reference: DEIR Section 5.11, pages 5.11-9 and 5.11-10.

Impact 5.11-2: Adequate water supply and delivery systems are adequate to meet project requirements.

Impact 5.11-2 was not found to be significant and no findings are required for this impact.

Impact 5.11-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.

Impact 5.11-3 was not found to be significant and no findings are required for this impact.

Impact 5.11-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.

Impact 5.11-4 was not found to be significant and no findings are required for this impact.

Impact 5.11-5: Existing and/or proposed facilities would be able to accommodate project-generated utility demands.

Impact 5.11-5 was not found to be significant and no findings are required for this impact.



3. Findings on Potentially Significant Impacts

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4. Statement of Overriding Considerations

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the Final EIR and/or elsewhere in the administrative record (State CEQA Guidelines Section 15093 [b]). The agency’s statement is referred to as a “Statement of Overriding Considerations.” The following sections provide a description of the each of the project’s significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

4.1 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The following adverse impacts of the project are considered significant and unavoidable based on DEIR, the Final EIR, Mitigation Monitoring Program, and the findings discussed in Sections 2.0 and 3.0 of this document.

Impact 5.2-2

Mitigation Measures AQ-1a through AQ-2 would reduce NO_x generated by exhaust and fugitive dust while Mitigation Measure AQ-3 would require use of low-VOC paints. Table 6-1 shows construction emissions with adherence to mitigation measures. Use of low-VOC paints during architectural coating would ensure the VOCs do not exceed South Coast Air Quality Management District’s (SCAQMD) thresholds. Use of newer construction equipment would reduce construction emissions onsite. However, onsite emissions in addition to offsite emissions generated by haul trucks would generate substantial quantities of NO_x and would continue to exceed SCAQMD’s regional significance threshold. Therefore, Impact 5.2-2 would remain significant and unavoidable.



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**Table 6-1
Maximum Daily Construction Regional Emissions – With Mitigation
(in pounds per day)**

<i>Construction Phase</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO₂</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
2012	23	192	152	<1	22	14
2013	23	124	158	<1	17	9
2014	61	79	104	<1	11	6
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod, Version 2011.1.1.

Notes:

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects. Modeling corrected for an error in CalEEMod that calculates PM₁₀ fugitive dust from hauling over the entire haul duration to occur on one day. Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations. PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least three times daily (Mitigation Measure 2-2), managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour. Includes implementation of Mitigation Measures 2-1, 2-2, and 2-3, which requires use of Tier 3 construction equipment, watering three times daily, and use of low-VOC architectural coatings.

Impact 5.2-3

Operation of the San Fernando Family Support Center would generate long-term emissions that exceed SCAQMD's regional significance thresholds for NO_x. The majority of air pollutants are generated by trips to and from the site. Mitigation Measures AQ-4 through AQ-6 would reduce criteria air pollutants generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance threshold for NO_x. Impact 5.2-3 would remain significant and unavoidable.

Cumulative Impacts

Construction

Project-related construction emissions would exceed the SCAQMD significance thresholds. Consequently, the project's contribution to cumulative air quality impacts would be significant and unavoidable.

Operation

Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively significant and unavoidable.

4.2 NOISE

Impact 5.8-1

The proposed project would cause construction activities to result in temporary noise increase in the vicinity of the project site. The predicted increases over existing conditions would range from 5.0 to 22.0 dB. Because of the low ambient noise levels at receptors to the west and south of the project site, it is anticipated that noise from heavy equipment during site preparation, demolition, building construction,

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the construction of the parking structure, and asphalt paving would sporadically exceed the 5 dB threshold. Although implementation of Mitigation Measures N-1 and N-2 would reduce potential noise impacts, the reduction would be less than 17 dB and it would not reduce noise levels below threshold level. This impact would remain significant and unavoidable.

4.3 TRANSPORTATION AND TRAFFIC

Impact 5.10-1

Implementation of the proposed project would result in significant impacts to three study intersections under the existing plus project conditions and four intersections under the future plus project conditions. All three impacted intersections under the existing plus project conditions are included in the future impacted intersections. Implementation of Mitigation Measure T-1 would reduce potential impacts associated with one (ID#12, Van Nuys Boulevard & Saticoy Street) of the four impacted intersections and there are no feasible mitigation measures for the remaining three impacted intersections (ID#17, Sepulveda Boulevard & Sherman Way, ID#19, Van Nuys Boulevard & Sherman Way, and ID#20, Woodman Avenue & Sherman Way). Mitigation Measure T-1 has been accepted by the City of Los Angeles Department of Transportation, while the remaining three impacted intersections will remain unmitigated as no feasible mitigation is available. Therefore, Impact 5.10-1 would remain significant and unavoidable.

Cumulative Impacts

The proposed project would result in a cumulative traffic impact on four area intersections of which one can be mitigated and three remain unmitigated. Cumulative impacts to three of the four intersections are considered significant and unavoidable.



4.4 CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether or not to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." The following section describes the benefits of the project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final EIR has indicated that there will be significant project impacts that are infeasible to mitigate.

Redevelops An Existing Underutilized Site

The project site is currently developed with four buildings but only two buildings are occupied and in operation. Vacant structures attract vandalism and loitering and lack of human surveillance contribute to economic and neighborhood deterioration. The proposed project would revitalize the project site through increased activity and substantial improvement to the visual appearance of the project site. The improved landscaping and provision of open space would also contribute to revitalization of the project area. In addition, the project site is bordered by commercial uses to the east and north, and revitalization of the project site would likely benefit these businesses. The proposed project would contribute beneficial impact to the community socially and economically.

4. Statement of Overriding Considerations

Consolidates County Departments

The proposed project would consolidate seven family support service departments at one centralized location. Therefore, rather than traveling to and from different County office locations, only one stop would be made for family-support-related service needs, therefore reducing vehicle miles traveled (VMT) and negative environmental effects associated with VMTs. The project site accessibility is enhanced through consolidation and availability of public transportation. Within one-quarter mile of the project site, Metro operates on Rapid bus line and three local lines and Metrolink commuter rail service is at Van Nus Metro/Amtrack Station. The project site has mature network of pedestrian facilities around the project site, including sidewalks, crosswalks, and pedestrian safety features. The project site currently features approximately eight feet of sidewalk with a five-foot landscaped strip or tree wells between the roadway and the walkway on both the northern (Saticoy Street) and eastern edge (Van Nuys Boulevard) of the project site. The proposed project would enhance the pedestrian environment along the perimeter of the site. Therefore, the proposed project would minimize distances and time traveled for visitors, and improve use of public transportation for commuters. The travel demand would be further reduced through providing onsite pharmacy and small retail use.

Moreover, the project site contains the existing 50,200-square-foot Mid-Valley Comprehensive Health Center, which would remain active and integral to the project design and improvement. Therefore, selecting an alternative site for consolidation would require construction of an additional 50,200 square-foot of area, which would result in more adverse environmental impacts.

The proposed project would benefit the current and future family support center service population through enhanced site accessibility and consolidation would also promote intergovernmental coordination, which would also benefit the service population.

Provides Employment Opportunities for Highly Skilled Workers

The implementation of the proposed project will provide employment opportunities for a highly skilled workforce, especially opportunities within the trades and construction industries.

As of May 2012, unemployment in the City stood at approximately 12.2 percent and unemployment in Los Angeles County stood at 11.2 percent (U.S. Bureau of Labor Statistics, 2012). California and the United States have faced the most severe recession since the great depression. The construction sector was particularly affected. Implementation of the proposed project will continue to provide approximately 1,180 full-time jobs and generate approximately 450 new construction jobs over the three year construction schedule.

Implements the Objectives Established for the Project

The following objectives have been established for the proposed project and will aid decision makers in their review of the project and associated environmental impacts:

- Redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents.
- Allow for redevelopment of the project site to improve the provision of County services to San Fernando Valley residents.

4. Statement of Overriding Considerations

- Provide ancillary on-site retail space to reduce vehicle trips.
- Provide adequate on-site parking to avoid parking impacts to the surrounding community.
- Consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled.
- Substantially improve the visual appearance of the site through the development of a new building and improved landscaping.
- Provide additional recreational facilities to serve future visitors to the site as well as the surrounding residents.

Conclusion

For the foregoing reasons, the implementation of the San Fernando Valley Family Support Center project would substantially improve the visual quality of the project area, revitalize economic environment, and consolidate various County departments to a centralized location with enhanced accessibility, therefore, reduce environmental impacts, all of which outweigh the unavoidable environmental impacts.



4. Statement of Overriding Considerations

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ATTACHMENT E

**DEPARTMENT OF PUBLIC WORKS
SAN FERNANDO VALLEY FAMILY SUPPORT CENTER
CAPITAL PROJECT NO. 77190**

(MITIGATION MONITORING AND REPORTING PROGRAM)

**MITIGATION MONITORING AND REPORTING PROGRAM
FOR SAN FERNANDO VALLEY FAMILY SUPPORT CENTER**

CEQA Action: Environmental Impact Report (EIR)

Project Description: The County of Los Angeles proposes to construct a new 250,330-square-foot office building and associated five-level parking structure on a 6.78-acre site. The new county building would house the seven County departments, 4,000 square feet of retail space for employees and visitor use, and a 2,750-square-foot pharmacy. An 8,180-square-foot green space area and a 3,600-square-foot children's play area would also be provided. The new office building would have a maximum height of 84 feet and would be north of the existing five-story Mid-Valley Comprehensive Health Center. The seven County departments include: 1) Department of Public Social Services; 2) Department of Children and Family Services; 3) Department of Health Services; 4) Child Support Services Department; 5) Department of Mental Health; 6) Probation Department; 7) Department of Public Health. A combined total of 1,705 spaces would be provided on the project site, including 1,602 spaces in the new five-level parking structure (3 levels above-grade and 2.25 levels below-grade) and 103 spaces on the surface parking. The project site is accessed from two driveways on Van Nuys Boulevard, including one ingress-only access on the north and one egress-only access on the south, and one access drive on Saticoy Street that would allow both ingress and egress access. It is expected that the new building will meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

Project Location: 7501, 7515, 7533, and 7555 Van Nuys Boulevard, Los Angeles, CA (Southwest corner of Saticoy Street and Van Nuys Boulevard)

Terms and Definitions:

1. **Property Owner/Developer** – County of Los Angeles
2. **Timing** - This is the point where a mitigation measure must be monitored for compliance. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring and Reporting Program will occur, as routine County practices and procedures will ensure that the intent of the measure has been complied with.
3. **Responsibility for Monitoring** - Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all agencies listed for each mitigation measure. Outside public agency review is limited to those public agencies specified in the Mitigation Monitoring and Reporting Program which have permit authority in conjunction with the mitigation measure.
4. **Ongoing Mitigation Measures** - The mitigation measures that are designated to occur on an ongoing basis as part of this Mitigation Monitoring and Reporting Program will be monitored in the form of an annual letter from the County in January of each year demonstrating how compliance with the subject measure(s) has been achieved. When compliance with a measure has been demonstrated for a period of one year, monitoring of the measure will be deemed to be satisfied and no further monitoring will occur. For measures that are to be monitored "During Construction", the annual letter will review those measures only while construction is occurring; monitoring will be discontinued after construction is complete. A final annual letter will be provided at the close of construction.

5. **Building Permit** - For purposes of this Mitigation Monitoring Program, a building permit shall be defined as any permit issued for construction of a new building or structural expansion or modification of any existing building, but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.

Timing	Measure	Responsible for Monitoring	Completion
<p>5.1 Aesthetics</p> <p>Prior to issuance of building permits</p>	<p>AE-1</p> <p>Prior to the issuance of building permits, a landscape plan shall be prepared by the Public Works Department of the County of Los Angeles and submitted for review and approval by the County of Los Angeles. The landscape plan shall include measures to soften views of the new facilities buildings and structures from surrounding land uses and roadways. More specifically, the landscape plans shall include but not be limited to measures such as:</p> <ul style="list-style-type: none"> • Landscaped project frontage along Van Nuys Boulevard and Satcoy Street planted with trees and low-growing evergreen groundcover and shrubs. • Evenly distributed and spaced trees and shrubs so as to interrupt and soften the buildings and structures that are visible from areas outside the project site. • A landscape plant palette that outlines a variety of tree types, shrubs, and ground cover and that provides character and uniqueness to the facility being developed. Specified tree species shall not drop significant amounts of debris, sap, or other materials. Additionally, trees should be easy to limb up and capable of thriving in urban conditions. • Provisions for the proper installation, irrigation (e.g., automatic irrigation system), and maintenance (e.g., lawn and groundcover to be trimmed or mowed regularly) of landscaping. 	<p>County of Los Angeles</p>	
<p>Prior to the issuance of building permits</p>	<p>AE-2</p> <p>Prior to the issuance of building permits, a lighting design and photometric plan shall be prepared by a licensed engineer and submitted to the Public Works Department of the County of Los Angeles for review and approval. The lighting plan shall include the amount, location, height, and intensity of street, building, and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover onto adjacent properties and/or roadways. The photometric survey shall demonstrate that light spillover does not exceed two horizontal foot-candles at any existing residential property line, specifically at the residences abutting the project site to the west. Lights shall be shielded, installed, or designed so that the light rays are directed downward. The lighting plan shall also include a description and details of the proposed lighting fixtures.</p>	<p>County of Los Angeles</p>	
<p>5.2 Air Quality</p> <p>Prior to and During Construction</p>	<p>AQ-1a</p> <p>The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite. Prior to construction, the County of Los Angeles shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 50 horsepower during ground-disturbing activities. In addition, equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five</p>	<p>County of Los Angeles and Construction Contractor</p>	

Timing	Measure	Responsible for Monitoring	Completion
	<p>AQ-1b</p> <p>minutes or less in compliance with California Air Resources Board's Rule 2449. The construction contractor shall include in contract with haulers for soil export that trucks/vehicles use certified to 2010 or newer standards.</p>		
<p>During Grading</p>	<p>AQ-2</p> <p>The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control in addition to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The County of Los Angeles shall verify compliance that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering. • During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. Recycled water should be used, if available. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. 	<p>County of Los Angeles and Construction Contractor</p>	
<p>During Construction</p>	<p>AQ-3</p> <p>The construction contractor shall use interior and exterior paints that exceed the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113, known as "super-compliant paints." Interior and exterior coatings shall not exceed a VOC content of 100 grams per liter. A list of super-compliant VOC coating manufacturers is available at http://www.aqmd.gov/prdas/brochures/paintguide.html. Use of super-compliant paints shall be noted on building plans. The County of Los Angeles shall verify that these measures have been implemented during normal construction site inspections:</p>	<p>County of Los Angeles and Construction Contractor</p>	
<p>Prior to occupancy</p>	<p>Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. The following additional measures would reduce operational phase emissions:</p>	<p>County of Los Angeles and San Fernando Valley Family Support</p>	

Timing	Measure	Responsible for Monitoring	Completion
AQ-4	<p>The County of Los Angeles shall implement a commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the San Fernando Family Support Center, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The County of Los Angeles shall include the following incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> • Ride-matching assistance (e.g., subsidized public transit passes) • Preferential carpool parking • Flexible work schedules for carpools • Vanpool assistance or employer-provided vanpool/shuttle • Car-sharing program (e.g., Zipcar) • Bicycle end-trip facilities such as bike parking 	Center Administrator	
Prior to final site plan approval	AQ-5	County of Los Angeles	
During Plan Check	AQ-6	County of Los Angeles	
5.3 Geology and Soils			
During Grading	GEO-1	County of Los Angeles and Construction Contractor	All grading operations and construction will be conducted in conformance with the recommendations included in the geotechnical report for the San Fernando Valley Family Support Center (included in Appendix D of this EIR).

Timing	Measure	Responsible for Monitoring	Completion
<p>5.5 Hazards and Hazardous Materials</p> <p>Prior to commencement of construction-related excavation or grading</p>	<p>HAZ-1</p> <p>Prior to commencement of construction-related excavation or grading, additional soils testing shall be conducted for the excavated and stockpiled soils and reported in accordance with the requirements of the Department of Toxic Substances and Control (DTSC). The report shall document that site soils meet the thresholds set forth by the DTSC and site assessment, risk assessment, and remedial activities shall be conducted in general accordance with the process and procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. In addition, all applicable site assessment, risk assessment, and remediation guidance documents developed by the federal Environmental Protection Agency, and the DTSC shall be followed. The report shall be prepared by a qualified environmental professional defined as a registered environmental assessor II, professional engineer, geologist, certified engineering geologist, or a licensed hazardous substance contractor registered in this state. A letter of certification from a regulatory agency responsible for hazardous substance assessment and mitigation oversight of the site, stating that the site does not pose a significant risk, and is suitable for residential use, may be substituted for the abovementioned report.</p>	<p>County of Los Angeles</p>	
<p>5.6 Hydrology and Water Quality</p> <p>Prior to submitting the building permit application</p>	<p>HYD-1</p> <p>To meet the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), the project applicant shall implement stormwater best management practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period. The design of the structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate would be obtained from a California licensed engineer or licensed architect that the proposed BMPs meet this numerical threshold standard. Potential BMPs that would be implemented to meet this requirement include, but are not limited to, tree planting, downspout disconnection, and vegetated swales in the surface parking lot.</p>	<p>County of Los Angeles</p>	
<p>5.8 Noise</p> <p>Prior to issuance of grading permits</p>	<p>N-1</p> <p>Prior to issuance of grading permits, the County of Los Angeles shall include a provision in contract to ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities.</p> <ul style="list-style-type: none"> • Properly maintain and tune all construction equipment to minimize noise. • Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. • Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible. • Material delivery, soil haul trucks, and equipment servicing shall be restricted to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays. 	<p>County of Los Angeles and Construction Contractor</p>	

Timing	Measure	Responsible for Monitoring	Completion
Prior to initiation of demolition and grading activities	<p>N-2</p> <p>Prior to initiation of demolition and grading activities, the construction contractor shall erect a temporary solid noise barrier, to the extent practicable, between the construction site and the apartments to the west, and homes to the south. The temporary walls shall remain for the entire construction period. Due to site constraints, to maintain access to Satcoy Street, a noise barrier along the northern portion of the site would not be feasible. The temporary construction wall would have to break the line of site from the construction equipment exhaust stack to the windows of the nearest residential areas. In order to accomplish this requirement, the temporary walls shall be as tall as the roof base at the adjacent apartments to the west, and for the single-family homes it shall be at least 12 feet high. The barrier shall be solid from the ground to the top with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is ½-inch thick. The temporary walls would reduce construction noise by at least 5 dBA, depending on the receiver and the location of the noise source.</p>	County of Los Angeles and Construction Contractor	
Prior to issuance of building permits	<p>N-3</p> <p>Prior to issuance of building permits, a noise analysis shall be prepared when specific building plans and elevations, and the specifications of the HVAC units are available. The noise analysis shall demonstrate that noise from HVAC units would not cause an increase of over 5 dBA over existing ambient noise to nearby residential uses to the north, south, and west of the project site. This can be accomplished by selecting quieter units, locating the HVAC condenser units as far as possible from nearby residential areas, especially to the west of the project site, and/or by constructing parapet walls along the northern and western sides of the building's roof. If a parapet wall construction is warranted, because the elevation of the proposed building is substantially higher than the nearby residential receptors, the proposed parapet walls would control noise as sound waves traveling over the barrier are diffracted, creating a quiet zone on the receptor side of the wall. The parapet wall shall have a minimum STC-rating (sound transmission class) of STC- 30 and shall be continuous with no gaps to force the sound waves into a diffracted path. A combination of the design features outlined above would provide the necessary reduction to limit the noise increase from the operation of HVAC units to less than 5 dBA above existing noise levels at the nearest receptors.</p>	County of Los Angeles	
5.9 Public Services			
Prior to issuance of building permits	<p>PS-1</p> <p>Prior to issuance of building permits, the County of Los Angeles shall submit a site plan to the Los Angeles Police Department's (LAPD) Crime Prevention Section for review and comment. The site plan shall incorporate crime prevention features such as, but not limited to, nighttime security lighting, building security system, secured parking facilities, and full-time onsite professional security. Additional security features subsequently recommended by the LAPD shall be implemented, and a Memorandum of Agreement shall be prepared for the agreed security features.</p>	County of Los Angeles and Los Angeles Police Department	
Prior to issuance of building permits	<p>PS-2</p> <p>Prior to issuance of building permits, the County of Los Angeles shall provide operational and security feature details of the San Fernando Valley Family Support Center to the Los Angeles Police Department so that a Workload Study can be prepared in accordance with the Design Out Crime Program.</p>	County of Los Angeles	

Timing	Measure	Responsible for Monitoring	Completion
<p>5.10 Transportation/Traffic</p> <p>Prior to occupancy</p>	<p>T-1</p> <p>An eastbound approach at the Van Nuys Boulevard and Saticoy Street intersection shall be restriped to one left-turn lane, one through/left-turn lane and one right-turn lane from the existing one left-turn lane, one through lane and one right-turn lane. The eastbound approach resting within the existing right-of-way requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches.</p>	<p>Los Angeles Department of Transportation</p>	
<p>Prior to start of any construction work</p>	<p>T-2</p> <p>Prior to the start of any construction work, construction traffic management plans shall be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval. The plans should include elements such as street closure information, designation of haul routes for construction-related truck, location of access to the construction site, driveway turning movement restrictions, temporary traffic control devices or flagmen details, travel time restrictions (if any) for construction related traffic to avoid peak travel periods on selected roadway, consolidating construction truck deliveries, and designated staging and parking areas for workers and equipment. If oversized vehicles or loads are to be transported over state highways, a permit shall be required from Caltrans.</p>	<p>County of Los Angeles</p>	
<p>Prior to start of any construction work</p>	<p>T-3</p> <p>Where construction activities occur within a public street right-of-way around the project site, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • A site-specific construction work site traffic control plan shall be prepared for each construction phase and submitted to LADOT for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (e.g., barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas. • Provide safety precautions for pedestrian and bicyclists where existing facilities would be affected, including the sidewalks and pedestrian pathways around the perimeter of the project site. The safety precaution measures include, but are not limited to protection barriers and signage indicating alternative pedestrian and bicycle access routes. • Provide advance notice (no less than 10 days) of planned construction activities to any affected residents, businesses and property owners within 300 feet of the construction site. • Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of ongoing construction activity and construction hours. • Coordinate with public transit providers (Metro, LADOT DASH) to provide advance notice of ongoing construction and construction hours. 	<p>County of Los Angeles</p>	

Timing	Measure	Responsible for Monitoring	Completion
<p>5.11 Utilities and Service Systems</p> <p>Prior to issuance of a building permit</p>	<p>USS-1</p> <p>Prior to approval of the final site plan, the County of Los Angeles shall be required to prepare and implement appropriate utilities plans, including necessary sanitary sewer facilities and water pipeline relocation, or participate in the appropriate infrastructure improvement program, if applicable, as required by the City of Los Angeles, which may include fees, credits, reimbursement, construction, or a combination thereof, to mitigate the impacts of the proposed project.</p>	<p>County of Los Angeles and City of Los Angeles</p>	

DRAFT

**SAN FERNANDO
VALLEY FAMILY
SUPPORT CENTER
ENVIRONMENTAL
IMPACT REPORT**

SCH NO. 2011041035



prepared for:

**COUNTY OF LOS
ANGELES**

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MAY 2012

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**SAN FERNANDO
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Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	Asbestos-Containing Materials
ADT	Average Daily Traffic
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measures
bgs	below ground surface
BLM	Bureau of Land Management
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CIWMB	California Integrated Waste Management Board
CLSA	California Library Services Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CRS	Community Rating System
CSO	Combined Sewer Overflows
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel

Abbreviations and Acronyms

dBa	A-weighted decibel
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right-to-Know Act
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HMS	Hazardous Materials Sites database
HVAC	Heating, Ventilating, and Air Conditioning System
HWMP	Hazardous Waste Management Plan
IPCC	Intergovernmental Panel on Climate Change
IUDA	Industry Urban Development Agency
IWMP	Integrated Waste Management Plan
LACFD	Los Angeles County Fire Department
LACSD	Sanitation Districts of Los Angeles County
LADPW	Los Angeles County Department of Public Works
L_{dn}	day-night noise level
LEPC	Local Emergency Planning Committee
L_{eq}	equivalent continuous noise level
LOS	Level of Service
LST	Localized Significance Thresholds
LUFT	Leaking Underground Fuel Tank
MCL	Maximum Contaminant Level
MEP	Maximum Extent Practical
mgd	million gallons per day
MRF	Materials Recovery Facility
MSDS	Material Safety Data Sheets
msl	mean sea level
MSW	Municipal Solid Waste
MTBE	methyl tert-butyl ether



Abbreviations and Acronyms

NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Habitat Preservation Authority
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations
NPL	National Priorities List
O ₃	ozone
OES	California Office of Emergency Services
Pb	lead
PCE	perchloroethylene
PM	particulate matter
POTW	Publicly Owned Treatment Works
PPV	Peak Particle Velocity
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RMP	Risk Management Plans
RMS	root mean square
ROG/VOC	Reactive Organic Gases/Volatile Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SDWA	Safe Drinking Water Act
SERC	State Emergency Response Commission
SFHA	Special Flood Hazard Areas
SGVWC	San Gabriel Valley Water Company
SIC	Standard Industrial Codes
SoCAB	South Coast Air Basin
SO _x	sulfur oxides

Abbreviations and Acronyms

SPCC	Spill Prevention, Control and Countermeasure
SQMP	Stormwater Quality Management Plan
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOC	Semi-Volatile Organic Compounds
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCE	trichloroethylene
TNM	Transportation Noise Model
tpd	tons per day
tpd-6	tons per day (six-day average)
TRI	Toxic Release Inventory
TTCP	Traditional Tribal Cultural Places
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VOC	Volatile Organic Compounds
WDR	Waste Discharge Requirements
WIP	Well Investigation Program
WQMP	Water Quality Management Plan
WRD	Water Replenishment District of Southern California
WRP	Water Reclamation Plant



Abbreviations and Acronyms

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1. *Executive Summary*

1.1 **INTRODUCTION**

This Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed San Fernando Valley Family Support Center. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This DEIR has been prepared pursuant to the requirements of CEQA. The County of Los Angeles (County), as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable County technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR was obtained from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air quality, geological resources, greenhouse gas emissions, hydrology and water quality, noise, and traffic).



1.2 **ENVIRONMENTAL PROCEDURES**

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

- 1) To disclose to decision makers and the public the significant environmental effects of proposed activities.
- 2) To identify ways to avoid or reduce environmental damage.
- 3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- 4) To disclose to the public reasons for agency approval of projects with significant environmental effects.
- 5) To foster interagency coordination in the review of projects.
- 6) To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified by CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed

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project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This DEIR has been formatted as described below.

Section 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

The project site is located within the boundaries of the City of Los Angeles, however the project site is owned by the County of Los Angeles. As stated previously, the County is the lead agency and project applicant while the City is a responsible agency. As landowner, the County of Los Angeles has municipal authority over the land uses on the project site. Future development of the site will be required to obtain ministerial permits (i.e. grading, demolition, building permits) through the County. Since the site is surrounded by City of Los Angeles land and utilities are provided by the City, the project will be required to comply with City codes for all off-site improvements and impacts to City facilities and infrastructure.

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The threshold of significance used to determine environmental impacts are addressed within each section. Although not required, the County has agreed to use City adopted thresholds of significance where deemed appropriate.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project/Adaptive Reuse Alternative, No Underground Parking Alternative and a Reduced Intensity Alternative.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Notice of Preparation/Initial Study
- Appendix B: Comments on Notice of Preparation
- Appendix C: Air Quality and GHG Emissions Technical Data
- Appendix D: Geotechnical Study
- Appendix E: Phase I Environmental Site Assessment
- Appendix F: Hydrology Study
- Appendix G: Noise Modeling Data
- Appendix H: Public Services Correspondence
- Appendix I: Traffic Report

1.2.2 Type and Purpose of This DEIR

This DEIR has been prepared as a “Project EIR” as defined by State CEQA Guidelines (Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that



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would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

1.3 PROJECT LOCATION

The project site is at the southwest corner of Saticoy Street and Van Nuys Boulevard in the community of Van Nuys in the City of Los Angeles. Regional access to the project site is provided by Interstate 405 (I-405) and State Route 170 (SR-170) and the project site is bounded by Saticoy Street to the north, Van Nuys Boulevard to the east, Pacoima Wash to the south, and multi-family residential units to the west. The project site is in part of the Van Nuys–North Sherman Oaks Community Plan area in the City of Los Angeles. The project site includes Assessors Parcel Numbers (APN) 2218-003-901 through 2218-003-908 and street addresses for the parcels include 7455, 7505, 7515, 7533, and 7555 North Van Nuys Boulevard.

1.4 PROJECT SUMMARY

The County of Los Angeles proposes to construct a new 250,330-square-foot office building and associated five-level parking structure on a 6.78-acre site. The new building would house seven County departments, including: 1) the Department of Public Social Services; 2) the Department of Children and Family Services; 3) the Department of Health Services; 4) the Child Support Services Department; 5) the Department of Mental Health; 6) the Probation Department, and; 7) the Department of Public Health. It would also include 4,000 square feet of retail space for employees and visitor use and a 2,750-square-foot pharmacy. The new County departments building would be north of the existing five-story Mid-Valley Comprehensive Health Center and the new building heights would range between three and five stories, with a maximum height of approximately 84 feet. The project includes an 8,180-square-foot green space area and a 3,600-square-foot children's play area. Up to 1,705 parking spaces would be provided in a new five-level parking structure (1,520 spaces) and new surface parking (185 spaces). The project site is accessed from two driveways on Van Nuys Boulevard and one driveway from Saticoy Street.

Development of the proposed project would require demolition of Mid-Valley Youth Center (55,602 square feet), San Fernando Valley Service Center (15,347 square feet), and a bowling alley (27,828 square feet), totaling approximately 98,777 square feet of building area and soil export of not more than 200,000 cubic yards (CY). The existing five-story Mid-Valley Comprehensive Health Center (50,200 square feet) would remain onsite.

It is expected that the new building will meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA states that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain 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” (14 Cal. Code of Reg. 15126.6[a]). As described in Section 7.0 of this EIR, three project alternatives were identified and analyzed for relative impacts as compared to the proposed project:

1. No Project/Adaptive Reuse Alternative
2. No Underground Parking Alternative
3. Reduced Intensity Alternative

1. Executive Summary

Please refer to Chapter 7 of this EIR for a complete discussion of how the alternatives were selected and the relative impacts associated with each alternative. The following presents a summary of each of the alternatives analyzed in the EIR.

1.5.1 No-Project/Adaptive Reuse Alternative

This alternative assumes that the existing onsite buildings, including currently vacant buildings (i.e., 55,602 square feet of Mid-Valley Youth Center, 15,347 square feet of San Fernando Valley Service Center, and 27,828 square feet of bowling alley) are repurposed as office buildings to accommodate the County departments. Under this alternative, no demolitions and site layout modifications would occur. No additional parking would be provided and the soil export of 200,000 CY would not be required. This alternative would remodel the interiors of the buildings and paint the exteriors. Because onsite buildings provide only 98,777 square feet of total building area instead of the currently proposed 250,330 square feet, less than half of the seven County departments would be able to relocate to the project site. No green space area or children's play area would be provided. The existing Mid-Valley Comprehensive Health Center would remain active as with the proposed project.

1.5.2 No Underground Parking Alternative

Under this alternative, a new 250,330-square-foot office building would be constructed with all above-grade parking to avoid 200,000 CY of soil export. Therefore, instead of 2.25 levels below-grade and 3 levels above-grade parking structure, either one above-grade parking structure (9 levels and 1,602 spaces) or two above-grade parking structures would be constructed (one 5 levels and one 4 levels with 1,602 total spaces). The existing 103 surface parking spaces would be unchanged. Without the underground parking, the 8,180-square-foot green space area and a 3,600-square-foot children's play area would be eliminated. This alternative would house seven County departments as proposed by the project.



1.5.3 Reduced Intensity Alternative

Under this alternative, all project aspects would be reduced by one-third. This alternative assumes 166,887 square feet of new office building, 1,137 parking spaces, and 133,333 CY of soil export. The existing structures (98,777 square feet) would be demolished and the green space and children's play area would be provided. The reduced development intensity would reduce the building heights by one-third; therefore, a 1-level below-grade and 2-level above-grade parking structure and a 2- to 3-level office building would be constructed instead of a 2.25-level below-grade and 3-level above-grade parking structure and a 2.25-level below-grade and 3- to 5-level above-grade office building.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.

1. Executive Summary

4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the DEIR must identify areas of controversy known to the lead agency, including issues raised by agencies and public. No known areas of controversies have been identified. Written comments received during the NOP period, which extended from April 11, 2011 to May 10, 2011, are contained in Appendix B.

Prior to preparation of the DEIR, a public scoping meeting was held on May 2, 2011, at Delano Recreation Center. The scoping meeting was held to determine the concerns of responsible and trustee agencies, stakeholders, and the community regarding the proposed project. No issues were raised during the scoping meeting.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would substantially alter the visual appearance of the project site and its surroundings.	Potentially significant	AE-1 Prior to the issuance of building permits, a landscape plan shall be prepared by the County of Los Angeles and submitted for review and approval by the County of Los Angeles. The landscape plan shall include measures to soften views of the new facilities buildings and structures from surrounding land uses and roadways. More specifically, the landscape plans shall include but not be limited to measures such as: <ul style="list-style-type: none"> • Landscaped project frontage along Van Nuys Boulevard and Saticoy Street planted with trees and low-growing evergreen groundcover and shrubs. • Evenly distributed and spaced trees and shrubs so as to interrupt and soften the buildings and structures that are visible from areas outside the project site. • A landscape plant palette that outlines a variety of tree types, shrubs, and ground cover and that provides character and uniqueness to the facility being developed. Specified tree species shall not drop significant amounts of debris, sap, or other materials. Additionally, trees should be easy to limb up and capable of thriving in urban conditions. • Provisions for the proper installation, irrigation (e.g., automatic irrigation system), and maintenance (e.g., lawn and groundcover to be trimmed or mowed regularly) of landscaping. 	Less than significant
Impact 5.1-2: The proposed project would generate additional light and glare that could impact surrounding land uses.	Potentially significant	AE-2 Prior to the issuance of building permits, a lighting design and photometric plan shall be prepared by a licensed engineer and submitted to the County of Los Angeles for review and approval. The lighting plan shall include the amount, location, height, and intensity of street, building, and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover onto adjacent properties and/or roadways. The photometric survey shall demonstrate that light spillover does not exceed two horizontal foot-candles at any existing residential property line, specifically at the residences abutting the project site to the west. Lights shall be shielded, installed, or designed so	Less than significant

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		that the light rays are directed downward. The lighting plan shall also include a description and details of the proposed lighting fixtures.	
Impact 5.1-3: The proposed project would not create substantial amounts of shade/shadows that could impact surrounding shade-sensitive land uses.	Less than significant	No mitigation measures are required.	Not applicable
5.2 AIR QUALITY			
Impact 5.2-1: The San Fernando Family Support Center would not conflict with the SCAQMD 2007 Air Quality Management Plan.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.2-2: Short-term construction emissions generate by the San Fernando Family Support Center would result in emissions that exceed SCAQMD's regional significance thresholds for NO _x and VOCs and would significantly contribute to nonattainment designations of the SoCAB.	Potentially significant	<p>AQ-1 The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite. Prior to construction, the County of Los Angeles shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 50 horsepower during ground-disturbing activities. In addition, equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.</p> <p>AQ-2 The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control in addition to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The County of Los Angeles shall verify compliance that these measures have been implemented during normal construction site inspections.</p> <ul style="list-style-type: none"> • During all grading activities, the construction contractor shall 	Significant and unavoidable

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>reestablish ground cover on the construction site through seeding and watering.</p> <ul style="list-style-type: none"> • During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM10-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection. • During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. Recycled water should be used, if available. • During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour. <p>AQ-3 The construction contractor shall use interior and exterior paints that exceed the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113, known as “super-compliant paints.” Interior and exterior coatings shall not exceed a VOC content of 100 grams per liter. A list of super-compliant VOC coating manufacturers is available at SCAQMD’s website (http://www.aqmd.gov/prdas/brochures/paintguide.html). Use of super-compliant paints shall be noted on building plans. The County of Los Angeles shall verify that these measures have been implemented during normal construction site inspections:</p>	

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 5.2-3: Land uses associated with buildout of the San Fernando Family Support Center would generate criteria air pollutants that exceed SCAQMD's regional significance thresholds for NOx and would significantly contribute to nonattainment designations of the SoCAB.	Potentially significant	<p>Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. The following additional measures would reduce operational phase emissions:</p> <p>AQ-4 The County of Los Angeles shall implement a commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the San Fernando Family Support Center, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The County of Los Angeles shall include the following incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> • Ride-matching assistance (e.g., subsidized public transit passes) • Preferential carpool parking • Flexible work schedules for carpools • Vanpool assistance or employer-provided vanpool/shuttle • Car-sharing program (e.g., Zipcar) • Bicycle end-trip facilities, including bike parking, showers, and lockers <p>AQ-5 The parking structure shall include electric vehicle charging stations to the satisfaction of the County of Los Angeles. The location of these charging stations shall be identified on building plans.</p> <p>AQ-6 All appliances installed shall be Energy Star appliances. Installation of Energy-Star appliances shall be verified by the County of Los Angeles during plan check.</p>	Significant and unavoidable

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.2-4: Construction activities associated with the San Fernando Family Support Center could expose sensitive receptors to substantial concentrations of particulate matter.	Potentially significant	Mitigation Measures AQ-1 and AQ-2 applied to reduce regional criteria air pollutants of PM ₁₀ and PM _{2.5} would assist in reducing localized air pollutant impacts.	Less than significant
Impact 5.2-5: Operation of the proposed project would not expose offsite sensitive receptors to substantial concentrations of air pollutants.	Less than significant	No mitigation measures are required.	Not applicable
5.3 GEOLOGY AND SOILS			
Impact 5.3-1: Project occupants, visitors, etc. Could be subjected to potential seismic-related hazards including ground rupture, ground shaking, and ground failure.	Potentially significant.	GEO-1 All grading operations and construction will be conducted in conformance with the recommendations included in the geotechnical report for the San Fernando Valley Family Support Center (included in Appendix D of this EIR).	Less than significant.
Impact 5.3-2: The proposed project could be impacted by unstable geologic unit or soils conditions, including soil erosion, lateral spreading, subsidence, and expansive soil.	Potentially significant.	See Mitigation Measure GEO-1.	Less than significant.
5.4 GREENHOUSE GAS EMISSIONS			
Impact 5.4-1: The San Fernando Family Support Center would not result in a substantial increase in GHG emissions or conflict with plans adopted for the purpose of reducing GHG Emissions.	Less than significant	No significant impacts were identified and no mitigation measures are warranted. However, mitigation measures AQ-4 through AQ-6 for criteria air pollutants (see Impact 5.2-3) would also reduce GHG emissions generated by the proposed project. Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. No mitigation measures are required.	Not applicable
Impact 5.4-2: The proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions.	Less than significant	No mitigation measures are required.	Not applicable

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.5 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.5.1: Project demolition and construction may involve the transport, use, and/or disposal of hazardous materials.	Potentially significant	HAZ-1 Prior to commencement of construction-related excavation or grading, additional soils testing shall be conducted for the excavated and stockpiled soils and report in accordance with the requirements of the Department of Toxic Substances and Control (DTSC). The report shall document that site soils meet the thresholds set forth by the DTSC and site assessment, risk assessment, and remedial activities shall be conducted in general accordance with the process and procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. In addition, all applicable site assessment, risk assessment, and remediation guidance documents developed by the federal Environmental Protection Agency, and the DTSC shall be followed. The report shall be prepared by a qualified environmental professional defined as a registered environmental assessor II, professional engineer, geologist, certified engineering geologist, or a licensed hazardous substance contractor registered in this state. A letter of certification from a regulatory agency responsible for hazardous substance assessment and mitigation oversight, stating that the site does not pose a significant risk, and is suitable for residential use, may be substituted for the abovementioned report.	Less than significant
Impact 5.5-2: Project development could affect the implementation of an emergency response or evacuation plan.	Less than significant	No mitigation measures are required.	Not applicable
5.6 HYDROLOGY AND WATER QUALITY			
Impact 5.6-1: The proposed project would not violate any water quality standards or waste discharge requirements, provide substantial additional sources of polluted runoff, or otherwise degrade water quality.	Less than significant	No mitigation measures are required.	Not applicable

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
Impact 5.6-2: The project would generate increased stormwater runoff that could result in erosion, siltation, and flooding impacts.	Potentially significant	HYD-1 To meet the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP), the project applicant shall implement stormwater best management practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period. The design of the structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate would be obtained from a California licensed engineer or licensed architect that the proposed BMPs meet this numerical threshold standard. Potential BMPs that would be implemented to meet this requirement include, but are not limited to, tree planting, downspout disconnection, and vegetated swales in the surface parking lot.	Less Than Significant
Impact 5.6-3: The site would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.6-4: The site will not 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.	Less than significant	No mitigation measures are required.	Not applicable
5.7 LAND USE AND PLANNING			
Impact 5.7-1: Project implementation would not conflict with any applicable adopted land use plans, policies, or regulations.	Less than significant	No mitigation measures are required.	Not applicable
5.8 NOISE			
Impact 5.8-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Potentially significant	N-1 Prior to issuance of grading permits, the project applicant shall ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities. <ul style="list-style-type: none"> • Properly maintain and tune all construction equipment to minimize noise. 	Significant and unavoidable

1. Executive Summary

**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible. Material delivery, soil haul trucks, and equipment servicing shall be restricted to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays. <p>N-2 Prior to initiation of demolition and grading activities, the construction contractor shall erect a temporary solid noise barrier, to the extent practicable, between the construction site and the apartments to the west, and homes to the south. The temporary walls shall remain for the entire construction period. Due to site constraints, to maintain access to Saticoy Street, a noise barrier along the northern portion of the site would not be feasible. The temporary construction wall would have to break the line of site from the construction equipment exhaust stack to the windows of the nearest residential areas. In order to accomplish this requirement, the temporary walls shall be as tall as the roof base at the adjacent apartments to the west, and for the single-family homes it shall be at least 12 feet high. The barrier shall be solid from the ground to the top with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is 1/2-inch thick. The temporary walls would reduce construction noise by at least 5 dBA, depending on the receiver and the location of the noise source.</p>	
Impact 5.8-2: The project would create short-term groundborne vibration and groundborne noise.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.8-3: Project implementation would result in long-term operation-related noise that would exceed local standards.	Potentially significant	N-3 Prior to issuance of building permits, a noise analysis shall be prepared when specific building plans and elevations, and the specifications of the HVAC units are available. The noise analysis shall demonstrate that noise from HVAC units would not cause an increase of over 5 dBA over existing ambient noise to nearby residential uses to	Less than significant

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		the north, south, and west of the project site. This can be accomplished by selecting quieter units, locating the HVAC condenser units as far as possible from nearby residential areas, especially to the west of the project site, and/or by constructing parapet walls along the northern and western sides of the building's roof. If a parapet wall construction is warranted, because the elevation of the proposed building is substantially higher than the nearby residential receptors, the proposed parapet walls would control noise as sound waves traveling over the barrier are diffracted, creating a quiet zone on the receptor side of the wall. The parapet wall shall have a minimum STC-rating (sound transmission class) of STC- 30 and shall be continuous with no gaps to force the sound waves into a diffracted path. A combination of the design features outlined above would provide the necessary reduction to limit the noise increase from the operation of HVAC units to less than 5 dBA above existing noise levels at the nearest receptors.	
Impact 5.8-4: Future land uses may be exposed to noise levels that exceed the city's land use compatibility criteria.	Less than significant impact	No mitigation measures are required.	Not applicable
5.9 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.9-1: The proposed project would introduce additional structures and people to the project site, thereby slightly changing the dynamics of the demands for fire protection services.	Less than significant	No mitigation measures are required.	Not applicable
POLICE PROTECTION			
Impact 5.9-2: The proposed project would introduce additional structures and people to the project site, thereby slightly changing the dynamics of the demands for police	Potentially significant	PS-1 The County of Los Angeles shall submit a site plan to the Los Angeles Police Department's (LAPD) Crime Prevention Section for review and comment. The site plan shall incorporate crime prevention features such as, but not limited to, nighttime security lighting, building security system,	Less than significant

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
protection services.		PS-2 secured parking facilities, and full-time onsite professional security. Additional security features subsequently recommended by the LAPD shall be implemented, and a Memorandum of Agreement shall be prepared for the agreed security features. The County of Los Angeles shall provide operational and security feature details of the San Fernando Valley Family Support Center as requested by the Los Angeles Police Department to prepare a Workload Study, and incorporate recommendations included therein.	
5.10 TRANSPORTATION/TRAFFIC			
Impact 5.10-1: Project-related trip generation would impact the existing area roadway system.	Potentially significant	T-1 An eastbound approach at the Van Nuys Boulevard and Saticoy Street intersection shall be restriped to one left-turn lane, one through/left-turn lane and one right-turn lane from the existing one left-turn lane, one through lane and one right-turn lane. The eastbound approach restriping within the existing right-of-way requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches. T-2 A southbound approach at the Woodman Avenue and Sherman Way intersection shall be restriped to one left-turn lane, two through lanes and one through/right-turn lane from the existing one left-turn lane, two through lanes, and one right-turn lane. The southbound approach restriping can be accomplished within the existing right-of-way by restriping southbound approach and southbound departure, and the restriction of parking on the west side of Woodman Avenue south of Sherman Way.	Significant and unavoidable
Impact 5.10-2: Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.10-3: The proposed project would provide adequate emergency access.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.10-4: The proposed project would	Less than significant	No mitigation measures are required.	Not applicable

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
not conflict with an applicable congestion management program.			
Impact 5.10-5: Project-related trip generation would not impact the existing regional transit system and non-motorized travel system.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.10-6: The proposed project would provide adequate parking.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.10-7: The proposed project would have temporary adverse impact on the area transportation system during construction phase.	Potentially significant	<p>T-3 Prior to the start of any construction work, construction traffic management plans shall be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval. The plans should include elements such as street closure information, designation of haul routes for construction-related truck, location of access to the construction site, driveway turning movement restrictions, temporary traffic control devices or flagmen details, travel time restrictions (if any) for construction related traffic to avoid peak travel periods on selected roadway, consolidating construction truck deliveries, and designated staging and parking areas for workers and equipment. If oversized vehicles or loads are to be transported over state highways, a permit shall be required from Caltrans.</p> <p>T-4 Where construction activities occur within a public street right-of-way around the project site, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • A site-specific construction work site traffic control plan shall be prepared for each construction phase and submitted to LADOT for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (e.g., barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas. 	Significant and unavoidable

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • Provide safety precautions for pedestrian and bicyclists where existing facilities would be affected, including the sidewalks and pedestrian pathways around the perimeter of the project site. The safety precaution measures include, but are not limited to protection barriers and signage indicating alternative pedestrian and bicycle access routes. • Provide advance notice of planned construction activities to any affected residents, businesses and property owners in the vicinity of the construction site. • Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of ongoing construction activity and construction hours. • Coordinate with public transit providers (Metro, LADOT DASH) to provide advance notice of ongoing construction and construction hours. 	
5.11 UTILITIES AND SERVICE SYSTEMS			
Impact 5.11-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project.	Potentially significant	USS-1 Prior to issuance of a building permit, the County of Los Angeles shall be required to install the sanitary sewer facilities or participate in the appropriate infrastructure improvement program, if applicable, as required by the City of Los Angeles, which may include fees, credits, reimbursement, construction, or a combination thereof, to mitigate the impacts of the proposed project.	Less than significant
Impact 5.11-2: Adequate water supply and delivery systems are adequate to meet project requirements.	Less than significant	Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. No mitigation measures are required.	Not applicable
Impact 5.11-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the	Less than significant	No mitigation measures are required.	Not applicable

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**Table 1-1
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
proposed project.			
Impact 5.11-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less than significant	No mitigation measures are required.	Not applicable
Impact 5.11-5: Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	Less than significant	Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. No mitigation measures are required.	Not applicable

1. Executive Summary

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2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft Environmental Impact Report (DEIR) has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000, et seq. The Environmental Impact Report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the Lead Agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” The County of Los Angeles Board of Supervisors has the principal responsibility for approval of the San Fernando Valley Family Support Center project. For this reason, the County of Los Angeles is the CEQA Lead Agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed San Fernando Valley Family Support Center to allow the County to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the County are described later in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers and the general public of the environmental effects of the development and operation of the proposed San Fernando Valley Family Support Center project. This DEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse, evaluates a number of alternatives to the project, and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The County determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on April 11, 2011 (See Appendix A). Comments received during the public review period, which extended from April 11, 2011 to May 10, 2011, are contained in Appendix B.



2. Introduction

The NOP process is used to help determine the scope of the environmental issues to be addressed in the DEIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR. Issues identified as Less Than Significant or No Impact are not addressed beyond the discussion contained in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations have been made.

2.3 SCOPE OF THIS DEIR

Based on the Initial Study and Environmental Checklist Form, County staff determined that a DEIR should be prepared for the proposed project. The scope of the DEIR was determined based upon the County's Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the County. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information contained in the Project Description establishes the basis for analyzing future project-related environmental impacts.

2.3.1 Impacts Considered Less Than Significant

Six environmental impact categories are identified here as not being significantly affected by, or affecting, the proposed San Fernando Valley Family Support Center project and as such are not discussed in detail in this DEIR. This determination was made by the County in its preparation of the Initial Study. The following topical issues are not addressed in the DEIR:

- Agricultural and Forest Resources
- Biological Resources
- Cultural Resources
- Mineral Resources
- Population and Housing
- Recreation

2.3.2 Potentially Significant Adverse Impacts

Eleven environmental factors have been identified as potentially significant impacts if the proposed project is implemented. These factors are:

- Aesthetics
- Air Quality
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Public Services
- Transportation/Traffic
- Utilities/Service Systems

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies three significant and unavoidable adverse impacts, as defined by CEQA that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the County, as the Lead Agency, determines that unavoidable significant adverse impacts will result from the project, the County must prepare a “Statement of Overriding Considerations” before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered to be acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- Air Quality
- Noise
- Transportation and Traffic

2.4 INCORPORATION BY REFERENCE

The following documents are incorporated by reference in this DEIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the Chief Executive Office at 754 Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, CA 90012.

- *Los Angeles County Code*. Updated through 2012, April 24. County of Los Angeles. Contains most of the administrative and regulator ordinances adopted by the Board of Supervisors. The County Code includes, but is not limited to, Building Code, Fire Code, and Environmental Protection (e.g., Stormwater and Runoff Pollution Control, Noise Control, etc.).
- *County of Los Angeles General Plan, 1980*. Future development of all land in the County of Los Angeles is guided by the Los Angeles County General Plan. The General Plan also provides a foundation for more detailed plans and implementation programs, such as area or community plans, zoning ordinances, and specific plans. The General Plan has nine elements consisting of conservation and open space, land use, housing, transportation, water and waste management, economic development, safety, noise, scenic highway, as well as a bicycle master plan adopted in March 13, 2012.
- *City of Los Angeles General Plan, 2001, August 8 (Re-adopted)*. City of Los Angeles. A comprehensive, long-term plan that is a blueprint for the City of Los Angeles growth and development. It covers issues ranging from the physical development of the jurisdiction, such as general locations, and extent of land uses and supporting infrastructure, to social concerns. It is organized into nine Elements (Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element-Public Recreation Plan, Safety Element, and Transportation Element) that address a wide range of subjects and provide goals and policies.
- *Van Nuys – North Sherman Oaks Community Plan*. 1998, September 9 (Adopted). City of Los Angeles: A document that intends to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people within the Van Nuys-North Sherman Oaks Community Plan.



2. Introduction

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the County address shown on the title page of this document. Upon completion of the 45-day review period, the County will review all written comments received and prepare written responses for each comment. A Final EIR (FEIR) will then be prepared incorporating all of the comments received, responses to the comments, and any changes to the DEIR that result from the comments received. This FEIR will then be presented to the County Board of Supervisors for potential certification as the environmental document for the project. All persons who commented on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review at the following locations:

- Chief Executive Office
754 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012
- Los Angeles Public Library – Van Nuys Branch
6250 Sylmar Avenue
Van Nuys, CA 91401

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring Program for the San Fernando Valley Family Support Center EIR will be completed as part of the FEIR and will be completed prior to consideration of the project by the County Board of Supervisors.

3. *Project Description*

3.1 **PROJECT LOCATION**

The project site is at the southwest corner of Saticoy Street and Van Nuys Boulevard in the community of Van Nuys in the City of Los Angeles, Los Angeles County, California. As shown in Figure 3-1, *Regional Location*, regional access to the project site is provided by Interstate 405 (I-405) and State Route 170 (SR-170). As shown in Figure 3-2, *Local Vicinity*, the project site is bounded by Saticoy Street to the north, Van Nuys Boulevard to the east, Pacoima Wash to the south, and multi-family residential units to the west. The project site includes Assessors Parcel Numbers (APN) 2218-003-901 through 2218-003-908 and street addresses for the parcels include 7455, 7505, 7515, 7533, and 7555 North Van Nuys Boulevard. An aerial photograph of the project site and surrounding area is provided on Figure 3-3, *Aerial Photograph*. The project site is in part of the Van Nuys–North Sherman Oaks Community Plan area in the City of Los Angeles.

3.2 **STATEMENT OF OBJECTIVES**

The following objectives have been established for the San Fernando Valley Family Support Center project and will aid decision makers in their review of the project and associated environmental impacts:

- Redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents.
- Allow for redevelopment of the project site to improve the provision of County services to San Fernando Valley residents.
- Provide ancillary on-site retail space to reduce vehicle trips.
- Provide adequate on-site parking to avoid parking impacts to the surrounding community.
- Consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled.
- Substantially improve the visual appearance of the site through the development of a new building and improved landscaping.
- Provide additional recreational facilities to serve future visitors to the site as well as the surrounding residents.

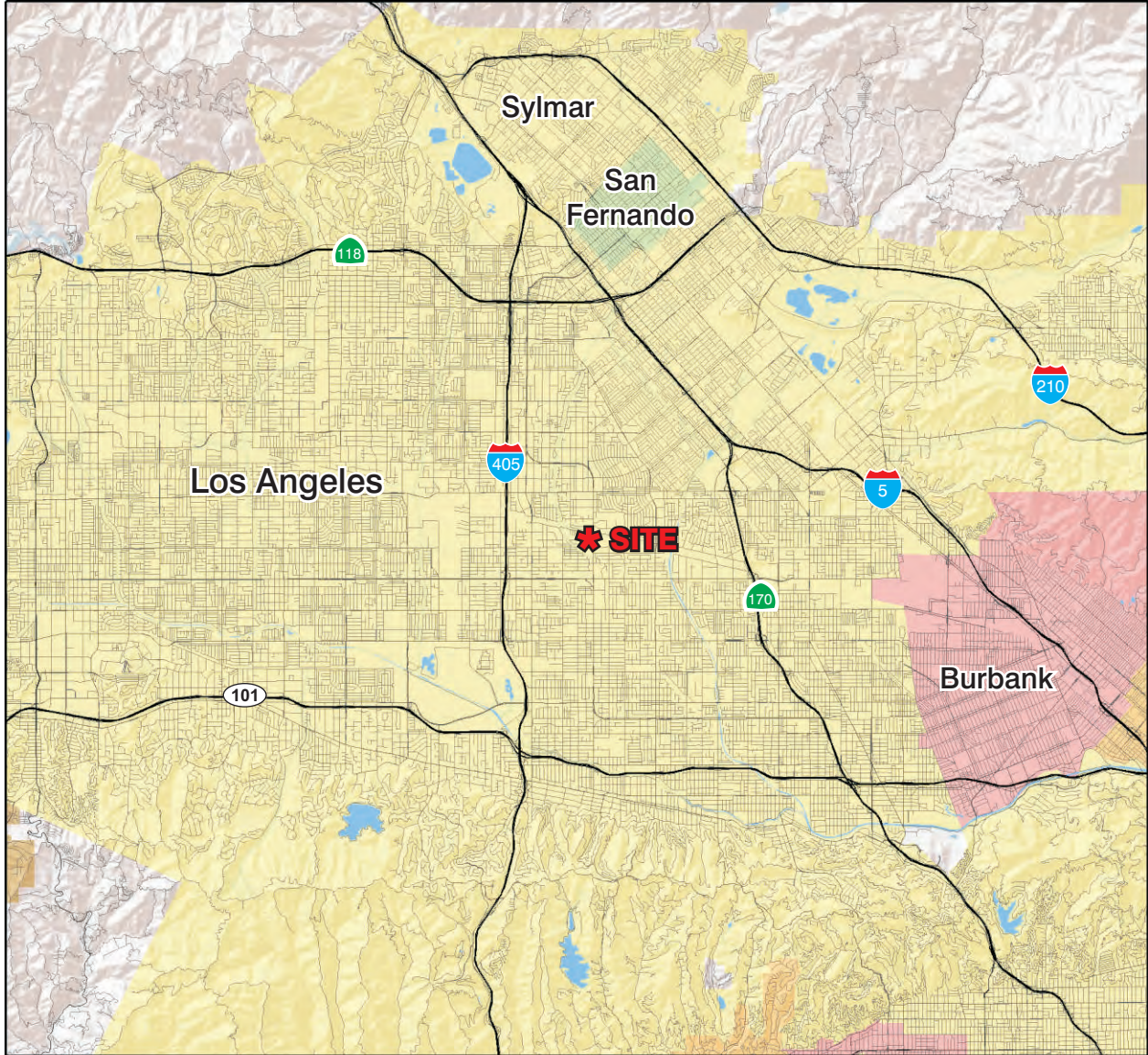


3. Project Description

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3. Project Description

Regional Location

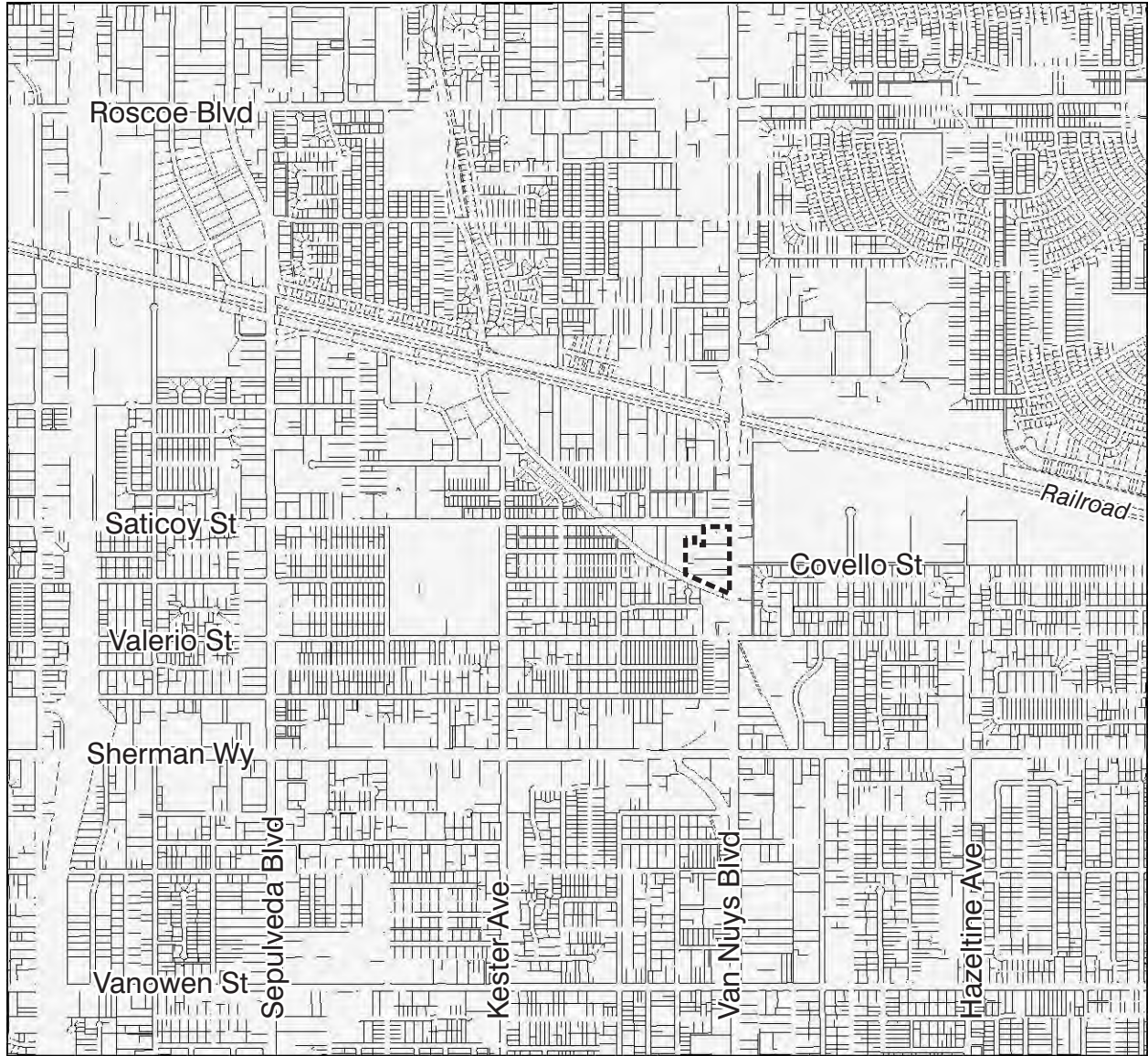


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3. Project Description

Local Vicinity



----- Site Boundary

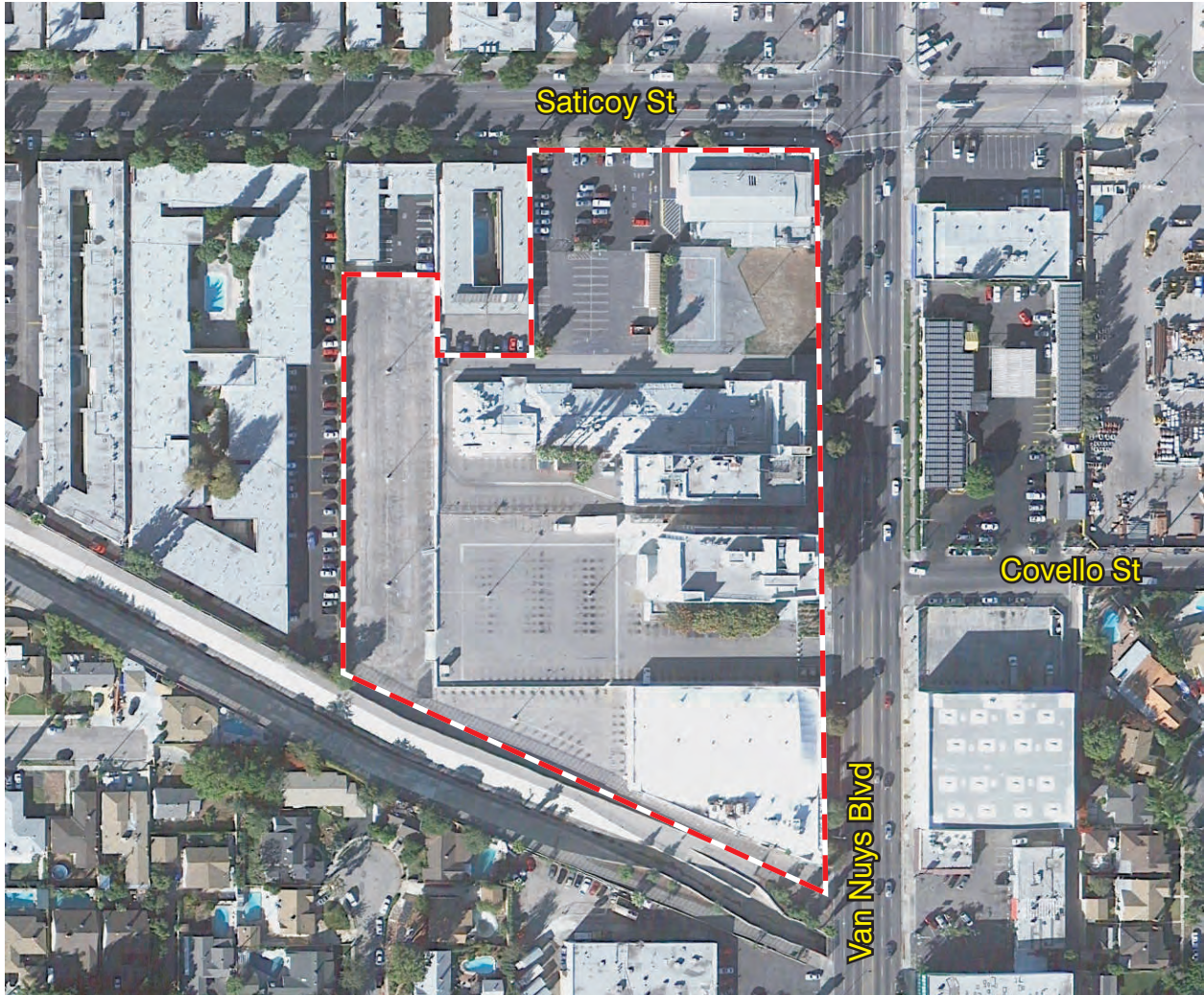
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3. Project Description

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3. Project Description
Aerial Photograph



--- Site Boundary

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Source: Google Earth Pro 2010

3. Project Description

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3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.” (14 Cal. Code of Reg. 15378[a])

3.3.1 Site History

The earliest document found for the project site was a building permit issued July 17, 1926 for a one story residence at 7501 Van Nuys Boulevard. The project site was undeveloped land prior to the residential building erection. From 1928 to 1953, numerous building permits were issued to construct, alter, and repair residential structures at 7501, 7505, 7511, 7525, 7533, and 7547 Van Nuys Boulevard. Building permits to demolish the residential structures were issued between January 1959 and July 1962. Building permits to erect a medical building were issued October 30, 1956 for 7555 Van Nuys Boulevard and on August 16, 1965 for 7515 Van Nuys Boulevard. Another permit to erect a hospital was issued November 21, 1958 for 7533 Van Nuys Boulevard. From 1959 to 1996, numerous building permits were issued to construct, alter, and repair the medical buildings at 7515, 7533, and 7555 Van Nuys Boulevard and to construct parking lots at 7505 and 7551 Van Nuys Boulevard. A building permit was issued December 12, 1961 to convert the building at 7501 Van Nuys Boulevard into a bowling alley. The bowling alley (7501 Van Nuys Boulevard) and the Mid Valley Youth Center (7533 Van Nuys Boulevard) are currently vacant.

3.3.2 Description of the Project

The County of Los Angeles proposes to construct a new 250,330-square-foot office building and associated five-level parking structure on a 6.78-acre site (see Figure 3-4, *Proposed Site Plan* and Figure 3-5, *Proposed Master Plan*). The new county building would house the seven County departments, 4,000 square feet of retail space for employees and visitor use, and a 2,750-square-foot pharmacy. An 8,180-square-foot green space area and a 3,600-square-foot children’s play area would also be provided. The new office building would have a maximum height of 84 feet and would be north of the existing five-story Mid-Valley Comprehensive Health Center. The seven County departments include:

1. Department of Public Social Services (14545 Lanark Street, Panorama City): 386 employees (7AM – 6PM), 677 visitors (8AM – 5PM)
2. Children and Family Services (20151 Nordoff St, Chatsworth): 413 employees (7AM – 7 PM), 200 visitors (8 AM – 5 PM)
3. Child Support Services (15531 Ventura Blvd, Encino): 170 employees (7 AM – 6 PM), 75 visitors (8 AM – 5 PM)
4. Probation Department (14540 Haynes Street, Van Nuys): 129 employees (8 AM – 5 PM), 77 visitors (8 AM – 5 PM)
5. Department of Health Services (Onsite): 47 employees (7 AM – 6 PM), 150 visitors (8 AM – 5 PM)
6. Mental Health Programs (New Program): 31 employees (7 AM – 6 PM), 30 visitors (8 AM – 5 PM)
7. Public Health (New Program): 4 employees (7 AM – 6 PM), 30 visitors (8 AM – 5 PM)



3. Project Description

A combined total of 1,705 spaces would be provided on the project site, including 1,602 spaces in the new five-level parking structure (3 levels above-grade and 2.25 levels below-grade) and 103 spaces on the surface parking. The project site is accessed from two driveways on Van Nuys Boulevard, including one ingress-only access on the north and one egress-only access on the south, and one access drive on Saticoy Street that would allow both ingress and egress access.

It is expected that the new building will meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

Construction and Demolition

Development of the proposed project would require demolition of Mid-Valley Youth Center (55,602 square feet), San Fernando Valley Service Center (15,347 square feet), and a bowling alley (27,828 square feet) totaling approximately 98,777 square feet of building area and soil export of not more than 200,000 cubic yard. The existing five-story Mid-Valley Comprehensive Health Center (50,200 square feet) would remain onsite. The construction phase would take approximately 2.5 to 3 years.

3.4 INTENDED USES OF THE EIR

This DEIR has been prepared as a “Project EIR” as defined by State CEQA Guidelines (Section 15161, California Code of Regulations, Title 14, Division 6, Chapter 3). This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

This EIR is also being prepared to address various actions by the County and others to adopt and implement the proposed project. The Final EIR will be used as the environmental document for all discretionary approvals related to implementation of the project. It is the intent of this EIR to enable the County of Los Angeles, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are as follows:

3. Project Description

Lead Agency	Action
County of Los Angeles	<ul style="list-style-type: none"> • Site Plan Approval. • Certification of the environmental impact report.
Responsible Agencies	Action
City of Los Angeles	<ul style="list-style-type: none"> • Approval of any required roadway and street intersection improvements. • Approval of any required offsite infrastructure upgrades such as sewer, water, stormwater lines, or any other improvements.
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issue any air quality permits required to implement the project <ul style="list-style-type: none"> • SCAQMD Rule 201 (Permit to Construct) and SCAQMD Rule 203 (Permit to Operate): A permit is required to construct and operate any stationary equipment that generates new emissions (e.g., boiler or emergency generator). • SCAQMD Rule 403 (Large Operation Notification Form): The applicant/applicant's construction contractor is required to file a Large Operation Notification Form to SCAQMD for grading activities and prepare and implement a dust control plan. • SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities): Requires that SCAQMD be notified that demolition of building(s) containing asbestos would occur within 10 working days prior to activities.
Regional Water Quality Control Board, Los Angeles Region	<ul style="list-style-type: none"> • Issue a National Pollutant Discharge Elimination System Permits to allow for the implementation of the project, if necessary.

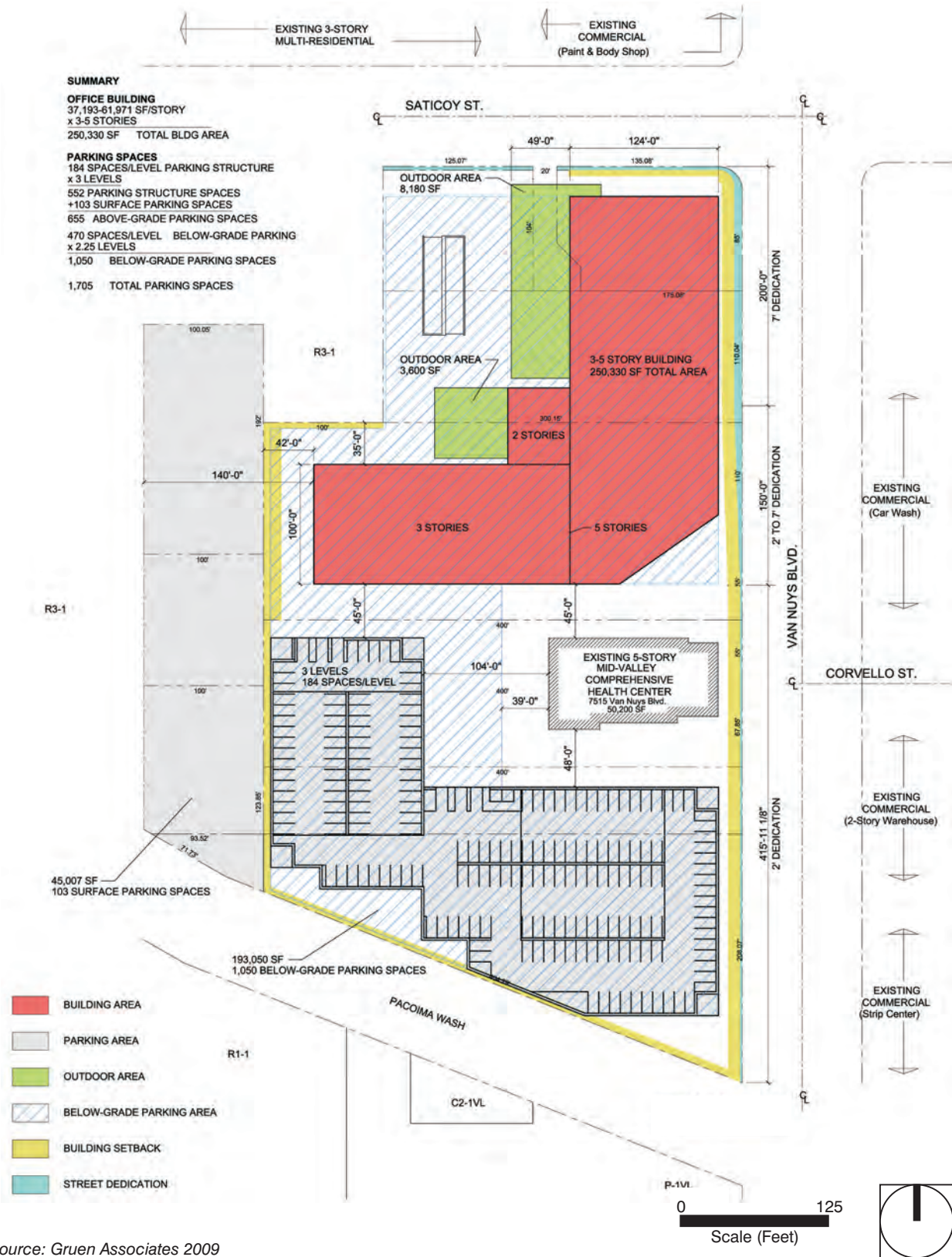


3. Project Description

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3. Project Description

Proposed Site Plan



Source: Gruen Associates 2009

3. Project Description

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3. Project Description

Proposed Master Plan



Source: Gruen Associates 2009

San Fernando Valley Family Support Center EIR
County of Los Angeles

The Planning Center | DC&E • **Figure 3-5**

3. Project Description

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4. *Environmental Setting*

4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

The project site is in part of the Van Nuys–North Sherman Oaks Community Plan area in the City of Los Angeles (see Figure 3-1, *Regional Location*, in Section 3, *Project Description*). The Van Nuys–North Sherman Oaks neighborhood is in the San Fernando Valley, which is generally bounded by the Santa Monica Mountains on the south, the Simi Hills on the west, the Oak Ridge/San Gabriel Mountains on the north, and SR-170 on the east. The valley floor ranges in elevation from 600 to 1,000 feet above mean sea level as the ground slopes up to the foot fills.

Sensitive receptors include multi-family residences immediately west of the project site, single-family residences approximately 100 feet to the south across Pacoima Wash, and multi-family residences approximately 100 feet to the north across Saticoy Street. The nearest school to the project site is Robert Fulton Middle School, approximately 2,000 feet from the project site to the west.



4.2.1 Regional Location

The project site is at the southwest corner of Saticoy Street and Van Nuys Boulevard in the community of Van Nuys in the City of Los Angeles. Regional access to the project site is provided by Interstate 405 (I-405) and State Route 170 (SR-170). As shown in Figure 3-2, *Local Vicinity*, in Section 3, *Project Description*, the project site is bounded by Saticoy Street to the north, Van Nuys Boulevard to the east, Pacoima Wash to the south, and multi-family residential units to the west. The project site includes Assessors Parcel Numbers (APN) 2218-003-901 through 2218-003-908 and street addresses for the parcels include 7455, 7505, 7515, 7533, and 7555 North Van Nuys Boulevard. An aerial photograph of the project site and surrounding area is provided on Figure 3-3, *Aerial Photograph*.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

Los Angeles County and the City of Los Angeles are centrally located within a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial counties. The Southern California Association of Governments (SCAG) is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development

4. Environmental Setting

and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed plans to achieve specific regional objectives. The plans most applicable to the proposed project include the Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV). These plans are described in more detail in Section 5-7, *Land Use*.

County of Los Angeles General Plan

Future development of all land in the County of Los Angeles is guided by the Los Angeles County General Plan, adopted in 1980, is designated to guide the long-term physical development and conservation of the County's land and environment in the unincorporated areas, through a framework of goals, policies, and implementation programs. The General Plan also provides a foundation for more detailed plans and implementation programs, such as area or community plans, zoning ordinances, and specific plans. Los Angeles County is currently undergoing a General Plan Update, which anticipated completion in late 2012/early 2013. The General Plan has nine elements consisting of conservation and open space, land use, housing, transportation, water and waste management, economic development, safety, noise, scenic highway, as well as a bicycle master plan adopted in March 13, 2012.

City of Los Angeles General Plan

Future development of all land in the City of Los Angeles is guided by the City's General Plan Framework Element, adopted in December 1996 and readopted in August 2001. The Framework Element supersedes Concept Los Angeles and the Plan citywide elements of the City of Los Angeles General Plan and sets forth a citywide comprehensive long-range growth strategy. It defines citywide policies that will be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs. The General Plan Framework Element defines citywide policies that influence most of the City's General Plan Elements. It includes policies for land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services.

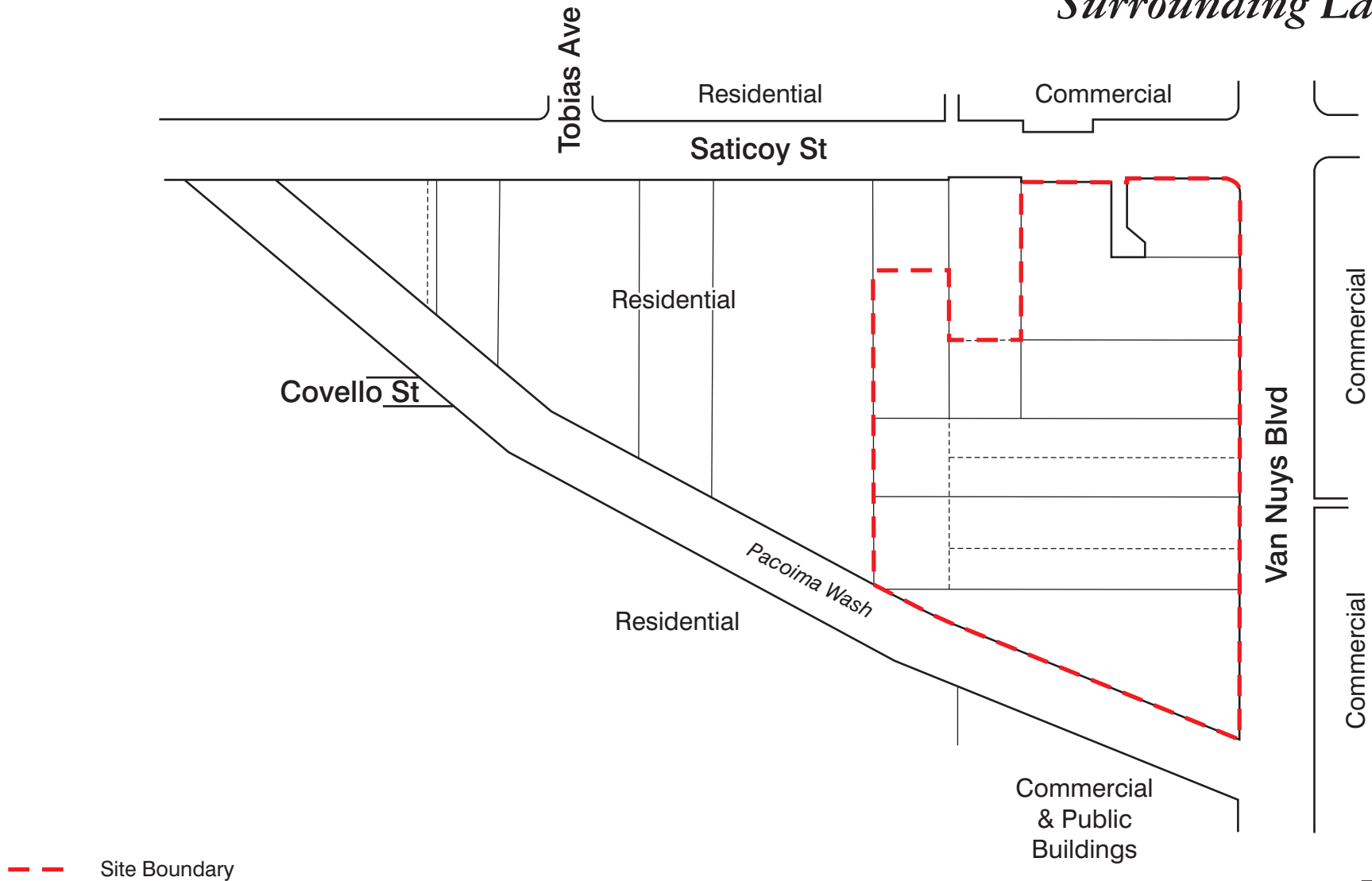
4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

The 6.78-acre project site is currently developed with four buildings, totaling 148,977 sf. The site includes a 27,828 sf vacant bowling alley, a vacant 55,602 sf Mid-Valley Youth Center, a 15,347 sf San Fernando Valley Service Center, and a 50,200 sf five-story Mid-Valley Comprehensive Health Center. The San Fernando Valley Service Center and Mid-Valley Comprehensive Health Center are the only buildings currently operating on the site.

Surrounding land uses consist of commercial and light industrial uses to the east (across Van Nuys Boulevard), single-family residences and commercial uses to the south across the Pacoima Wash, multifamily residences to the west, and multifamily residences and commercial and light industrial uses to the north (across Saticoy Street) (see Figure 4-1, *Surrounding Land Uses*). Other major uses in the area include the Metrolink/Amtrak railroad and station approximately 1,200 feet to the north, Van Nuys Airport approximately two miles to the west, and Sepulveda Dam approximately two miles to the southwest.

Surrounding Land Uses



--- Site Boundary



Source: Los Angeles County Tax Assessor's Map

San Fernando Valley Family Support Center EIR
County of Los Angeles

4. Environmental Setting

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4.3.2 Climate and Air Quality

The project is located in the South Coast Air Basin (SoCAB). The SoCAB consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties. Air quality is affected by both the rate and location of pollutant emissions. Meteorological conditions such as wind speed, wind direction, solar radiation, atmospheric stability, along with local topography heavily influence air quality by affecting the movement and dispersal of pollutants. Predominant meteorological conditions in the SoCAB are primarily light winds and shallow vertical mixing due to low-altitude temperature inversion. These conditions, when coupled with the surrounding mountain ranges, hinder the regional dispersion of air pollutants. The strength and location of a semi-permanent, high-pressure cell over the northern Pacific Ocean is the primary climatological influence on the SoCAB, as is the ocean, which moderates the local climate by acting like a large heat reservoir. Because of these influences, warm summers, mild winters, infrequent rainfall, and moderate humidity typify climatic conditions through most of the SoCAB. These meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone (O₃) and urban smog.

Although the climate of the SoCAB can be characterized as semiarid, the air near the land surface may be moist on some days because of the presence of a marine layer. Humidity restricts visibility in the SoCAB, also increase the conversion of sulfur dioxide (SO₂) to sulfates. Because the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. More than 90 percent of the rainfall occurs from November through April. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thundershowers near the coast and slightly heavier shower activity in the eastern portion of the region near the mountains.

The South Coast Air Quality Management District (SCAQMD) operates stations in the SoCAB that monitor meteorological conditions and pollutant concentrations. Wind speeds and directions for the area are taken from the monitoring station located nearest to the project site, Wind Rose for Source Receptor Area 7 (East San Fernando Valley). Predominant winds are from the south and southeast between 5 and 10 miles per hour. The average maximum temperature in the Van Nuys area is 87°F during August and the average minimum is 40°F during January¹. The average annual rainfall is 16.4 inches.

4.3.3 Geology and Landform

The project site is in the eastern portion of the San Fernando Valley. The San Fernando Valley is a prominent alluvial filled valley in the Transverse Range Province, which is bounded by the Santa Susana Mountains to the north and northwest, the Verdugo Mountains to the east, the Santa Monica Mountains to the south, and the Simi Hills to the west (California Geological Survey [CGS], 1998). Sediments beneath the site vicinity include a young Holocene-age alluvium consisting of coarse-grained unsorted gravel and sands, and Pleistocene-age alluvial deposits and Saugus Formation consisting of sands, silts, and clays (California Department of Water Resources 2004).

4.3.4 Hydrology

The project site is just outside of the Pacoima Wash Watershed, which is within the Tujunga Wash Watershed. The Pacoima Wash is a 33-mile long tributary of Tujunga Wash, which is itself a tributary of the Los Angeles River. The stream begins at the Pacoima Dam Reservoir and proceeds south as a free-flowing stream to Lopez Dam. South of this dam, Pacoima Wash becomes a concrete flood control channel and travels south from Kagel Canyon in Sylmar through San Fernando, Pacoima, Mission Hills, Panorama City, and Van Nuys. The open-channel, concrete-lined Pacoima Wash passes just south of the project site and



4. Environmental Setting

passes under Van Nuys Boulevard where it is carried through a storm drain to join Tujunga Wash farther south.

4.3.5 Noise

The noise environment in the vicinity of the project site is dominated by Van Nuys Boulevard. Van Nuys Boulevard is predominantly commercial in the vicinity of the project site. Traffic volumes on Van Nuys Boulevard along the project frontage are approximately 34,000 average daily trips (ADTs) resulting in a noise level of approximately 72 dBA.

4.3.6 Scenic Features

The project site is entirely developed with four single- and multistory buildings, including a vacated bowling alley, the five-story Mid-Valley Comprehensive Health Center, the Mid-Valley Youth Center, and the San Fernando Valley Services Center. The project site also consists of surface parking areas and other hardscape and landscape improvements. Existing landscape is comprised of minimal ornamental landscaping generally limited to street trees lining the project site boundaries along Van Nuys Boulevard and Saticoy Street. There are no natural landscape features or natural visual resources or vistas within or near the project site. No scenic corridors or designated scenic highways are located in the project vicinity. Major arterial streetscapes are dominated by residential, commercial, and office buildings, light industrial complexes, associated landscaping, and overhead utility lines.

4.3.7 Public Services and Utilities

A number of public services and utilities are provided the City of Los Angeles. Police services are provided by the Los Angeles Police Department, fire services are provided by the Los Angeles Fire Department, water and electricity services are provided by the Los Angeles Department of Water and Power and sewer and solid waste services are provided by the Los Angeles Public Works Department's Bureau of Sanitation. Natural gas is provided by the Southern California Gas Company and the Los Angeles Unified School District provides school services.

4.3.8 General Plan and Zoning











The existing onsite land use designations and zoning are determined by the City of Los Angeles. The project site is designated as Neighborhood Commercial, General Commercial, and Medium Multiple Family by the City of Los Angeles General Plan Land Use Map (Van Nuys–North Sherman Oaks Community Plan).

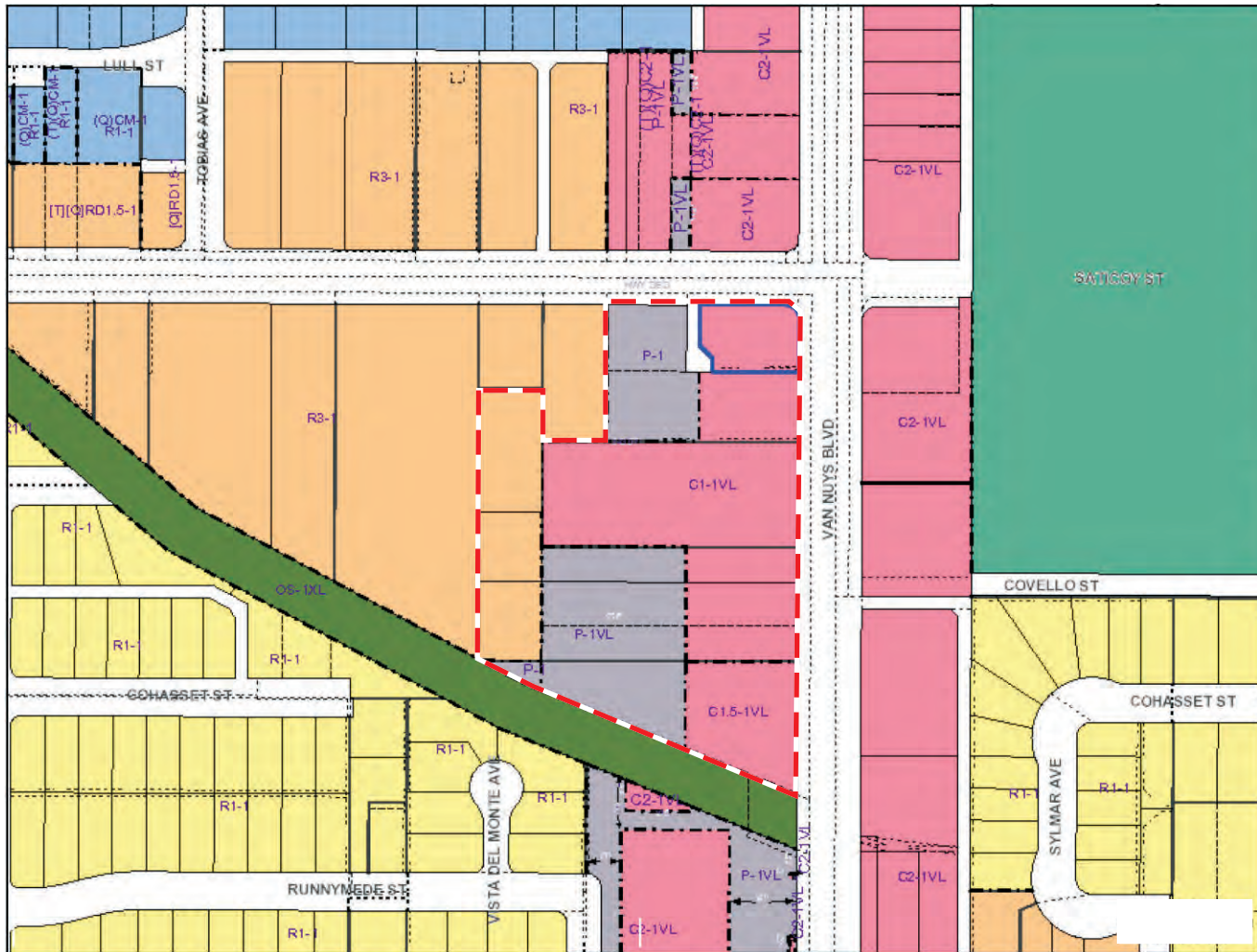
The project site is zoned C1-1VL (Limited Commercial-Very Limited Height District No.1), C1.5-1VL (Limited Commercial-Very Limited Height District No.1), P-1VL (Automobile Parking Zone-Very Limited Height District No.1), P-1 (Automobile Parking Zone), and R3-1 (Multiple Dwelling Zone), as shown on Figure 4-2, *Existing Zoning*. The project site is also in the ZI-2374 Los Angeles State Enterprise Zone. See Section 5.7, *Land Use*, for a detailed description of the existing and proposed land uses.

4. Environmental Setting

Existing Zoning

Generalized Zoning

-  OS
-  A, RA
-  RE, RS, R1, RU, RZ, RW1
-  R2, RD, RMP, RW2, R3, RAS3, R4, RAS4, R5
-  ADP, C1, C1.5, C2, C4, C5, CR, CW, LASED, WC
-  CM, MR, CCS, M1, M2, LAX, M3, SL
-  P, PB
-  PF
-  Hillside
-  Site Boundary



Source: City of Los Angeles - Department of City Planning 2010

San Fernando Valley Family Support Center EIR
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4. Environmental Setting

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4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

The cumulative impact analysis contained in this EIR uses method A pursuant to CEQA Guidelines Section 15130(a). Table 4-1 provides a list of related projects in the project area that could contribute cumulatively to the proposed project (see Figure 4-3, *Related Projects*). Regional growth outside of the project study area has been accounted for traffic, air quality, greenhouse gas, and noise impacts through use of a two percent growth factor consistent with regional growth projections which was added to background traffic volumes. For other impacts, the appropriate service area or region was used for purposes of cumulative impact analysis. For example, for water service, the geographic scope is the City of Los Angeles, which provides water to the project site. For air quality, the geographic scope is the South Coast Air Basin (SoCAB) which is the air basin where the proposed project is located. The geographic scope for each impact area is included within the Chapter 5 cumulative impact discussion.



4. Environmental Setting

**Table 4-1
Cumulative Analysis Related Projects List**

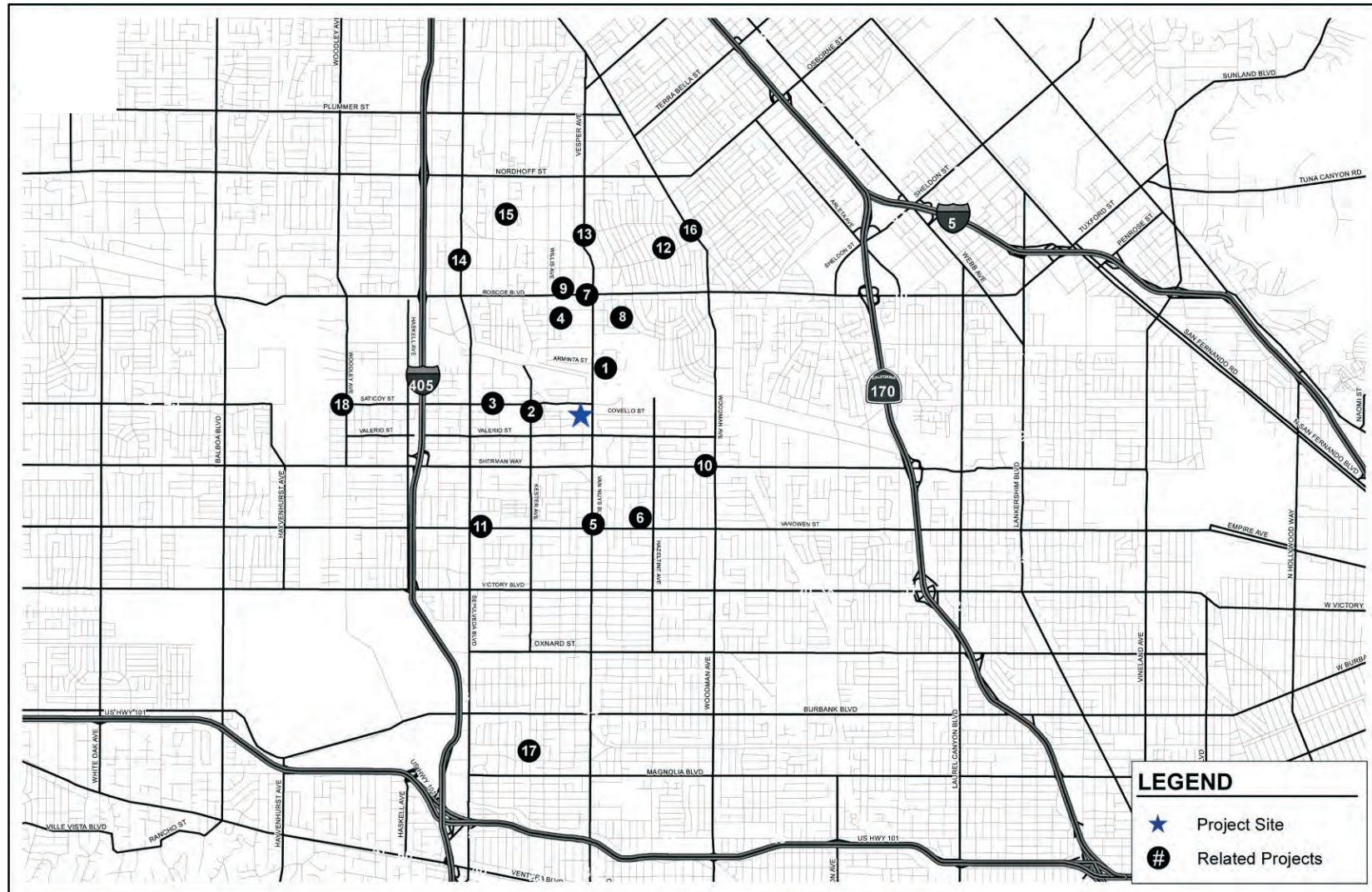
ID	LADOT Project Case No.	Project Location	Project Name	Land Use
1	SFV2005042	14450 W. Arminta St	Van Nuys Center, Phase 2	Industrial
2	SFV2005277	7477 Kester Av	LAUSD Valley High School #9	School
3	SFV2006035	15141 Saticoy St	Saticoy/Burnet Townhomes	Single-Family
4	SFV2008077	8138 Cedros Av	LAUSD VR School #13	School
5	SFV2005146	6818 Van Nuys Bl	Apartments & Retail	Apartments
6	SFV2005113	6870 Calhoun Ave	LAUSD School #9	School
7	SFV2007079	14626 Roscoe Bl	Chili's Grill	Retail
8	SFV2007073	8252 Van Nuys Bl	DD's Discounts	Retail
9	SFV2006001	14665 Roscoe Bl	Panorama Place EIR	Condominiums
10	SFV2003149	13751 Sherman Way	Housing/Day Care	Apartments
11	SFV2008075	15225 Vanowen St	Valley Presbyterian Medical Center	Office
12	SFV2005197	8605 Colbath Av	LAUSD VR Early Childhood Edu. Center #1	School
13	SFV2003163	8750 Van Nuys Bl	Arden Panorama City	School
14	SFV2007159	8527 N. Sepulveda Bl	69 units apartments	Apartments
15	SFV2006247	8855 Noble Av	LAUSD Monroe Span ES #2	School
16	SFV2010101	8755 Woodman Av	Valor Academy Charter MS Expansion	School
17	SFV2005159	5353 Kester Ave	LAUSD East Valley ES # 6	School
18	SFV2000037	16114 Saticoy St	Van Nuys Flyaway Expansion	Other
Total Related Project Trip Generation				

a. The list includes the "Related Projects List" as obtained from LADOT August 18, 2011.

b. Trip Generation Estimates are as obtained from LADOT; trip distribution data for selected projects has been provided by LADOT.

4. Environmental Setting

Related Projects



Source: Fehr & Peers 2012

San Fernando Valley Family Support Center EIR

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4. Environmental Setting

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5. *Environmental Analysis*

5.1 **AESTHETICS**

This section of the Draft Environmental Impact Report (EIR) describes the existing aesthetic character of the project site and surrounding area and describes views of the project site from surrounding vantage points. The potential aesthetic and visual impacts resulting from development of the San Fernando Valley Family Support Center (proposed project) are addressed in this section.

The information presented in this section is based on field reconnaissance, review of the project site and aerial photographs, and visual and shade/shadow simulations.

5.1.1 **Environmental Setting**

Methodology Approach

Visual Character Analysis

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts can be evaluated by considering proposed building setbacks, scale, massing, typical construction materials, and landscaping features associated with the design of the proposed project. The aesthetic compatibility of the proposed project with the surrounding area and potential impacts to visual resources and viewers in the project area are examined in this section.

Vantage points from which the observation of the project site is possible are generally associated with public streets adjacent to the project site, or from surrounding residential areas. In the project area, sensitive viewers of the project site consist of the residential uses immediately to the west and approximately 100 feet southwest of the project site, south of Pacoima Wash (see Figure 3-3, *Aerial Photograph*). Views by passing motorists along Van Nuys Boulevard and Saticoy Street are also considered.

Light and Glare Analysis

Nighttime illumination addresses the effects of a project's exterior lighting upon adjoining uses and areas. Light and glare impacts of nighttime illumination are determined through a comparison of the existing light sources with the lighting sources associated with the proposed project and consistency with relevant policies related to light and glare.

Shade/Shadow Analysis

The issue of shade and shadow pertains to the blockage of direct sunlight by onsite buildings or structures, which affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational, plaza, and park areas are considered shadow sensitive and have expectations for direct sunlight and warmth from the sun for function and physical comfort. Factors that influence the extent of range of shading include: season; time of day; duration



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of shadow projection; weather (i.e., sunny vs. cloudy day); building height, bulk, and scale; topography; spacing between buildings; sensitivity of adjacent land uses; and tree cover. The longest shadows are cast during the winter months, when the sun is lowest on the horizon, and the shortest shadows are cast during the summer months. Shadows are longer in the early morning and late afternoon. Consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. The relative effects of shading from structures are site specific. The potential shade/shadow impacts of the proposed project on surrounding land uses are examined in this section.

Visual Setting

Regional

The project site is in the community of Van Nuys in the City of Los Angeles (City) (see Figure 3-1, *Regional Location*). More specifically, the project site is in the northern portion of the Van Nuys–North Sherman Oaks Community Plan area of the City. The Van Nuys–North Sherman Oaks Community Plan Area is approximately 16 miles northwest of downtown Los Angeles in the southeast quadrant of the San Fernando Valley, and is generally bounded by the Southern Pacific Railroad on the north, the Tujunga Wash Channel on the east, U.S. Route 101 on the south, and Gloria Avenue, Valjean Avenue and Interstate 405 on the west.

Local

Figure 3-2, *Local Vicinity*, shows the project site within the local context of the City. As shown in Figure 3-3, *Aerial Photograph*, the project site is at the southwest corner of Van Nuys Boulevard and Saticoy Street and is generally bounded by Saticoy Street to the north, Van Nuys Boulevard to the east, the Pacoima Wash to the south, and multifamily residential uses to the west.

Character and Land Use

The project site consists of 6.78 acres and is currently developed with four single- and multistory buildings, including a vacated bowling alley, the five-story Mid-Valley Comprehensive Health Center, the Mid-Valley Youth Center, and the San Fernando Valley Services Center. The project site also consists of surface parking areas and other hardscape and landscape improvements (see Figure 3-3, *Aerial Photograph*). Existing landscape is comprised of minimal ornamental landscaping generally limited to street trees lining the project site boundaries along Van Nuys Boulevard and Saticoy Street.

Surrounding land uses consist of commercial uses to the east, across Van Nuys Boulevard; single-family residences and commercial uses to the south, across the Pacoima Wash; multifamily residences to the west; and multifamily residences and commercial uses to the north, across Saticoy Street. The building heights of the surrounding uses range from one to three stories in a variety of architectural styles.

Landform and Topography

Overall site topography can be characterized as relatively flat. Elevations onsite range from approximately 764 feet above mean sea level (amsl) along the northern boundary to approximately 761 feet amsl along the southern boundary of the site (Maptech 2006).

Light and Glare

As described above, the project site is developed with a number of buildings, structures, and other site improvements that are associated with the existing uses and facilities onsite. Sources of light and glare exist within the confines of the project site, including building, security, and parking-area lighting. Other sources of light and glare in the project area include street lights along Van Nuys Boulevard and Saticoy Street; illuminated signage from surrounding businesses; and lighting from residential and commercial uses north, south, east, and west of the project site. Another source of nighttime light in the project area includes nighttime use of vehicular headlights along surrounding roadways.

Regulatory Setting

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

City of Los Angeles Planning and Zoning Code Chapter IX (Building Regulations), Article 3 (Electrical Code), Section 93.0117 (Outdoor Lighting Affecting Residential Property).

No person shall construct, establish, create, or maintain any stationary exterior light source that may cause the following locations to either be illuminated by more than two footcandles of lighting intensity or receive direct glare from the light source:

- 1) Any exterior glazed window or sliding glass door on any other property containing a residential unit or units.
- 2) Any elevated habitable porch, deck, or balcony on any other property containing a residential unit or units.
- 3) Any ground surface intended for uses such as recreation, barbecue, or lawn areas on any other property containing a residential unit or units.



City of Los Angeles Bureau of Street Lighting

The City of Los Angeles Bureau of Street Lighting maintains a list of general street lighting standards, which would be applicable to the proposed project. Some of these standards include addressing the need for determination of roadway and sidewalk illumination levels in accordance with Illuminating Engineers Society (IES) standards and adopted City standards; the necessity for equipment testing and approval of the Bureau of Street Lighting; mandatory street tree placement at least 20 feet from existing or proposed streetlights; and the minimization of glare and light impacts on private offsite property.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- | | |
|------|---|
| AE-1 | Have a substantial adverse effect on a scenic vista. |
| AE-2 | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. |
| AE-3 | Substantially degrade the existing visual character or quality of the site and its surroundings. |

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- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Additionally, according to the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant effect on the environment if the project would:

Aesthetics

- AE-5 Substantially alter, degrade, or eliminate the existing visual character of an area, including valued existing features or resources.
- AE-6 Substantially contrast with the visual character of the surrounding area and its aesthetic image.

Views

- AE-7 Its development were to substantially obstruct an existing view of a prominent, valued view resource as viewed from a public street, sidewalk, park, or particular view location.

Light

- AE-8 The project includes high brightness- illuminated surfaces that are directly visible outside of the project site from residential properties or routinely usable outdoor spaces associated with commercial or institutional uses such as outdoor eating areas.
- AE-9 The project results in substantial changes to existing artificial light conditions (i.e., going from a large, unlit, or dimly lit portions of the project site to an urbanized lit condition).
- AE-10 Project lighting interferes with the performance of an offsite activity.
- AE-11 The project includes lighting sources that generate light intensity levels of 2.0 footcandles or more at any residential property line outside of the project site.

Shade/Shadow

- AE-12 Cast shadow on shade-sensitive land uses for more than three hours between the hours of 9 AM and 3 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9 a.m. and 5 p.m. Pacific Daylight Time (between early April and late October).

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: AE-1, AE-2 and AE-7. These impacts will not be addressed in the following analysis.

5.1.3 Environmental Impacts

The following analysis addresses the change in aesthetics/visual quality of the project areas as seen from surrounding vantage points. The visual impacts of the proposed project include both the objective visual resource change created by the proposed development and the subjective viewer response to that change. Because viewer perceptions are subjective, their responses to the visual environment and its elements will vary based on viewer activity and awareness.

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Implementation of the proposed project would improve the visual character of the project site and surrounding area through demolition of the existing buildings and construction of a new office building and associated landscaping. As shown in Figure 3-5, *Proposed Master Plan*, the existing five-story Mid-Valley Comprehensive Health Center would remain and all other buildings and site improvements would be demolished in order to develop the proposed project. The County of Los Angeles proposes to construct a new 250,330-square-foot office building on a 6.78-acre site that would house the San Fernando Valley Family Support Center, which would support seven County departments, including the Department of Public Social Services, Department of Children and Family Services, Department of Health Services, Child Support Services Department, Department of Mental Health, Probation Department, and Department of Public Health.

In addition to the office uses, the proposed project would also include 4,000 square feet of retail space for employee and visitor use, a 2,750 square-foot pharmacy, an 8,200 square-foot green space area, a 4,400 square-foot children's play area, and a parking structure. Building heights would range between three and five stories, not to exceed 84 feet. Other hardscape and landscape improvements would also be provided.

The parking structure would include 3 levels above grade and 2.25 levels below grade. A total of 1,705 parking spaces would be accommodated within the parking structure, surface parking areas, and subterranean parking areas. It is expected that the new office building would meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.1-1: THE PROPOSED PROJECT WOULD SUBSTANTIALLY ALTER THE VISUAL APPEARANCE OF THE PROJECT SITE AND ITS SURROUNDINGS. [THRESHOLDS AE-1, AE-3, AE-5, AND AE-6]



Impact Analysis: The project site is in a highly urbanized area of the City of Los Angeles and is currently developed with four single- and multistory buildings and other hardscape improvements. The site currently contains minimal landscaping. It is surrounded by a range of land uses, including commercial uses to the east, across Van Nuys Boulevard; single-family residences and commercial uses to the south, across the Pacoima Wash; multifamily residences to the west; and multifamily residences and commercial uses to the north, abutting the site and across Saticoy Street. The proposed project would involve the demolition of existing buildings onsite, with the exception of the five-story Mid-Valley Comprehensive Health Center, and the development of a new multistory office building that would house the San Fernando Valley Family Support Center. Building heights would range between three and five stories, not to exceed 84 feet. Additionally, project development would include the construction of a new parking structure, with 3 levels above grade and 1.7 levels below grade.

Visual simulations were created to illustrate pre- and post-development views. The visual simulations shown in Figures 5.1-1 through 5.1-4, demonstrate the change in visual character of the project site and surroundings as a result of development of the proposed project. The following is a discussion of each visual simulation and the visual change that would occur at the identified view locations as a result of the proposed project. Please note that these visual simulations are conceptual in nature and intended to illustrate the proposed building masses and heights only. Actual architectural details and elevations will be completed at a later date as part of final design.

- **Visual Simulation 1.** Figure 5.1-1 depicts the existing and proposed conditions of the project site's southeastern and eastern boundaries, as viewed from Van Nuys Boulevard. The existing buildings and structures of the site would be demolished, with the exception of the five-story Mid-Valley

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Comprehensive Health Center, and replaced with a new multistory office building and parking structure and other hardscape elements. The post-development condition would also include an enhanced landscape plan, which would include a mixture of ground cover, shrubs, and trees along the project frontages. The proposed office building and parking structure would be slightly more prominent along this view shed than the existing buildings due to their height. However, high-quality development features would be provided throughout the project site through architecture (e.g., mass, scale and form, style, material and color) and streetscape elements (e.g., lighting, street furnishings, paving materials). As shown in Figure 5.1-1, the landscape scheme would help soften the features and massing of the proposed buildings and minimize their visibility.

- **Visual Simulation 2.** Figure 5.1-2, depicts the existing and proposed conditions of the project site's northeast corner as viewed from the Van Nuys Boulevard/Saticoy Street intersection. The proposed multistory office building would be slightly more prominent along this viewshed than the existing two-story building due to its height, but would improve the overall visual character of the site through architectural design of the proposed structure. Additionally, the enhanced landscape scheme along the site's boundaries includes a mixture of ground cover, shrubs, and trees, and such landscaping would help soften and minimize visibility and massing of the proposed office building.
- **Visual Simulation 3.** Figure 5.1-3 depicts the existing and proposed conditions of the project site's northern boundary as viewed from Saticoy Street. The existing single- and two-story buildings would be demolished and replaced with a new multistory office building and other hardscape and landscape elements, including a new open space area. The proposed building would also be slightly more prominent along this view shed than the existing building but would improve the overall visual character of the site through architectural design of the proposed structure. The enhanced landscape and new open space as shown in Figure 5.1-3 would help soften views of the northern project edge and help provide some visual relief.
- **Visual Simulation 4.** Figure 5.1-4 depicts the existing and proposed conditions of the southwestern portion of the site as seen from the western project boundary. The existing buildings and structures of the site would be demolished, with the exception of the five-story Mid-Valley Comprehensive Health Center, and replaced with a new multistory office building and parking structure. Additionally, as shown in this figure, the surface parking area would be completely redesigned and would also include tree planters. As shown in the figure, the enhanced parking-area landscape scheme would help soften the features and massing of the proposed buildings and parking structures and would help improve the overall visual character of the site. Additionally, views into the project site from the multifamily residential areas to the west are already partially obstructed by the height and denseness of the existing mature landscaping (e.g., trees, shrubs) located along the entire length of the perimeter block wall that separates the sites. Furthermore, views into the site from the single-family residential areas to the southeast across the Pacoima Wash would be minimal, if any, due to distance and existing obstructions (e.g., buildings and structures, mature and dense landscaping, perimeter block walls) that separate the project site from these residential areas.

Visual Simulation (Southeast)



Existing Conditions: View of the southeastern and eastern boundaries of the project site from Van Nuys Boulevard.



Proposed Conditions: View of the southeastern and eastern boundaries of the project site from Van Nuys Boulevard.

Note: Please note that these visual simulations are conceptual in nature and intended to illustrate the proposed building masses and heights only. Actual architectural details and elevations will be completed at a later date as part of final design.

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Visual Simulation (Northeast)



Existing Conditions: View of the northeast corner of the project site from Van Nuys Boulevard/Saticoy Street intersection.



Proposed Conditions: View of the northeast corner of the project site from Van Nuys Boulevard/Saticoy Street intersection.

Note: Please note that these visual simulations are conceptual in nature and intended to illustrate the proposed building masses and heights only. Actual architectural details and elevations will be completed at a later date as part of final design.

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Visual Simulation (Northwest)



Existing Conditions: View of the northern project boundary from Saticoy Street.



Proposed Conditions: View of the northern project boundary from Saticoy Street.

Note: Please note that these visual simulations are conceptual in nature and intended to illustrate the proposed building masses and heights only. Actual architectural details and elevations will be completed at a later date as part of final design.

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Visual Simulation (Southwest)



Existing Conditions: Interior view of southwestern portion of site from western project boundary.



Proposed Conditions: Interior view of southwestern portion of site from western project boundary.

Note: Please note that these visual simulations are conceptual in nature and intended to illustrate the proposed building masses and heights only. Actual architectural details and elevations will be completed at a later date as part of final design.

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According to the City of Los Angeles General Plan Land Use Map (Van Nuys – North Sherman Oaks Community Plan), the majority of the project site is designated as Neighborhood Commercial, with General Commercial and Medium Multiple Family Residential making up a small portion of the rest of the site. The proposed multistory office building and parking structure would be developed within the commercially-designated areas, while the residentially-designated area would consist of a surface parking area, internal driveways, and other hardscape and landscape improvements. Although the City's land use designations do not apply to the proposed project, it shows that the County's voluntary compliance further enhanced the project's visual compatibility with the surrounding community characteristics.

The proposed office building would be designed to articulate variation and visual interest, and the streetscape to be enhanced by providing continuity and avoiding opportunities for graffiti; the building materials be employed to provide relief to untreated portions of exterior building facades. The parking structure exteriors would also be designed to match the style, materials and color of the main building; landscaping to screen parking structures not architecturally integrated with the main building; and the use of decorative walls and landscaping to buffer residential uses from parking structures. Implementation of these building design provisions would ensure that the proposed project would not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character.

The proposed building masses and landscaping throughout the project site would be designed to create a sense of unity. Development of the proposed project would enhance and strengthen the character of the existing community through new landscaping, hardscape, and other improvements onsite and along the street edges. Development of the proposed project would also help implement one of the project's key objectives, which is to improve the visual appearance of the site through the development of a new building and improved landscaping (see list of objectives outlined in Chapter 3, *Project Description*). Consistent with the project objective, the proposed project would provide high quality site design, architecture, and streetscapes not only within the project site, but also along the project frontages.



Once completed, the site occupant(s) would be required to maintain every building, structure, or portion thereof, in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material. Additionally, as standard practice, roof and mechanical equipment, garbage dumpsters, and equipment areas would also be screened from public view. Furthermore, the proposed project would be introducing new and improved structures in an already urbanized area of the City of Los Angeles. The project's buildings and structures would be similar in size than some of the buildings of the surrounding community, including the existing five-story Mid-Valley Comprehensive Health Center. To further ensure that adequate landscaping is provided and to enhance the site development, mitigation has been provided at the end of this section. Implementation of the proposed project and additional landscaping provisions as mitigation would ensure that aesthetic impacts of the proposed project would not be significant.

IMPACT 5.1-2: THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL LIGHT AND GLARE THAT COULD IMPACT SURROUNDING LAND USES. [THRESHOLDS AE-4, AE-8, AE-9, AE-10, AND AE-11]

Impact Analysis: The project site is developed with a number of buildings, structures, and other site improvements that are associated with the existing uses and facilities onsite. Sources of light and glare exist within the confines of the project site, including building, security, and parking-area lighting. Other sources of light and glare in the project area include street lights along Van Nuys Boulevard and Saticoy Street; illuminated signage from surrounding businesses; and lighting from residential and commercial uses north,

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south, east, and west of the project site. Another source of nighttime light in the project area includes nighttime use of vehicular headlights along surrounding roadways.

Development of the proposed project would require demolition of the existing buildings, structures, and other improvements on the site, with the exception of the five-story Mid-Valley Comprehensive Health Center, and the subsequent construction a new 250,330-square-foot office building that would house the San Fernando Valley Family Support Center (see Figure 3-5, *Proposed Master Plan*). Redevelopment of the site would result in additional lighting to provide better nighttime illumination for the proposed buildings, parking structure and areas, outdoor areas, and sidewalks. Nighttime illumination would also be used throughout the site and parking areas to enhance security and safety for pedestrians and vehicles. Other sources of light would include security lighting, nighttime traffic, and minimal building sign illumination.

Nighttime lighting and glare from the project site would be visible from surrounding areas that are currently developed with commercial uses to the east, across Van Nuys Boulevard; single-family residences and commercial uses to the south across the Pacoima Wash; multifamily residences to the west; and multifamily residences and commercial uses to the north, abutting the site and across Saticoy Street. The proposed project's new sources of nighttime lighting have the potential to increase nighttime light and glare in the project area.

The City has adopted provisions in the Planning and Zoning Code that apply to the installation and illumination of light fixtures. Specifically, Section 93.0117 outlines provisions for outdoor lighting affecting residential property. As outlined in Section 93.0117, no person is permitted to construct, establish, create, or maintain any stationary exterior light source that may cause the following locations to either be illuminated by more than two footcandles of lighting intensity or receive direct glare from the light source:

- Any exterior glazed window or sliding glass door on any other property containing a residential unit or units.
- Any elevated habitable porch, deck, or balcony on any other property containing a residential unit or units.
- Any ground surface intended for uses such as recreation, barbecue, or lawn areas on any other property containing a residential unit or units.

The lights associated with the proposed project would be directed toward the interior of the site or shielded, designed or arranged in such a manner to contain direct illumination onsite and in a manner so as not to create excess offsite light or glare spillover on surrounding residential uses and/or adjacent roadways. The proposed project would impact the offsite residential units, therefore, the County would voluntarily comply with the provisions of Section 93.0117 so that onsite lighting sources do not cause more than two footcandles of lighting intensity or direct glare at any residential property. Lighting, including parking area lighting, would be installed to accommodate safety and security while minimizing impacts on surrounding residential areas and roadways.

Additionally, the light sources of the proposed project would be similar to those of existing onsite uses and surrounding land uses. Because the project site and surrounding area are fully developed, the lighting associated with improvements and structures of the proposed project would not substantially increase nighttime light and glare in the project area. The proposed project would also be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires.

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Furthermore, the City of Los Angeles Bureau of Street Lighting maintains a list of general street lighting standards, which would be applicable to the proposed project. Some of these standards include addressing the need for determination of roadway and sidewalk illumination levels in accordance with IES standards and adopted City standards; the necessity for equipment testing and approval of the Bureau of Street Lighting; mandatory street tree placement at least 20 feet from existing or proposed streetlights; and the minimization of glare and light impacts on private offsite property.

To ensure that all exterior lighting will be designed, arranged, directed, or shielded to contain direct illumination onsite, while maintaining public safety and security, mitigation has been provided at the end of this section. With voluntary implementation of provisions and standards of the City's Planning and Zoning Code, City's Bureau of Street Lighting, and mitigation, nighttime lighting and glare impacts and potential light spillover of the proposed project would not occur on surrounding land uses or roadways.

IMPACT 5.1-3: THE PROPOSED PROJECT WOULD NOT CREATE SUBSTANTIAL AMOUNTS OF SHADE/SHADOWS THAT COULD IMPACT SURROUNDING SHADE-SENSITIVE LAND USES. [THRESHOLD AE-12]

Impact Analysis: Shade-sensitive uses in the surrounding area include multifamily residences to the west and north, and single-family residences to the south (see Figure 3-3, *Aerial Photograph*). Multifamily residences are at approximately the same elevation as the project site and single family residences are at slightly lower elevation by 3 or 4 feet. A low block wall separates the project site from the multifamily residential area to the west.

The City of Los Angeles provides specific provisions for regulating shade or shadow impacts within the City. More specifically, the City of Los Angeles CEQA Thresholds Guide, Chapter A: Aesthetics and Visual Resources, suggests that potentially significant impacts may occur if 50 percent of shadow-sensitive areas are in shade/shadow for at least 50 percent of daylight hours during a season. For example, project impacts might be considered significant if a substantial amount of shadow-sensitive uses would be shaded by project-related building or structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October) (LA 2006). The County, as the lead agency, is not subject to the City's standards, however, for offsite impacts, the City's significance thresholds were used for evaluation.

The project site is currently developed with four single- and multistory buildings. The proposed project would involve the demolition of existing buildings onsite, with the exception of the five-story Mid-Valley Comprehensive Health Center, and the development of a new multistory office building that would house the San Fernando Valley Family Support Center. Building heights would range between three and five stories, not to exceed 84 feet. Additionally, project development would include the construction of a new parking structure, with 3 levels above grade and 1.7 levels below grade.

Development of the new buildings and structures would cast shadows at various times of the day on the adjacent multifamily residential uses to the north and west. Figure 5.1-5, *Winter Solstice Shadows*, illustrates the approximate shadows that the project's proposed buildings and structures would cast during the winter months at 9 AM, 12 PM, and 3 PM. Figure 5.1-6, *Summer Solstice Shadows*, illustrates the approximate shadows cast during the summer months at 9 AM, 12 PM, and 4 PM.

Winter Solstice Shadows

As shown in Figure 5.1-5, shadows cast by the proposed multistory buildings and structures at 9:00 AM on the winter solstice would fall to the north primarily within the project site, with the new office building partially



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shading a portion of the multifamily residential building and its associated driveway and parking area to the north. At noon, the shadows cast would have a similar direction as at 9:00 AM, but would be less extensive and would only shade a small portion of the multifamily residences driveway and parking area. At 3:00 PM, shadows would be cast to the northeast predominantly within the project site, with partial shading occurring on some commercial uses and along Van Nuys Boulevard. The extent of the shadows cast by the proposed project would be greatest at 3:00 PM.

As demonstrated in the figure, no residences or other shade-sensitive areas would be shaded for more than four hours on any day. While a portion of the multifamily residential building to the north would be partially shaded during the winter solstice hours of 9 AM to 12 PM, the number of residences/residents affected by this change is relatively small, and shading effects are mainly limited to the times just before and after the solstice. For the remainder of the winter and daylight hours each day, these multifamily residences would receive full sunlight. Therefore, less than significant shade/shadow impacts would occur during the winter months.

Summer Solstice Shadows

As shown in Figure 5.1-6, shadows cast by the proposed multistory buildings and structures at 9:00 AM on the summer solstice would fall to the west primarily within the project site. At noon, minimal shadows would be cast to the north primarily within the project site. At 4:00 PM, shadows would be cast to the east predominantly within the project site, with the proposed multistory buildings and structures partially shading portions of Van Nuys Boulevard. No surrounding shade-sensitive land uses or areas would be shaded for more than four hours on any day. Therefore, less than significant shade/shadow impacts would occur during the summer months.

5.1.4 Cumulative Impacts

The geographic area for cumulative analysis of aesthetics is the local area covering the related projects as listed in Table 4-1, *Cumulative Analysis Related Projects List* and shown in Figure 4-3, *Related Projects*. Because aesthetic impacts are confined to the project site and immediate surrounding area, and because the areas surrounding the project site are fully developed and consist of a mix of residential and commercial uses, cumulative aesthetic impacts would not occur.

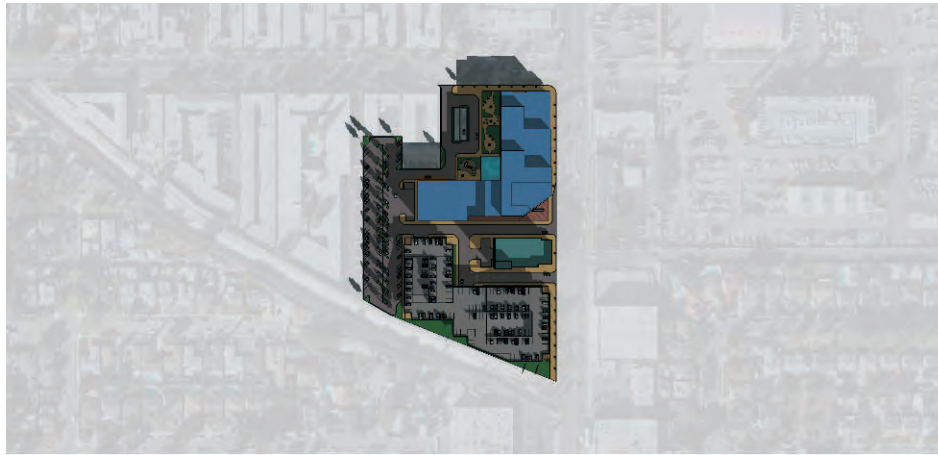
Potential project-related impacts from the generation of nighttime light and glare have also been found to be less than significant, with compliance with existing regulations and implementation of project-specific mitigation measures. The project area is urbanized with similar nighttime lighting sources. There are no development projects in the project vicinity that would cumulatively add to a significant level. The proposed project would not result in cumulative nighttime light and glare impacts.

5.1.5 Existing Regulations

- City of Los Angeles Planning and Zoning Code, Chapter IX (Building Regulations), Article 3 (Electrical Code), Section 93.0117 (Outdoor Lighting Affecting Residential Property)
- City of Los Angeles Bureau of Street Lighting general street lighting standards

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Anticipated Winter Solstice Shadows



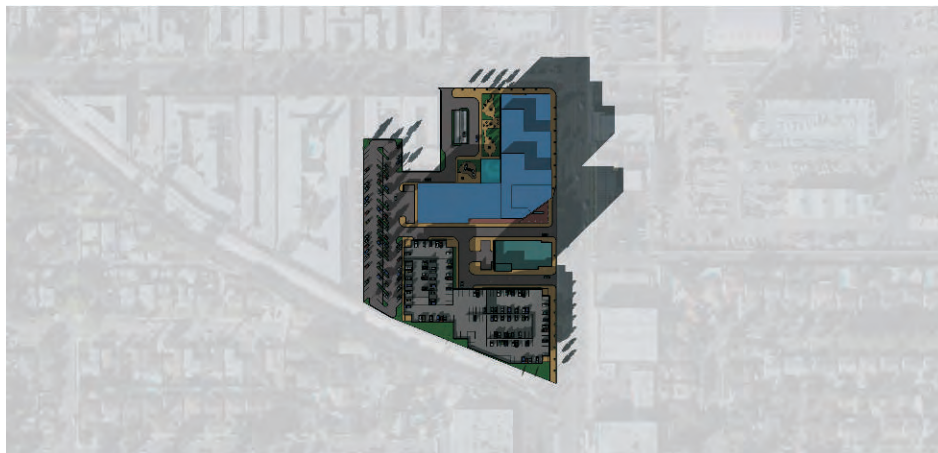
9:00 AM

December 21



12:00 PM

December 21



3:00 PM

December 21



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Anticipated Summer Solstice Shadows



9:00 AM

June 21



12:00 PM

June 21



4:00 PM

June 21



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5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: Impact 5.1-3.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.1-1 Implementation of the proposed project components could substantially alter the visual appearance of the project site and its surroundings.
- Impact 5.1-2 Light and glare sources from the proposed project could impact surrounding land uses.

5.1.7 Mitigation Measures

Impact 5.1-1

AE-1 Prior to the issuance of building permits, a landscape plan shall be prepared by the County of Los Angeles and submitted for review and approval by the County of Los Angeles. The landscape plan shall include measures to soften views of the new facilities buildings and structures from surrounding land uses and roadways. More specifically, the landscape plans shall include but not be limited to measures such as:

- Landscaped project frontage along Van Nuys Boulevard and Saticoy Street planted with trees and low-growing evergreen groundcover and shrubs.
- Evenly distributed and spaced trees and shrubs so as to interrupt and soften the buildings and structures that are visible from areas outside the project site.
- A landscape plant palette that outlines a variety of tree types, shrubs, and ground cover and that provides character and uniqueness to the facility being developed. Specified tree species shall not drop significant amounts of debris, sap, or other materials. Additionally, trees should be easy to limb up and capable of thriving in urban conditions.
- Provisions for the proper installation, irrigation (e.g., automatic irrigation system), and maintenance (e.g., lawn and groundcover to be trimmed or mowed regularly) of landscaping.



Impact 5.1-2

AE-2 Prior to the issuance of building permits, a lighting design and photometric plan shall be prepared by a licensed engineer and submitted to the County of Los Angeles for review and approval. The lighting plan shall include the amount, location, height, and intensity of street, building, and parking-area lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover onto adjacent properties and/or roadways. The photometric survey shall demonstrate that light spillover does not exceed two horizontal foot-candles at any existing residential property line, specifically at the residences abutting the project site to the west. Lights shall be shielded, installed, or designed so that the

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light rays are directed downward. The lighting plan shall also include a description and details of the proposed lighting fixtures.

5.1.8 Level of Significance After Mitigation

Compliance with the existing regulations and implementation of the mitigation measures identified above would reduce potential impacts associated with aesthetics and light and glare to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to aesthetics and lighting have been identified.

5.2 AIR QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the San Fernando Valley Family Support Center (proposed project) to impact air quality in a local and regional context. The analysis in this section is based on land uses associated with the build out of the San Fernando Family Support Center and trip generation provided by Fehr and Peers in Appendix F of the traffic study for the project (Appendix I to this DEIR). The air quality model output sheets are included in Appendix C of this DEIR.

5.2.1 Environmental Setting

South Coast Air Basin

The project site lies within the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the project site is the San Fernando Monitoring Station (ID 047759). The average low is reported at 42.9°F in January while the average high is 92.4°F in July (WRCC 2012).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 17.66 inches per year in the project area (WRCC 2012).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and



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fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

Air Pollutants of Concern

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and oxides of nitrogen (NO_x) are air pollutant precursors that form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and NO₂ are the principal secondary pollutants. A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2011).

Volatile Organic Compounds (VOC) are compounds composed primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOCs include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by VOCs, but rather by reactions of VOCs to forms of secondary pollutants such as ozone (SCAQMD 2005). There are no ambient air quality standards established for VOCs. However, because they contribute to the formation of O₃, the South Coast Air Quality Management District (SCAQMD) has established a significance threshold for this pollutant (SCAQMD 2005).

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Nitrogen Oxides (NO_x) are a byproduct of fuel combustion and contribute to the formation of O₃, PM₁₀, and PM_{2.5}. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). The principal form of NO₂ produced by combustion is NO, but NO reacts with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure (SCAQMD 2005). The SoCAB is designated as an attainment area for NO₂ under the National AAQS and nonattainment under the California AAQS (CARB 2011).

Sulfur Dioxide (SO₂) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂ (SCAQMD 2005). When sulfur dioxide forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. The SoCAB is designated as attainment under the California and National AAQS (CARB 2011).

Suspended Particulate Matter (PM₁₀ and PM_{2.5}) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM₁₀, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading (i.e., fugitive dust). Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005).



The US Environmental Protection Agency's (EPA) scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to health effects and at concentrations that extend well below those allowed by the current PM₁₀ standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. Diesel particulate matter (DPM) is classified by the California Air Resources Board (CARB) as a carcinogen. The SoCAB is a nonattainment area for PM_{2.5} and PM₁₀ under California and National AAQS (CARB 2011).¹

Ozone (O₃) is commonly referred to as "smog" and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for the formation of this pollutant. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O₃ has been tied to crop damage, typically in the form of stunted

¹ CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. However, the EPA has not yet approved this request.

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growth and premature death. O₃ can also act as a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005). The SoCAB is designated as extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2011).

Lead (Pb) concentrations decades ago exceeded the state and federal AAQS by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982 (SCAQMD 2005). However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources² recorded very localized violations of the new state and federal standards. As a result of these localized violations, the Los Angeles County portion of the SoCAB was designated in 2010 as nonattainment under the California and National AAQS for lead (CARB 2011). The project is not characteristic of industrial-type projects that have the potential to emit lead. Therefore, lead is not a pollutant of concern for the project.

Toxic Air Contaminants

The public's exposure to air pollutants classified as toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant (HAP) pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

By the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be

² Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 identified that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2010).

attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, the SCAQMD conducted its third update to its study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in one million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008). In the vicinity of the project site, excess cancer risk is 711 in a million (SCAQMD 2012).

Regulatory Framework

AAQS have been promulgated at the local, state, and federal levels for criteria pollutants. The project site is in the SoCAB and is subject to the rules and regulations imposed by the SCAQMD, as well as the California AAQS adopted by CARB and federal AAQS.

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National AAQS and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” 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. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.2-1, these pollutants include O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.



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**Table 5.2-1
Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O ₃)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	0.030 ppm ²	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm ¹	
	24 hours	0.04 ppm	0.014 ppm ²	
Respirable Coarse Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	15 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	
Lead (Pb)	Monthly	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 µg/m ³	
	3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄)	24 hours	25 µg/m ³	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo = 0.23/km visibility of 10 ≥ miles ¹	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

**Table 5.2-1
Ambient Air Quality Standards for Criteria Pollutants**

<i>Pollutant</i>	<i>Averaging Time</i>	<i>California Standard</i>	<i>Federal Primary Standard</i>	<i>Major Pollutant Sources</i>
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2012

ppm: parts per million; $\mu\text{g}/\text{m}^3$: micrograms per cubic meter

¹ When relative humidity is less than 70 percent.

² On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

* Standard has not been established for this pollutant/duration by this entity.



Air Quality Management Planning

The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the air quality management plan (AQMP) for the SoCAB. Since 1979, a number of AQMPs have been prepared. The most recent plan was adopted on June 1, 2007, and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP proposes attainment demonstration of the federal PM_{2.5} standards through a more focused control of SO_x, directly emitted PM_{2.5}, and focused control of NO_x and VOC by 2015. The eight-hour ozone control strategy builds upon the PM_{2.5} strategy, augmented with additional NO_x and VOC reductions to meet the standard by 2024, assuming an extended attainment date is obtained.

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the State Implementation Plan (SIP). Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

The attainment status for the SoCAB is shown in Table 5.2-2. The SoCAB is also designated as attainment of the California AAQS for sulfates. According to the 2007 AQMP, the SoCAB will have to meet the new federal 8-hour O₃ standard by 2024, PM_{2.5} standards by 2015, and the recently revised 24-hour PM_{2.5} standard by

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2020. The SCAQMD has recently designated the SoCAB as nonattainment for NO₂ (entire basin) and lead (Los Angeles County only) under the California AAQS.

**Table 5.2-2
Attainment Status of Criteria Pollutants in the South Coast Air Basin**

<i>Pollutant</i>	<i>State</i>	<i>Federal</i>
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Severe-17 Nonattainment ¹
PM ₁₀	Serious Nonattainment	Nonattainment ²
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Nonattainment	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Nonattainment (Los Angeles County only) ³	Nonattainment (Los Angeles County only) ³
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2011.

¹ SCAQMD may petition for Extreme Nonattainment designation.

² Annual standard revoked September 2006. CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards from 2004 to 2007. However, the EPA has not yet approved this request.

³ The Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and project area are best documented by measurements made by SCAQMD. The project site is located within Source Receptor Area (SRA) 7 – East San Fernando Valley. The air quality monitoring station closest to the project is the Burbank Monitoring Station. Data from this station is summarized in Table 5.2-3. The data show that the area regularly exceeds the state and federal one-hour and eight-hour O₃ standards and regularly exceeds the state PM₁₀ and federal PM_{2.5} standards. The CO, SO₂, and NO₂ standards have not been exceeded in the last five years in the project vicinity.

**Table 5.2-3
Ambient Air Quality Monitoring Summary**

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2006	2007	2008	2009	2010
Ozone (O₃)¹					
State 1-Hour ≥ 0.09 ppm	25	13	20	16	3
State 8-hour ≥ 0.07 ppm	34	19	34	28	9
Federal 8-Hour > 0.075 ppm	22	13	17	14	4
Max. 1-Hour Conc. (ppm)	0.166	0.116	0.133	0.145	0.111
Max. 8-Hour Conc. (ppm)	0.128	0.097	0.110	0.097	0.084
Carbon Monoxide (CO)¹					
State 8-Hour > 9.0 ppm	0	0	0	0	0
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	0
Max. 8-Hour Conc. (ppm)	3.38	2.78	2.48	2.89	2.35
Nitrogen Dioxide (NO₂)¹					
State 1-Hour ≥ 0.18 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.103	0.087	0.105	0.088	0.082
Sulfur Dioxide (SO₂)¹					
State 1-Hour ≥ 0.04 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.004	0.003	0.003	0.003	0.004
Coarse Particulates (PM₁₀)^{1, 2}					
State 24-Hour > 50 µg/m ³	10	5	5	10	0
Federal 24-Hour > 150 µg/m ³	0	0	0	0	0
Max. 24-Hour Conc. (µg/m ³)	71.0	109.0	118.5	130.3	51.0
Fine Particulates (PM_{2.5})¹					
Federal 24-Hour > 35 µg/m ³	6	9	2	11	4
Max. 24-Hour Conc. (µg/m ³)	50.7	56.5	57.4	67.5	43.7

Source: CARB 2012.

ppm: parts per million; µg/m³: or micrograms per cubic meter.

¹ Data obtained from the Burbank Monitoring Station.

² Included data related to an exceptional event (such as a wildfire).



Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

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5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines and the LA CEQA Thresholds Guide (Los Angeles 2006), a project would normally have a significant effect on the environment if the project would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- AQ-3 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).
- AQ-4 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-5 Create objectionable odors affecting a substantial number of people.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold AQ-5

This impact will not be addressed in the following analysis.

South Coast Air Quality Management District Thresholds

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.³ CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds listed above, projects are also subject to the AAQS. These are addressed through an analysis of localized CO impacts and localized significance thresholds (LSTs).

Regional Significance Thresholds

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 5.2-4 lists SCAQMD's regional significance thresholds.

³ SCAQMD's Air Quality Significance Thresholds are current as of March 2011 and can be found here: <http://www.aqmd.gov/ceqa/hdbk.html>.

Table 5.2-4
SCAQMD Significance Thresholds

<i>Air Pollutant</i>	<i>Construction Phase</i>	<i>Operational Phase</i>
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO _x)	150 lbs/day	150 lbs/day
Particulates (PM ₁₀)	150 lbs/day	150 lbs/day

Source: SCAQMD 2011

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) E or worse without improvements (Caltrans 1997).

Localized Significance Thresholds

The SCAQMD developed localized significance thresholds (LSTs) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at the project site (offsite mobile-source emissions are not included in the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS. LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. LST analysis for construction is applicable to all projects of five acres and less; however, it can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required. In accordance with SCAQMD's LST methodology, construction LSTs are based on the acreage disturbed per day based on equipment use. Based on the anticipated equipment use, construction activities would disturb approximately six acres per day; and therefore the five acre LSTs are used to screen potential localized significant impacts. The construction and operational LSTs for a five-acre project site within SRA 7 for sensitive receptors within 25 meters (approximately 82 feet) are the LSTs for the project, as shown in Table 5.2-5. Because the project is not an industrial project that has the potential to emit substantial sources of stationary emissions, operational LSTs are not an air quality impact of concern associated with the project.

Table 5.2-5
SCAQMD Localized Significance Thresholds

<i>Air Pollutant</i>	<i>Threshold (lbs/day)</i>	
	<i>Construction</i>	<i>Operation</i>
Nitrogen Oxides (NO _x)	172	172
Carbon Monoxide (CO)	1,434	1,434
Coarse Particulates (PM ₁₀)	14.0	4.0
Fine Particulates (PM _{2.5})	8.0	2.0

Source: SCAQMD 2003; SCAQMD 2006, for receptors 82 feet (25 meters) from the source in SRA 7. Construction LSTs are based on 5 acres disturbed per day. Operational LSTs are also based on a 5-acre site.



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Additionally, the L.A. CEQA Thresholds Guide (2006) requires the air quality analysis to address the following areas of study: (1) construction emissions; (2) operational emissions; and (3) toxic air contaminants. This Section addresses each of these impact areas. In addition, this Section addresses (4) consistency of the Project with the regional Air Quality Management Plan.

Construction Emissions

The L.A. CEQA Thresholds Guide (page B.1-3) states that 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;
 - Estimated 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 road, 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.

Construction Period Emissions – Mass Daily Emissions

As discussed previously, the City has not adopted specific citywide significance thresholds for air quality but instead relies on regional significance thresholds identified by SCAQMD in its CEQA Air Quality Handbook.

5.2.3 Environmental Impacts

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development associated with the San Fernando Family Support Center. SCAQMD has published the *CEQA Air Quality Handbook* (Handbook) and updates on its Web site that are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in environmental impact reports and was used extensively in the preparation of this analysis. The SCAQMD has published two additional guidance documents—*Localized Significance Threshold Methodology for CEQA Evaluations* (2003) and *Particulate Matter (PM) 2.5 Significance Thresholds and Calculation Methodology* (2006)—that are intended to provide guidance in evaluating localized effects from emissions during construction. These documents were also used in the preparation of this analysis. The analysis also makes use of: the California Emissions Estimator Model (CalEEMod), Version 2011.1.1, for determination of daily construction and operational emissions, and guidance included in the SCAQMD Final Localized Significance Threshold Methodology for localized construction impacts.

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The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.2-1: THE SAN FERNANDO FAMILY SUPPORT CENTER WOULD NOT CONFLICT WITH THE SCAQMD 2007 AIR QUALITY MANAGEMENT PLAN. [THRESHOLD AQ-1]

Impact Analysis: CEQA requires that general plans be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals contained in the AQMP.

The regional emissions inventory for the SoCAB is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on the City's general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the Regional Transportation Plan (RTP), compiled by SCAG to determine priority transportation projects and vehicle miles traveled (VMT) within the SCAG region. Only new or amended general plan elements, specific plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. The proposed project is considered a major project because it is a commercial office building that would employ more than 1,000 employees (1,180 employees) and encompass more than 250,000 square feet of floor space (250,330 square feet of new buildings, excluding reductions from existing vacant structures). Changes in the population, housing, or employment growth projections associated with this project have the potential to substantially affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP.



The proposed project would increase the number of employees onsite but would be consistent with regional growth forecasts for the City of Los Angeles, which forecast the City to have a 7 percent increase in employees by 2020 (SCAG 2012). Existing employees currently travel to County facilities in Chatsworth for Children and family services, Panorama City for department of public social services, another facility in Van Nuys for the probation department, and Encino for child support services. The San Fernando Family Support Center would also host a new mental health program and public health program. The new facility would also be adjacent to the Van Nuys Transit Station, which would provide an opportunity for employees and clients to easily access the site by transit. The project would also result in the internalization of individual County departments into one building, resulting in a reduction in inter-departmental trips for employees and clients. Based on the site location, the project is estimated to result in a net decrease of 7,223 daily VMT compared to the location of current County facilities. Therefore, the project would be consistent with regional goals to reduce trips and VMT. As a result, the proposed project would be considered consistent with the AQMP.

IMPACT 5.2-2: SHORT-TERM CONSTRUCTION EMISSIONS GENERATED BY THE SAN FERNANDO FAMILY SUPPORT CENTER WOULD RESULT IN EMISSIONS THAT EXCEED SCAQMD'S REGIONAL SIGNIFICANCE THRESHOLDS FOR NO_x AND VOCs AND WOULD CUMULATIVELY CONTRIBUTE TO THE NONATTAINMENT DESIGNATIONS OF THE SOCAB. [THRESHOLDS AQ-2 AND AQ-3]

Impact Analysis: Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and excavation. Exhaust emissions from

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construction activities onsite would vary daily as construction activity levels change. Construction would take approximately 2.5 to 3 years and would involve demolition of 98,777 square feet of existing structures and export of no more than 200,000 cubic yards of soil to accommodate 2.25 levels of subterranean parking. An estimate of maximum daily construction emissions is provided in Table 5.2-6.

**Table 5.2-6
Maximum Daily Construction Regional Emissions
(in pounds per day)**

Construction Phase	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
2012	30	266	151	<1	25	16
2013	28	185	158	<1	19	10
2014	135	127	104	<1	13	8
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	Yes	Yes	No	No	No	No

Source: CalEEMod, Version 2011.1.1.

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

Modeling corrected for an error in CalEEMod that calculates PM₁₀ fugitive dust from hauling over the entire haul duration to occur on one day.

Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations.

PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least two times daily, managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.

As shown in Table 5.2-6, construction activities associated with the project would exceed SCAQMD's regional significance thresholds for VOCs and NO_x. The majority of VOC emissions are during application of architectural coatings. Off-road construction equipment and on-road haul trucks for demolition and soil export are the primary source of NO_x emissions. Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Consequently, emissions of VOC and NO_x that exceed the SCAQMD regional significance thresholds would contribute to the O₃, NO₂, and particulate matter (PM₁₀ and PM_{2.5}) nonattainment designation of the SoCAB under the national and California AAQS. Consequently, the project would significantly contribute to the nonattainment designations of the SoCAB.

IMPACT 5.2-3: LAND USES ASSOCIATED WITH BUILDOUT OF THE SAN FERNANDO FAMILY SUPPORT CENTER WOULD GENERATE CRITERIA AIR POLLUTANT EMISSIONS THAT EXCEED SCAQMD'S REGIONAL SIGNIFICANCE THRESHOLDS FOR NO_x AND WOULD SIGNIFICANTLY CONTRIBUTE TO THE NONATTAINMENT DESIGNATIONS OF THE SOCAB. [THRESHOLDS AQ-2 AND AQ-3]

Impact Analysis: Buildout of the San Fernando Family Support Center would result in direct and indirect criteria air pollutant emissions from transportation, energy (e.g., natural gas use), and area sources (e.g., fireplaces, aerosols, and landscaping equipment). Transportation sources of criteria air pollutant emission are based on the traffic impact analysis conducted by Fehr and Peers. Existing employees currently travel to County facilities in Chatsworth, Panorama City, Van Nuys, and Encino. The project would result in the internalization of individual County departments into one building. Based on the site location, the project is estimated to result in a net decrease of 7,223 daily VMT compared to the current site. For the purpose of this EIR, all trips to the project site are considered new trips as the existing buildings owned or leased by the County could be occupied by other office uses. The new building would generate a net increase of 4,767 average daily vehicle trips and 35,790 VMT to the project site. In addition, in compliance with Executive Order S-20-04, the proposed project would be constructed to achieve Leadership in Energy and

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Environment Design (LEED) Silver Certification, which would result in the proposed structure being built approximately 15 percent higher energy-efficiency than the current 2008 Building and Energy Efficiency Standards. The results of the CalEEMod modeling for are included in Table 5.2-7.

**Table 5.2-7
Maximum Daily Operational Phase Regional Emissions
(in pounds per day)**

<i>Phase</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO₂</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Area	17	0	0	0	0	0
Energy	<1	1	1	0	<1	<1
Transportation	24	59	221	<1	45	4
Total	42	60	221	<1	45	4
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod Version 2011.1.1. Based on highest winter or summer emissions. Totals may not add to 100 percent due to rounding.

As shown in this table, operation of the project would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for NO_x. Emissions of NO_x that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O₃, particulate matter (PM₁₀ and PM_{2.5}), and NO₂ nonattainment designations of the SoCAB.

IMPACT 5.2-4: CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE SAN FERNANDO FAMILY SUPPORT CENTER COULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS OF PARTICULATE MATTER. [THRESHOLD AQ-4]



Impact Analysis: The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating levels. Unlike the mass of construction emissions shown in Table 5.2-6, described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or μg/m³) and can be correlated to potential health effects. Given the relatively short-term construction schedule for activities (2.5 to 3 years) the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. Therefore, project-related diesel particulate matter impacts during construction would not be significant. However, LSTs are the amount of project-related emissions at which localized concentrations (ppm or μg/m³) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated as nonattainment. LSTs are based on the size of the project site and distance to the nearest sensitive receptor. Thresholds are based on the California AAQS, which are the most stringent AAQS, established to provide a margin of safety in the protection of the public health and welfare. They are designed to protect sensitive receptors 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.

As shown in Table 5.2-8, maximum daily construction emissions would exceed the LSTs for PM₁₀ and PM_{2.5}. Construction equipment is subject to emissions control regulations by the EPA. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of PM₁₀ and PM_{2.5}.

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**Table 5.2-8
Maximum Daily Onsite Construction Localized Emissions**

Source	Pollutants			
	NO _x	CO	PM ₁₀ ¹	PM _{2.5} ¹
Demolition	66	39	5.3	3.4
Site Preparation/Site Preparation	141	75	15.4	10.2
Parking Structure Construction	61	42	3.7	3.7
San Fernando Family Support Center Construction	82	53	4.7	4.7
Paving	27	18	2.3	2.3
Architectural Coatings	3	2	0.3	0.3
Maximum Daily Emissions ²	143	94	15.4	10.2
SCAQMD LST	172	1,434	14.0	8.0
Potentially Significant?	No	No	Yes	Yes

Sources: CalEEMod Version 2011.1.1.1., SCAQMD 2003, and SCAQMD 2006. Based on LSTs for a 5-acre project site in SRA 7 and sensitive receptors within 25 meters (82-feet) between the source and receptor. Excludes emissions from on-road emissions.

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

¹ PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least two times daily, managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.

² Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations.

IMPACT 5.2-5: OPERATION OF THE PROPOSED PROJECT WOULD NOT EXPOSE OFFSITE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF AIR POLLUTANTS. [THRESHOLD AQ-4]

Impact Analysis: Sensitive receptors in proximity to the proposed project include existing apartments approximately 60 feet to the west, single family homes approximately 100 feet to the south across Pacoima Wash, and apartments approximately 100 feet to the north across Saticoy Street. Operation of the San Fernando Family Support Center would not generate substantial quantities of onsite, stationary sources of emissions. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. Operation of office structures would include occasional use of landscaping equipment and natural gas consumption for heating and occasional truck deliveries. Emissions generated from these activities are nominal and no significant impact would occur. In addition, the project does not involve placement of sensitive receptors proximate to major sources of air pollution for extended durations and therefore air quality land use compatibility is not an impact of the project.

CO Hotspot Analysis

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California AAQS and National AAQS. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. A CO

hot spot analysis conducted by SCAQMD for the four busy intersections in Los Angeles during the peak morning and afternoon time periods and did not predict a violation of CO standards.⁴ Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011). The proposed project would not produce the volume of traffic required to generate a CO hotspot. Therefore, CO hotspots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

5.2.4 Cumulative Impacts

The geographic area for cumulative analysis of air quality is the SoCAB. The cumulative impacts area defined as the SoCAB. In accordance with the SCAQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects within the local area include new development and general growth within the project area. The greatest source of emissions within the SoCAB is mobile sources. Due to the extent of the area potentially impacted from cumulative project emissions, the SCAQMD considers a project cumulatively significant when project-related emissions exceed the SCAQMD regional emissions thresholds shown in Table 5.2-4. No significant cumulative impacts were identified with regard to CO hotspots.

Construction

The SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS.⁵ Construction of cumulative projects will further degrade the regional and local air quality. Air quality will be temporarily impacted during construction activities that occur. Implementation of mitigation measures for related projects would reduce cumulative impacts. Project-related construction emissions would exceed the SCAQMD significance thresholds. Consequently, the project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.



Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by the SCAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively considerable and therefore significant.

5.2.5 Existing Regulations and Standard Conditions

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors

⁴ The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day and LOS E in the morning peak hour and LOS F in the evening peak hour.

⁵ CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. However, the EPA has not yet approved this request.

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- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 1186: Street Sweeping
- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools: limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485(13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling: limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449(13 CCR 2449): In-Use Off-Road Diesel Idling Restricts: limits nonessential idling to five minutes or less for diesel-powered off-road equipment.
- Building Energy Efficiency Standards (Title 24)
- Appliance Energy Efficiency Standards (Title 20)
- Motor Vehicle Standards (AB 1493)

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.2-1 and 5.2-5.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.2-2 Short-term construction emissions generate by the San Fernando Family Support Center would result in emissions that exceed SCAQMD's regional significance thresholds for NO_x and VOCs and would significantly contribute to nonattainment designations of the SoCAB.
- Impact 5.2-3 Land uses associated with buildout of the San Fernando Family Support Center would generate criteria air pollutants that exceed SCAQMD's regional significance thresholds for NO_x and would significantly contribute to nonattainment designations of the SoCAB.
- Impact 5.2-4 Construction activities associated with the San Fernando Family Support Center could expose sensitive receptors to substantial concentrations of particulate matter (PM₁₀ and PM_{2.5}).

5.2.7 Mitigation Measures

Impact 5.2-2

AQ-1 The construction contractor shall use construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days. Tier 3 engines between 50

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and 750 horsepower are available for 2006 to 2008 model years. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite. Prior to construction, the County of Los Angeles shall ensure that all demolition and grading plans clearly show the requirement for United States Environmental Protection Agency Tier 3 or higher emissions standards for construction equipment over 50 horsepower during ground-disturbing activities. In addition, equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.

AQ-2 The construction contractor shall prepare a dust control plan and implement the following measures during ground-disturbing activities for fugitive dust control in addition to South Coast Air Quality Management District Rule 403 to reduce particulate matter emissions. The County of Los Angeles shall verify compliance that these measures have been implemented during normal construction site inspections.

- During all grading activities, the construction contractor shall reestablish ground cover on the construction site through seeding and watering.
- During all construction activities, the construction contractor shall sweep streets with Rule 1186-compliant, PM₁₀-efficient vacuum units on a daily basis if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling.
- During all construction activities, the construction contractor shall maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials, and tarp materials with a fabric cover or other cover that achieves the same amount of protection.
- During all construction activities, the construction contractor shall water exposed ground surfaces and disturbed areas a minimum of every three hours on the construction site and a minimum of three times per day. Recycled water should be used, if available.
- During all construction activities, the construction contractor shall limit onsite vehicle speeds on unpaved roads to no more than 15 miles per hour.

AQ-3 The construction contractor shall use interior and exterior paints that exceed the low-VOC limits of South Coast Air Quality Management District (SCAQMD) Rule 1113, known as "super-compliant paints." Interior and exterior coatings shall not exceed a VOC content of 100 grams per liter. A list of super-compliant VOC coating manufacturers is available at SCAQMD's website (<http://www.aqmd.gov/prdas/brochures/paintguide.html>). Use of super-compliant paints shall be noted on building plans. The County of Los Angeles shall verify that these measures have been implemented during normal construction site inspections:

Impact 5.2-3

Proposed buildings would be designed to achieve LEED silver and would be 15 percent more energy efficient than the 2008 Building and Energy Standards. In addition, the California Green Building Code (CALGreen) requires installation of water-efficient plumbing and landscaping to reduce water use. The following additional measures would reduce operational phase emissions:



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AQ-4 The County of Los Angeles shall implement a commute trip reduction (CTR) program. The CTR program shall identify alternative modes of transportation to the San Fernando Family Support Center, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regard these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The County of Los Angeles shall include the following incentives for commuters as part of the CTR program:

- Ride-matching assistance (e.g., subsidized public transit passes)
- Preferential carpool parking
- Flexible work schedules for carpools
- Vanpool assistance or employer-provided vanpool/shuttle
- Car-sharing program (e.g., Zipcar)
- Bicycle end-trip facilities, including bike parking, showers, and lockers

AQ-5 The parking structure shall include electric vehicle charging stations to the satisfaction of the County of Los Angeles. The location of these charging stations shall be identified on building plans.

AQ-6 All appliances installed shall be Energy Star appliances. Installation of Energy-Star appliances shall be verified by the County of Los Angeles during plan check.

Impact 5.2-4

Mitigation Measures AQ-1 and AQ-2 applied to reduce regional criteria air pollutants of PM_{10} and $PM_{2.5}$ would assist in reducing localized air pollutant impacts.

5.2.8 Level of Significance After Mitigation

Impact 5.2-2

Mitigation Measure AQ-1 would reduce NO_x generated by exhaust and fugitive dust while Mitigation Measure AQ-3 would require use of low-VOC paints. Table 5.2-9 shows construction emissions with adherence to Mitigation Measures AQ-1 through AQ-3. Use of low-VOC paints during architectural coating would ensure the VOCs do not exceed SCAQMD's thresholds. Use of newer construction equipment would reduce construction emissions onsite. However, onsite emissions in addition to offsite emissions generated by haul trucks would generate substantial quantities of NO_x and would continue to exceed SCAQMD's regional significance threshold. Therefore, Impact 5.2-2 would remain significant and unavoidable.

Table 5.2-9
Maximum Daily Construction Regional Emissions – With Mitigation
(in pounds per day)

<i>Construction Phase</i>	<i>VOC</i>	<i>NO_x</i>	<i>CO</i>	<i>SO₂</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
2012	23	192	152	<1	22	14
2013	23	124	158	<1	17	9
2014	61	79	104	<1	11	6
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod, Version 2011.1.1.

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

Modeling corrected for an error in CalEEMod that calculates PM₁₀ fugitive dust from hauling over the entire haul duration to occur on one day.

Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations.

PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least three times daily (Mitigation Measure AQ-2), managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.

Includes implementation of Mitigation Measures AQ-1, AQ-2, and AQ-3, which requires use of Tier 3 construction equipment, watering three times daily, and use of low-VOC architectural coatings.

Impact 5.2-3

Operation of the San Fernando Family Support Center would generate long-term emissions that exceed SCAQMD's regional significance thresholds for NO_x. The majority of air pollutants are generated by trips to and from the site. Mitigation Measures AQ-4 through AQ-6 would reduce criteria air pollutants generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance threshold for NO_x. Impact 5.2-3 would remain significant and unavoidable.



Impact 5.2-4

Mitigation Measures AQ-1 and AQ-2 would reduce particulate matter concentration generated from exhaust and fugitive dust during construction activities. Table 5.2-10 shows project-related construction emissions compared to SCAQMD's LSTs with adherence to Mitigation Measures AQ-1 and AQ-2. As shown in this table, use of newer construction equipment and additional fugitive dust control measure would reduce localized construction emissions below the localized significance thresholds. Therefore, Impact 5.2-4 would be less than significant.

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**Table 5.2-10
Maximum Daily Onsite Construction Localized Emissions – With Mitigation**

Source	Pollutants ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
Demolition	31	36	3.8	2.2
Site Preparation/Site Preparation	67	76	12.1	7.6
Parking Structure Construction	37	42	3.1	3.1
San Fernando Family Support Center Construction	45	52	3.6	3.6
Paving	13	16	1.3	1.3
Architectural Coatings	2	2	0.2	0.2
Maximum Daily Emissions ³	82	94	12.1	7.6
SCAQMD LST	172	1,434	14.0	8.0
Potentially Significant?	No	No	No	No

Sources: CalEEMod Version 2011.1.1., SCAQMD 2003, and SCAQMD 2006. Based on LSTs for a 5-acre project site in SRA 7 and sensitive receptors within 25 meters (82-feet) between the source and receptor. Excludes emissions from on-road emissions.

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

¹ Includes implementation of Mitigation Measures AQ-1, AQ-2, and AQ-3, which requires use of Tier 3 construction equipment, watering three times daily, and use of low-VOC architectural coatings.

² PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least three times daily (Mitigation Measure AQ-2), managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.

³ Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations.

5.3 GEOLOGY AND SOILS

The analysis in this section is based in part on the following technical report(s):

- *Geotechnical Exploration Proposed Master Plan San Fernando Family Support Center*, Leighton Consulting, Inc., March 19, 2012

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Volume II, Appendix D)

5.3.1 Environmental Setting

Regional Faulting and Seismicity

Southern California is a geologically complex area with numerous fault systems, including strike-slip, oblique, thrust, and blind thrust faults. Any area in Southern California is subject to seismic hazards of varying degrees, depending on the proximity and earthquake potential of nearby active faults and the local geologic and topographic conditions. Seismic hazards include primary hazards from surface rupturing of rock and soil materials along active fault traces and secondary hazards such as damage to structures and foundations due to strong ground motion. The site is located in the Transverse Ranges Geomorphic Province, which is characterized by east-/west-trending mountains and valleys that are separated by steeply dipping, east-/west-trending fault zones and underlain by shallow-dipping thrust faults (Leighton 2012).

Local Geologic Setting

The project site is located in the eastern portion of the San Fernando Valley. The San Fernando Valley is a prominent alluvial-filled valley in the Transverse Range Province, which is bounded by the Santa Susana Mountains to the north and northwest, the Verdugo Mountains to the east, the Santa Monica Mountains to the south, and the Simi Hills to the west (CGS 1998). Sediments beneath the site vicinity include a young Holocene-age alluvium consisting of coarse-grained unsorted gravel and sands, and Pleistocene-age alluvial deposits and Saugus Formation consisting of sands, silts, and clays (CDWR 2004).

Onsite Geologic Setting

Generally, the onsite native soils consist of alluvium to the maximum depths explored (101.5 feet). The alluvium consisted of slightly moist to very moist, medium stiff to stiff lean clay (CL) and silt (ML) with interlayered medium dense to very dense poorly graded sand (SP) and well-graded sand (SW). The alluvium also includes interbedded layers of gravel.

Faulting and Seismicity

The California Alquist-Priolo Special Studies Zones Act was signed into law in 1972 and renamed in 1994 as the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act). The primary purpose of this legislation is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. It was passed in direct response to the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Alquist-Priolo Act focuses on the hazard associated with surface fault rupture, which is the most easily avoided seismic hazard.



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The Alquist-Priolo Act requires the State Geologist (Chief of the California Geological Survey) to delineate "Earthquake Fault Zones" (EFZs) along faults that are "sufficiently active" and "well defined." These faults show evidence of Holocene surface displacement along one or more of their segments (sufficiently active) and are clearly detectable by a trained geologist as a physical feature at or just below the ground surface (well defined). The boundary of an EFZ is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Alquist-Priolo Act dictates that cities and counties withhold development permits for sites in an EFZ until geologic investigations demonstrate that the sites are not threatened by faulting.

Based on a review of the applicable Special Studies Zone map (CDMG 1979), the project site is not located in an EFZ. The nearest such zone is the EFZ associated with the San Fernando Fault, which trends east-west and passes the project site approximately 5.4 miles to the north (see Appendix D).

Liquefaction and Landslide

The California Department of Conservation, Division of Mines and Geology (CDMG) has mapped areas where historical occurrences of soil liquefaction have been observed, or where local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacement during a major seismic event. A review of the applicable CDMG map for the Site (1999), which incorporates this information, indicates that the Site is neither located in an area subject to landslides, nor is it located in an area subject to liquefaction (see Appendix D).

Regulatory Setting

State of California

The State of California adopted the 2007 California Building Code, Volumes 1 and 2, which is based in part on the 2006 International Building Code, on January 1, 2008. These regulations include provisions for site work, demolition, and construction, which include excavation and grading, as well as provisions for foundations, retaining walls, and expansive and compressible soils. The California Building Standards Commission is currently undergoing the 2009 annual code adoption cycle. The California Building Standards Commission will receive proposed code changes from the Department of Housing and Community Development, the Division of the State Architect – Access Compliance, the Division of the State Architect - Structural Safety, the Office of the State Fire Marshal and the Office of Statewide Health Planning and Development for code change consideration in the 2009 Annual Code Adoption Cycle. The proposed code change submittals include the text of the proposed changes and justification, and are reviewed in phases, which will conclude with the adoption of the 2010 California Building Codes on January 1, 2011. The 2010 California Building Code will include the 2009 International Building Code as Part 2 of the state document.

The California Seismic Safety Commission was established by the Seismic Safety Commission Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;

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- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

The Alquist-Priolo Geologic Hazards Zone Act (the "Alquist-Priolo Act") was enacted by the State of California in 1972 to address the hazards and damage caused by surface fault rupture during an earthquake. The Alquist-Priolo Act has been amended ten times and renamed the Alquist-Priolo Earthquake Fault Zoning Act, effective January 1, 1994. The Alquist-Priolo Act requires the State Geologist to establish "earthquake fault zones" along known active faults in the state. Cities and counties that include earthquake fault zones are required to regulate development projects within these zones.

The Seismic Hazard Mapping Act of 1990 (the "Seismic Act") was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under the Seismic Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards zones.

The State of California Geological Survey (formerly known as the California Division of Mines and Geology), adopted seismic design provisions in Special Publication 117 Guidelines for Evaluating and Mitigating Seismic Hazards in California on March 13, 1997, and was revised as Special Publication 117A on September 11, 2008.



County of Los Angeles

The provisions in the County of Los Angeles Municipal Code Title 26 Building Permits, Appendix J Grading, apply to grading, excavation, and earthwork construction, including fills and embankments and the control of storm water runoff from graded sites, including erosion sediments and construction-related pollutants. No grading shall be performed without first having obtained a permit from the Building Official.

Scope of Geotechnical Investigation

The scope of Leighton's geotechnical investigation (Appendix D, Geotechnical Study) included the following:

- Research: Review of available, relevant geotechnical literature, and reports.
- Field Exploration: Subsurface exploration was performed on January 25 and 26, 2012, and consisted of drilling, sampling and logging three hollow-stem auger borings, LB-1, LB-2 and LB-3, to depths ranging from 71½ feet to 101½ feet below the existing ground surface (bgs), and performing three Cone Penetration Tests (CPT) soundings, C-1, C-2 and C-4, to depths ranging from 47½ feet to 80½ feet bgs. The CPTs were terminated prior to the planned depths due to refusal on gravel layers. The borings were logged by a technical staff. Relatively undisturbed soil samples were obtained at selected intervals within the borings using a modified California Ring Sampler. Standard Penetration Tests (SPTs) were also conducted in the borings, and soil samples were collected. Representative bulk soil samples were also collected.

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- **Geotechnical Laboratory Testing:** Geotechnical laboratory tests were conducted on selected relatively undisturbed and bulk soil samples obtained during the field investigation. The laboratory testing program was designed to evaluate engineering characteristics of site soils. Laboratory tests include:
 - In situ moisture content and dry density
 - Maximum dry density and optimum moisture content
 - Sieve analysis for grain-size distribution
 - Atterberg Limits
 - Expansion Index
 - Direct Shear
 - Consolidation
 - Water-soluble sulfate concentration
 - Resistivity, pH, and chloride content;
- **Engineering Analysis:** Data obtained from background review, field exploration and geotechnical laboratory testing was evaluated and analyzed to provide recommendations for the proposed improvements.

5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- G-1 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.
- G-2 Result in substantial soil erosion or the loss of topsoil.
- G-3 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.
- G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial risks to life or property.
- G-5 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.

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Additionally, the City of Los Angeles CEQA Thresholds Guide (2006) requires the geotechnical analysis to address the following areas of study: (1) geologic hazards; (2) sedimentation and erosion; (3) landform alteration; and (4) mineral resources.

Geologic Hazards

The City of Los Angeles CEQA Thresholds Guide (page E.1-4) states that 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 infrastructure, or expose people to substantial risk of injury. This threshold is applicable to the project and as such is used to determine if the project would have significant impacts related to geologic hazards.

Sedimentation and Erosion

The City of Los Angeles CEQA Thresholds Guide (page E.2-3) states that a project would normally have significant sedimentation or erosion impacts if it would:

- G-6 Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or
- G-7 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.

An analysis of impacts related to soil erosion is discussed in Chapter 5.6, *Hydrology and Water Quality*, of this EIR. This analysis demonstrates that the project would not result in substantial erosion or deposition of materials offsite.



Landform Alteration

The City of Los Angeles CEQA Thresholds Guide (page E.3-2) states that a project would normally have a significant impact on landform alteration if one or more distinct and prominent geologic or topographic features would be destroyed, permanently covered or materially and adversely modified. Such features may include, but are not limited to hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

An analysis of impacts related to landform alteration was evaluated in Section 3.1, *Aesthetics*, of the Initial Study (see Appendix A to this EIR), which concluded that, with respect to landform alteration, no significant impact would occur and that further evaluation of this issue in an EIR is not required.

Mineral Resources

The project's Initial Study (see Appendix A to this EIR) concluded that, with respect to mineral resources, no significant impact would occur and that further evaluation of this issue in an EIR is not required.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold G-1(i)
- Threshold G-1(iv)

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- Threshold G-5

These impacts will not be addressed in the following analysis.

5.3.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.3-1: PROJECT OCCUPANTS, VISITORS, ETC. COULD BE SUBJECTED TO POTENTIAL SEISMIC-RELATED HAZARDS INCLUDING GROUND RUPTURE, GROUND SHAKING, AND GROUND FAILURE. [THRESHOLD G-1]

Impact Analysis: The project site is located in a seismically active region. Existing and future structures within the project site can be expected to be subject to strong seismic shaking during the design life of the structures. Potential seismic hazards include ground rupture, ground shaking, and ground failure due to liquefaction. The following is a discussion of these potential seismic hazards with respect to the project site.

Ground Rupture

The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone (CGS, 2000). Although some active and potentially active faults are located within 4 miles of the site, they do not cross the site. These faults include the Verdugo Fault, the Sierra Madre Fault, the Santa Susana Fault, the Northridge Fault, the Hollywood Fault, and the Santa Monica Fault. No evidence of onsite faulting was found during the record search or the field exploration performed as part of the geotechnical investigation, therefore, no ground rupture is anticipated.

Ground Shaking

The intensity of ground shaking at a given location depends primarily upon the earthquake magnitude, the distance from the earthquake source, and the site response characteristics which are dependent upon the subsurface soil conditions. Therefore, a smaller-magnitude earthquake closer to a site could induce greater shaking at a site than a larger-magnitude earthquake further away. The level of ground shaking is generally characterized by the Peak Horizontal Ground Acceleration (PHGA) and the project site has a predominant earthquake PHGA of 0.83g with a magnitude of approximately 6.6 (M_w) at a distance on the order of 8.7 miles for the Maximum Considered Earthquake (2% probability of exceedance in 50 years) (USGS 2011, Leighton 2012). The recommended earthwork provisions contained in Appendix D of the DEIR would ensure that the proposed project withstand the calculated ground shaking magnitude.

Liquefaction/Ground Failure

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. For liquefaction to occur, the following three conditions must occur simultaneously at the site:

- (1) Shallow groundwater (typically assumed to be within 50 feet of the ground surface),
- (2) Loose cohesionless soils (primarily clean sands), and

- (3) Strong ground shaking.

The project site is not located within a California Geological Survey-designated seismic hazard zone for liquefaction because the historic high groundwater level in the vicinity of the site has been deeper than 65 feet msl (CGS 1998, CGS 1997). In addition, groundwater was not encountered in any of our CPT soundings or hollow-stem borings that extended to depths ranging from 47½ feet to 101½ feet below the existing ground surface. Further, field and laboratory characterizations define the encountered subsurface soils as predominantly clayey and plastic, making them resistant to liquefaction. Therefore, the geotechnical investigation determined that the potential for liquefaction at the project site is low.

IMPACT 5.3-2: THE PROPOSED PROJECT COULD BE IMPACTED BY UNSTABLE GEOLOGIC UNIT OR SOILS CONDITIONS, INCLUDING SOIL EROSION, LATERAL SPREADING, SUBSIDENCE, AND EXPANSIVE SOIL. [THRESHOLDS G-3 AND G-4]

Impact Analysis:

Expansive Soil

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. Based on an Expansion Index test result of 50, observations made during consolidation testing, as well as observations made during exploration, the onsite soils are expected to have a moderate to high expansion potential.

Lateral Spreading

For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. Due to the very low potential for liquefaction, the potential for lateral spreading at the project site is considered low.

Landslides

Landslides are the downslope movement of soil and/or rock under the influence of gravity. Landslide processes are influenced by factors such as thickness of soil or fill over bedrock, steepness, and height of slope, physical properties of the fill, amount of soil or bedrock materials, and moisture content. These factors may increase the effective force of gravity on a slope, decrease the ability of the slope to resist gravitational influence, or a combination of the two, which can lead to landslides and mudflows. Given the gently southerly sloping nature of the site, the potential for seismically-induced landsliding is considered negligible.

Subsidence

Subsidence occurs as natural ground is moisture-conditioned and densified to receive fill. The laboratory testing determined that during site preparation, subsidence due solely to scarification, moisture conditioning and recompaction of the exposed bottom of overexcavation, would be on the order of 0.10 feet, and subsidence on the order of 0.15 feet is anticipated in areas where the subgrade exists near current grade. During earthwork for subsidence, these values would be added to the above shrinkage value for the recompacted fill zone to reduce impact as recommended by the geotechnical investigation (see Appendix D). Additionally, the subsoil possesses adequate strength for support of the proposed improvements.



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Compressible Soil

Selected samples of the native alluvium were subjected to consolidation testing to evaluate compressibility under the stress conditions associated with the proposed improvements. The test results indicated that the native alluvial soils are over-consolidated with low to moderate compressibility characteristics when subjected to typical building loads.

5.3.4 Cumulative Impacts

The assessment of potential cumulative impacts refers to the potential for onsite and offsite environmental impacts due to onsite geology and soils conditions. The geographic area for cumulative analysis of geology and soils is the local area covering the related projects as listed in Table 4-1, *Cumulative Analysis Related Projects List* and shown in Figure 4-3, *Related Projects*. Geotechnical impacts related to future development in the City would involve hazards related to site specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geology and soils impacts would be less than significant.

5.3.5 Existing Regulations and Standard Conditions

Federal and State Regulations

- California Alquist-Priolo Earthquake Fault Zoning Act
- Seismic Hazard Mapping Act
- California Building Code and Uniform Building Code
- Natural Hazards Disclosure Act
- Laws and Regulations Governing Erosion into Stormwater

Los Angeles County Code

- Title 26 Building Code
- Appendix J Grading (Title 26 Building Code)

5.3.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.3-1 Potential seismic-related hazards related to ground rupture, ground shaking, and ground failure.
- Impact 5.3-2 The proposed project could be impacted by unstable geologic unit or soils conditions, including soil erosion, lateral spreading, subsidence, and expansive soil.

5.3.7 Mitigation Measures

Impact 5.3-1

GEO-1 All grading operations and construction will be conducted in conformance with the recommendations included in the geotechnical report for the San Fernando Valley Family Support Center (included in Appendix D of this EIR).

Impact 5.3-2

See Mitigation Measure 3-1.

5.3.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential impacts associated with geology and soils to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to geology and soils have been identified.



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5.4 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the San Fernando Family Support Center (proposed project) to cumulatively contribute to greenhouse gas (GHG) emissions. Because individually no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, global warming impacts of a project are considered on a cumulative basis.

The chapter evaluates consistency of the revised project with the strategies outlined in the California Air Resources Board's (CARB) Scoping Plan in accordance with the GHG reduction goals of Assembly Bill 32 (AB 32), and strategies proposed by the Southern California Association of Governments (SCAG) to reduce vehicle miles traveled (VMT) in the region, in accordance with Senate Bill 375 (SB 375). This chapter also considers policies and mitigation suggested by the California Attorney General and the California Air Pollution Control Officer's Association (CAPCOA) to reduce GHG emissions. GHG modeling is included in Appendix C.

5.4.1 Environmental Setting

Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHG, to the atmosphere. Climate change is the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor¹, carbon (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001). The major GHG are briefly described below. Table 5.4-1 lists the GHG applicable to the proposed project and their relative global warming potentials (GWP) compared to CO₂. The major GHG are briefly described below the table.



Carbon dioxide (CO₂) enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

Methane (CH₄) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

Nitrous oxide (N₂O) is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

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**Table 5.4-1
Greenhouse Gases and Their Relative Global Warming Potential Compared to CO₂**

<i>GHG</i>	<i>Atmospheric Lifetime (years)</i>	<i>Global Warming Potential Relative to CO₂¹</i>
Carbon Dioxide (CO ₂)	50 to 200	1
Methane (CH ₄) ²	12 (±3)	21
Nitrous Oxide (N ₂ O)	120	310
Hydrofluorocarbons:		
HFC-23	264	11,700
HFC-32	5.6	650
HFC-125	32.6	2,800
HFC-134a	14.6	1,300
HFC-143a	48.3	3,800
HFC-152a	1.5	140
HFC-227ea	36.5	2,900
HFC-236fa	209	6,300
HFC-4310mee	17.1	1,300
Perfluoromethane: CF ₄	50,000	6,500
Perfluoroethane: C ₂ F ₆	10,000	9,200
Perfluorobutane: C ₄ F ₁₀	2,600	7,000
Perfluoro-2-methylpentane: C ₆ F ₁₄	3,200	7,400
Sulfur Hexafluoride (SF ₆)	3,200	23,900

Source: USEPA 2008, IPCC 2001

¹ Based on 100-Year Time Horizon of the Global Warming Potential (GWP) of the air pollutant relative to CO₂.

² The methane GWP includes the direct effects and those indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

Fluorinated gases are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as High GWP gases.

- *Chlorofluorocarbons (CFCs)* are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are also ozone-depleting gases and are therefore being replaced by other GHG compounds covered under the Kyoto Protocol.
- *Perfluorocarbons (PFCs)* are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF₄] and perfluoroethane [C₂F₆]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.
- *Sulfur Hexafluoride (SF₆)* is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF₆ is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.

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- *Hydrochlorofluorocarbons (HCFCs)* contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.
- *Hydrofluorocarbons (HFCs)* contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs (USEPA 2008a).

California's GHG Sources and Relative Contribution

California is the second largest emitter of GHG in the United States, only surpassed by Texas, and the tenth largest GHG emitter in the world. However, because of more stringent air emission regulations, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO₂ emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services) (CEC 2006).

CARB's latest update to the statewide GHG emissions inventory was conducted in 2010 for year 2008 emissions.² In 2008, California produced 478 MMtons of CO₂-equivalent (CO₂e) GHG emissions.³ California's transportation sector is the single largest generator of GHG emissions, producing 36.6 percent of the state's total emissions. Electricity consumption is the second largest source, comprising 24.4 percent. Industrial activities are California's third largest source of GHG emissions, comprising 19.4 percent of the state's total emissions. Other major sources of GHG emissions include commercial and residential, recycling and waste, high global warming potential GHGs, agriculture, and forestry (CARB 2010).



Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHG in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that are attributable to human activities. The amount of CO₂ has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006).

Climate change scenarios are affected by varying degrees of uncertainty. IPCC's 2007 IPCC Fourth Assessment Report projects that the global mean temperature increase from 1990 to 2100, under different climate-change scenarios, will range from 1.4 to 5.8°C (2.5 to 10.4°F). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic timeframe but within a human lifetime (CAT 2006).

² Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (AB 32).

³ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

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Potential Climate Change Impacts for California

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures, 2) a smaller fraction of precipitation is falling as snow, 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones, 4) an advance snowmelt of 5 to 30 days earlier in the springs, and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team (CAT), even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.4-2), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks are shown in Table 5.4-2 and include public health impacts, water resources impacts, agricultural impacts, coast sea level impacts, forest and biological resource impacts, and electricity impacts. Specific climate change impacts that could affect the project include health impacts from a reduction in air quality, water resources impacts from a reduction in water supply, and increased energy demand.

Table 5.4-2
Summary of Global Climate Change Risks to California

<i>Impact Category</i>	<i>Potential Risk</i>
Public Health Impacts	<ul style="list-style-type: none"> • Poor air quality made worse • More severe heat
Water Resources Impacts	<ul style="list-style-type: none"> • Decreasing Sierra Nevada snow pack • Challenges in securing adequate water supply • Potential reduction in hydropower • Loss of winter recreation
Agricultural Impacts	<ul style="list-style-type: none"> • Increasing temperature • Increasing threats from pests and pathogens • Expanded ranges of agricultural weeds • Declining productivity • Irregular blooms and harvests
Coast Sea Level Impacts	<ul style="list-style-type: none"> • Accelerated sea level rise • Increasing coastal floods • Shrinking beaches • Worsened impacts on infrastructure
Forest and Biological Resource Impacts	<ul style="list-style-type: none"> • Increasing risk and severity of wildfires • Lengthening of the wildfire season • Movement of forest areas • Conversion of forest to grassland • Increasing threats from pest and pathogens • Declining forest productivity • Shifting vegetation and species distribution • Altered timing of migration and mating habits • Loss of sensitive or slow-moving species
Electricity	<ul style="list-style-type: none"> • Potential reduction in hydropower • Increased energy demand

Sources: California Energy Commission (CEC), 2006, Our Changing Climate, Assessing the Risks to California, 2006 Biennial Report, California Climate Change Center, CEC-500-2006-077, 2006; California Energy Commission (CEC), 2008, September, The future Is Now, An Update on Climate Change Science, Impacts, and Response Options for California, CEC-500-2008-0077.

Regulatory Setting

Regulation of GHG Emissions on a National Level

The United States Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

The EPA's endangerment finding covers emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world (the first three are applicable to the proposed project).

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MTons) or more per year are required to submit an annual report.

Regulation of GHG Emissions on a State Level

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, the Global Warming Solutions Act, and Executive Order S-03-05. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05, signed June 1, 2005. Executive Order S-03-05 set the following GHG reduction targets for the State:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. Based on the GHG emissions inventory conducted for the Scoping Plan by CARB, GHG emissions in California by 2020 are anticipated to be approximately 596 million metric tons (MMTons). In December 2007, CARB approved a 2020 emissions limit of 427 MMTons (471 million tons) for the state. The 2020 target requires a total emissions reduction of 169 MMTons, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 MMTons) (CARB 2008).⁴

Since release of the 2008 Scoping Plan, CARB has updated the statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and measures not previously considered within the 2008 Scoping Plan baseline inventory. The updated forecast predicts emissions to be 507 MMTons by 2020. The new inventory identifies that an estimated 80 MMTons of reductions are necessary to achieve the statewide

⁴ CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.



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emissions reduction of AB 32 by 2020, 15.7 percent of the projected emissions compared to BAU in year 2020 (i.e., 15.7 percent of 507 MMTons) (CARB 2012).

In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MTons per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012. The Climate Action Registry Reporting Online Tool was established through the Climate Action Registry to track GHG emissions. Key elements of CARB's GHG reduction plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a mix of 33 percent for energy generation from renewable sources;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources;
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS),⁵
- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

Table 5.4-3 shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 MMTons, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the State's reduction target. Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer VMT (CARB 2008).

⁵ On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. One of the court's rulings preliminarily enjoins the CARB from enforcing the regulation during the pendency of the litigation.

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**Table 5.4-3
Scoping Plan Greenhouse Gas Reduction Measures and
Reductions toward 2020 Target**

<i>Recommended Reduction Measures</i>	<i>Reductions Counted toward 2020 Target of 169 MMT CO_{2e}</i>	<i>Percentage of Statewide 2020 Target</i>
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets ¹	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted Towards 2020 Target	42.8	NA

Source: CARB 2008.

The percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 MMTons and the Scoping Plan identifies 174 MMTons of emissions reductions strategies.

MMTCo_{2e}: million metric tons of CO_{2e}

¹ Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.

² According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_{2e} (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.



Energy Conservation Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

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The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often viewed as “business-as-usual,” they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

On July 17, 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations). The green building standards that became mandatory in the 2010 edition of the code established voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011.

Renewable Power Requirements

A major component of California’s Renewable Energy Program is the renewable portfolio standard (RPS), established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. CARB has now approved an even higher goal of 33 percent by 2020. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Vehicle Emission Standards/Improved Fuel Economy

Vehicle GHG emission standards were enacted under AB 1493 (Pavley I) and the LCFS. Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California’s transportation fuels by 2015 and a reduction of at least 10 percent by 2020.

Regulation of GHG Emissions on a Regional Level

In 2008, SB 375 was adopted and was intended to represent the implementation mechanism necessary to achieve the GHG emissions reductions targets established in the Scoping Plan for the transportation sector as it relates to local land use decisions that affect travel behavior. Implementation is intended to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations with local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 requires CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG is the MPO for the southern California region, which includes the counties of Los Angeles, Orange, San Bernardino County, Riverside, Ventura, and Imperial. SCAG’s targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035.

The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's existing transportation network. The proposed targets would result in 3 MMTons of GHG reductions by 2020 and 15 MMTons of GHG reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

SB 375 requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. For the SCAG region, the Draft SCS was released in December 2011 and was adopted April 2012 (SCAG 2011). The SCS will set forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. If the SCS is unable to achieve the regional GHG emissions reduction targets, the MPO is required to prepare an Alternative Planning Strategy that shows how the GHG emissions reduction target could be achieved through other development patterns, infrastructure, and/or transportation measures.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- GCC-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GCC-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- Tier 1 If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- Tier 2 If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a screening-level threshold of 3,000 MTons annually for all land use types or the following land-use-specific thresholds: 1,400 MTons for commercial projects, 3,500 MTons for residential projects, or 3,000 MTons for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Planning and Research database of



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CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

- Tier 3 If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.
- Tier 4 If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD is proposing to adopt an efficiency target for projects that exceed the screening threshold. The current recommended approach is per capita efficiency targets. SCAQMD is not recommending use of a percent emissions reduction target. Instead, SCAQMD proposes a 2020 efficiency target of 4.8 MTons per year per service population (MTons/year/SP) for project-level analyses and 6.6 MTons/year/SP for plan level projects (e.g., program-level projects such as general plans).⁶

The County of Los Angeles has not adopted significance thresholds for GHG emissions. Therefore, the proposed threshold approach outlined by SCAQMD's Working Group represent the best available science from which the level of significance can be derived for CEQA impacts, and is based on substantial evidence, as outlined above. For the purpose of this project, SCAQMD's project-level thresholds are used. If projects exceed these per capita efficiency targets, GHG emissions would be considered potentially significant in the absence of mitigation measures.

Service population is traditionally defined as the summation of residents and employees that are generated by a project. The origin behind the service population metric is derived from CARB's 2008 Scoping Plan. The Scoping Plan identified that based on the 2004 GHG emissions inventory for the state, that people living in California generate approximately 14 tons of GHG emissions per capita and need to reduce GHG emissions to approximately 10 tons of GHG per capita. Because people who live in California generally work in California, the service population metric used in the Scoping Plan did not include employees. As CEQA significance thresholds were being developed by individual air districts, air districts considered applying this type of efficiency metric to the air district's boundaries. In line with the methodology developed by the RTAC as part of SB 375 target setting discussions, the definition of service population for a local air district was amended to include employees as well as residents because the transportation sector is the primary source of project-related GHG emissions; and unlike the state as a whole, people who work in one county/air district may not live in the same air district/city/county. However, it should be noted that people who live and work within the air district/city/county would also have other trip ends to services including, schools, retail uses, and parks. Therefore, for an air district/city/county boundary as a whole, the per capita metric does not include other users of the site. However, a project encompasses a much smaller boundary than an air district/city/county and for commercial and other non-residential development projects (e.g., parks, schools) the primary user of a site is not the employee but other visitors (e.g., customers, students, clients, etc.). Therefore, for the purpose of this project who's primary users are clients of the County's public service departments, the service population includes both employees and clients.

5.4.3 Environmental Impacts

On December 30, 2009, the Natural Resources Agency adopted amendments to the CEQA Guidelines. These amendments became effective on March 18, 2010. The amendments to the CEQA Guidelines include new requirements to evaluate GHG emissions. Pursuant to the amended CEQA Guidelines, a lead agency

⁶ It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

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should consider the following when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase (or reduce) GHG emissions compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
3. The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.⁷

GHG emissions modeling was conducted using SCAQMD's California Emissions Estimator Model (CalEEMod). Life cycle emissions are not included in this analysis because not enough information is available for the proposed project, and therefore life cycle GHG emissions would be speculative.⁸

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.4-1: THE SAN FERNANDO FAMILY SUPPORT CENTER WOULD NOT RESULT IN A SUBSTANTIAL INCREASE IN GHG EMISSIONS OR CONFLICT WITH PLANS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. [THRESHOLD AQ-1 AND AQ-2]

Impact Analysis: As described previously, a project does not generate enough GHG emissions on its own to influence global climate change; therefore, this impact analysis measures the project's contribution to the cumulative environmental impact.



GHG Emissions Inventory

Buildout of the San Fernando Family Support Center would result in direct and indirect increases in GHG emissions from transportation, energy (natural gas use), water and wastewater generation, and waste disposal. In addition, project-related construction emissions are amortized over a 30-year lifetime in accordance with SCAQMD methodology. Transportation sources of GHG emissions are based on the traffic impact analysis conducted by Fehr and Peers. For the purpose of this EIR, all trips to the project site are considered new trips as the existing buildings owned or leased by the County could be occupied by other office uses. The new building would generate 4,767 average daily vehicle trips and 35,790 VMT to the project site. In addition, in compliance with Executive Order S-20-04, the proposed project would be constructed to achieve Leadership in Energy and Environment Design (LEED) Silver standards, which would result in the proposed structure being built approximately 15 percent higher energy-efficiency than the current 2008 Building and Energy Efficiency Standards. The results of the CalEEMod modeling are included in Table 5.4-4.

⁷ OPR recommendations include a requirement that such a plan be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

⁸ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative.

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**Table 5.4-4
Project-Related GHG Emissions**

Source	GHG Emissions – Year 2014	
	Mtons/Year	Percent
Energy	2,024	29%
Transportation	4,546	64%
Waste	179	3%
Water	96	1%
Amortized Construction Emissions ¹	214	3%
Total	7,059	100%
Service Population (SP) ²	2,222	NA
Emissions Per Service Population	3.2	NA
SCAQMD Proposed Plan-Level Efficiency Metric	4.8 Mtons/SP	NA

Source: CalEEmod Version 2011.1.1. Note: Transportation GHG emissions generated by the project in 2020 would be reduced as a result of the Pavley and LCFS.

¹ Total annual construction emissions are included in Appendix C. The project would generate a total of 6,405 MTons of GHG emissions over the 3-year construction period (ranging from 1,718 to 2,486 MTons per year).

² Based on 1,133 employees and 1,089 clients (excludes the 47 employees and 150 clients generated by the existing Department of Health Services facilities onsite).

The total net increase in GHG emissions would exceed SCAQMD's screening threshold of 3,000 MTons (Tier 3). Therefore, annual GHG emissions generated by the proposed project were compared to SCAQMD's proposed per capita thresholds (Tier 4). For the purpose of the proposed project, service population is based on daily employees and clients at the proposed County facilities.⁹ Employees and clients at the county facilities are based on surveys conducted by Fehr & Peers and data provided by the County. The project would result in 1,133 additional employees and 1,089 additional clients onsite. Total per capita GHG emissions would be 3.2 MTons per service population. As shown in Table 5.4-4, GHG emissions generated by the proposed project would not exceed the proposed SCAQMD per capita significance threshold of 4.8 MTons per service population. Therefore, GHG emissions are not considered substantial enough to result in a significant cumulative impact relative to GHG emissions and climate change impacts. The cumulative contribution to GHG emissions would be less than significant.

IMPACT 5.4-2: THE PROPOSED PROJECT WOULD NOT CONFLICT WITH PLANS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. [THRESHOLD GHG-2]

Impact Analysis: In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions and identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). No other GHG reduction plans are applicable for the proposed project. The County of Los Angeles has not adopted a GHG Reduction Plan. The draft 2012 SCS is anticipated to be adopted by SCAG in spring 2012; however, as described below, the project is consistent with regional efforts to reduce passenger vehicle VMT.

⁹ A more refined definition of service population was considered for the proposed project that includes both employees and clients since the people who visit the project site may not work at the San Fernando Family Support Center yet comprise a substantial portion of the project's GHG emissions inventory. Because only new land uses are considered for the project's GHG emissions inventory, service population for the proposed project excludes existing employees and clients at the Department of Health Services, which are currently located at the existing building onsite.

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Statewide strategies to reduce GHG emissions include the LCFS, California Appliance Energy Efficiency regulations, California Building Standards (e.g. CALGreen and the 2008 Building and Energy Efficiency Standards), California RPS, changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley II [Advanced Clean Cars]), and other measures that would ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over the next 10 years would assist the County in reducing the project's GHG emissions. In addition, the proposed project would be designed to achieve LEED Silver Certification standards, which are approximately 15 percent more energy efficient than the existing 2008 Building and Energy Efficiency Standards.

Transportation sources of GHG emissions are based on the traffic impact analysis conducted by Fehr and Peers. For the purpose of generating a GHG emissions inventory for the project site, all trips to the project site were considered new trips because the existing buildings owned or leased by the County could be occupied by other office uses. However, existing employees currently travel to County facilities in Chatsworth for Children and family services, Panorama City for department of public social services, another facility in Van Nuys for the probation department, and Encino for child support services. The new facility would also be adjacent to the Van Nuys Transit Station, which would provide an opportunity for employees and clients to easily access the site by transit. The project would also result in the internalization of individual County departments into one building, resulting in a reduction in inter-departmental trips for employees and clients. Based on the site location, the project is estimated to result in a net decrease of 7,223 daily VMT compared to the location of existing County facilities (see Appendix I). The proposed project would be consistent with regional strategies to reduce GHG emissions.

5.4.4 Cumulative Impacts

The geographic area for cumulative analysis of GHG is world-wide. As described under Impact 5.4-1, project-related GHG emissions are not confined to a particular air basin but are dispersed world-wide. Consequently, it is speculative to determine how project-related GHG emissions would contribute to global climate change and how global climate change may impact California. Therefore, impacts identified under Impact 5.4-1 are not project-specific impacts to global warming but the project's contribution to this cumulative impact. As stated previously, because the proposed project is not considered a regionally significant project by SCAG and thresholds from which to compare project-related emissions have yet to be established by any agency, project-related GHG emissions and their contribution to global climate change are less than significant and less than cumulatively considerable.

5.4.5 Existing Plans, Policies, and Programs

- AB 32: California Global Warming Solutions Act
- Executive Order S-3-05: Greenhouse Gas Emission Reduction Targets
- Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new cars.
- California Building Code. Establishes energy efficiency requirements for new construction.
- Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires the carbon content of fuel sold in California to be 10 percent less by 2020.



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- California Water Conservation in Landscaping Act of 2006 (AB 1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes.
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions.
- Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020. California Code of Regulations, Title 24: Energy Efficiency Standards

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.4-1 and 5.4-2.

5.4.7 Mitigation Measures

No significant impacts were identified and no mitigation measures are warranted. However, mitigation measures AQ-4 through AQ-6 for criteria air pollutants (see Impact 5.2-3) would also reduce GHG emissions generated by the proposed project.

5.4.8 Level of Significance After Mitigation

GHG emissions from the proposed project would not exceed the SCAQMD's proposed per capita significance threshold. The proposed project would be designed to achieve LEED Silver and would be constructed to meet the CALGreen standards of Title 24. In addition, the project consolidates County services into one building, resulting in reduced inter-departmental trips and reduced VMT compared to existing County operations. No significant GHG emissions impacts are identified and no mitigation measures are warranted.

5.5 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following source:

- *Phase I Environmental Site Assessment*, The Planning Center, December 31, 2010

A complete copy of this study is included in the Technical Appendices to this Draft EIR (Volume II Appendix E).

5.5.1 Environmental Setting

Regulatory Setting

Federal and State Regulations

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical-disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List (NPL), which are known as Superfund Sites.

Emergency Planning and Community Right-to-Know Act

The primary purpose of the federal Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report the location and quantities of chemicals stores on-site to state and local agencies. Under section 313 of EPCRA, manufactures are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The US Environmental Protection Agency (EPA) maintains the Toxic Release Inventory database, which documents the information that regulated facilities are required to report annually.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste.

Hazardous Materials Release Notification

Many states statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Codes Sections 25270.8 and 25507
- Vehicle Code Section 23112.5
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Government Code Sections 51018, 8670.25.5(a)
- Water Codes Sections 13271 and 13272,
- California Labor Code Section 6409.1(b)10



5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include Hazardous Materials Release Response Plans and inventories (business plans), the California Accidental Release Prevention (CalARP) Program, and the Underground Storage Tank (UST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPAs).

The Los Angeles County Department of Public Health – Public Health Investigation (PHI) Unit maintains records involving hazardous materials, business plans, inventories, waste generator permits, CalARP Program, and spills.

South Coast Air Management District

South Coast Air Quality Management District Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing material. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing material (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage and disposal requirements for asbestos-containing waste materials.

California Code of Regulations, Title 22, Division 4.5

Title 22, Division 4.5, of the California Code of Regulations sets forth the requirements with which hazardous-waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

Current On-site Conditions

A Phase I Environment Site Assessment (Phase I) was prepared in substantial conformance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process (E 1527-05), approved November 1, 2005. As part of the Phase I scope, a report from Environmental Data Resources (EDR) that identified agency-listed sites of potential environmental interest within one mile of the project was evaluated, various regulatory agencies were contacted, historical resources were researched, the project site was inspected, and a staff interview was conducted. In conclusion, the Phase I revealed no evidence of recognized environmental conditions (RECs) in connection with the project site, except for the following:

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

Onsite RECs:

- **Lead Residues in Soil** -- Due to the potential use of lead-based paint (LBP) in structures built prior to 1970, it is possible that elevated concentrations of lead could be present in shallow soil at the project site.
- **Pesticide Residues in Soil** -- Due to the potential use of organochlorine pesticides (OCPs), commonly used for termite control, around structures prior to the EPA ban on chlordane use in 1988, it is possible that elevated concentrations of OCPs could be present in shallow soil at the project site.
- **Asbestos-Containing Materials in Building Materials** -- Due to the potential use of ACMs in structures built prior to 1976, it is possible that ACMs could be present in building materials at the project site.
- **Gasoline Contamination in Soil** -- Although the Los Angeles Fire Department determined that no further action is required for the site, the Soil Remediation Report (Tait, 1998) did not address the elevated concentrations of fuel contaminants beneath the removed gasoline UST (Geo-Cal, Inc., 1998). Due to the elevated concentrations of TPH-g, BTEX, and MTBE found beneath a removed gasoline UST, it is possible that gasoline contamination could be present in soil at the project site. Specifically, contaminated soil could be present in the removed gasoline UST location adjacently south of the five-story medical building.

Offsite REC:

- No off-site RECs were identified during the Phase I ESA.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- H-2 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.
- H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.
- H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- H-5 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 result in a safety hazard for people residing or working in the project area.



5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

- H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
- H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

Additionally, the L.A. CEQA Thresholds Guide (2006) requires the hazards analysis to address the following two areas of study: (1) risk of upset/emergency preparedness; and (2) human health hazards.

Risk of Upset/Emergency Preparedness

The L.A. CEQA Thresholds Guide (page F.1-3) states that a determination of significance relative to risk of upset/emergency preparedness 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.

Human Health Hazards

The L.A. CEQA Thresholds Guide (page F.2-3) states that a determination of significance relative to Human Health Hazards shall be made on a case-by-case basis, considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design will reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

Based on all of these factors, the Project would have a significant impact if:

- H-9 The Project would expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards.

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The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold H-3
- Threshold H-5
- Threshold H-6
- Threshold H-8

These impacts will not be addressed in the following analysis.

5.5.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.5.1: PROJECT DEMOLITION AND CONSTRUCTION MAY INVOLVE THE TRANSPORT, USE, AND/OR DISPOSAL OF HAZARDOUS MATERIALS. [THRESHOLDS H-1, H-2, H-4 AND H-9]

Impact Analysis: Operation of the proposed San Fernando Valley Family Support Center would not involve any storage or handling of hazardous materials other than typical cleaning products used by the janitorial staff for building maintenance. Therefore, long-term operation of the proposed project is not anticipated to result in potentially significant impact.

The proposed project will involve the demolition and removal of the of the existing buildings and associated improvements with the exception of the five-story Mid-Valley Comprehensive Health Center, and construction of new office buildings, neighborhood park, children's play area, and associated parking structures. According to the Phase I ESA, the proposed project may be impacted by lead residues in soil due to the potential use of LBP in onsite structures built prior to 1970; pesticides residues in soil due to the potential use of organochlorine pesticides (OCPs), commonly used for termite control, around structures prior to the EPA ban on chlordane use in 1988; ACMs in building materials due to the potential use of ACMs in structures built prior to 1976, and gasoline contamination in soils beneath a removed gasoline UST.

However, prior to grading, all excavated and stockpiled soils would be tested in compliance with the requirements of the Department of Toxic Substances and Control (DTSC), and the County will ensure that onsite soils meet the thresholds set forth by the DTSC. Site assessment, risk assessment, and remedial activity will be conducted in general accordance with the procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. Compliance with the required regulations would ensure that impacts are reduced to a less than significant level.

Because of the age of the buildings to be demolished, the presences of ACM and LBP are presumed until sampling and laboratory analysis determine otherwise. Suspect ACMs include exterior stucco, wall and ceiling plaster, vinyl floor tiles and mastic, and thermal system insulation (for hot and cold water plumbing). Any handling, use or disposal of hazardous materials is subject to federal, state, and local health and safety requirements, including SCAQMD Rule 1403, which governs the demolition of buildings containing ACMs and OSHA Rule 29 CFR Part 1926 that establishes standards for occupational health and environmental control for lead exposure. Mitigation measure is provided to ensure that the proposed project complies with the requirements of the DTSC and reduce impacts to a less than significant level.



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HAZARDS AND HAZARDOUS MATERIALS

IMPACT 5.5-2: PROJECT DEVELOPMENT COULD AFFECT THE IMPLEMENTATION OF AN EMERGENCY RESPONSE OR EVACUATION PLAN. [THRESHOLD H-7]

Impact Analysis: The state identifies local safety element as key tool for assisting local jurisdictions in organizing their hazard mitigation and, disaster response and recovery efforts. As jurisdictional infrastructures such as roads and emergency services have become increasingly inter-related, local jurisdictions coordinate their general plans with neighboring jurisdictions in handling of their emergency response system. The Office of Emergency Management (OEM) is responsible for organizing and directing the preparedness efforts, including, but not limited to, maintaining an approved Operational Area Emergency Response Plan and providing ongoing leadership and coordinating disaster plans and exercises with the 88 cities, 137 unincorporated communities and 288 special districts in the county. The Disaster Route Priority Plan, carried out by the County of Los Angeles Department of Public Works, is a countywide multi-jurisdictional plan to quickly assess the condition of the highway system and critical facilities, and prioritize the clearing, repair, and restoration of key regional highway routes following a major disaster, such as a large earthquake. The Disaster Routes also serve as alternative interim transportation routes to the freeway system if portions of the freeway system are damaged or destroyed. In a major disaster, the County Department of Public Work's road maintenance forces would immediately survey and report the condition of the portions of the Disaster Routes in the unincorporated areas and contract cities. The project site is located in the Disaster Planning Area H in the Disaster Routes Priority Plan and Van Nuys Boulevard, Sherman Way and Roscoe Boulevard are identified as disaster route in the project vicinity (LADPW 2008). Development of the proposed project would not substantially modify the existing access points to adversely affect the existing emergency response plan. Although accessibility of Van Nuys Boulevard could be slightly impacted during construction, it would be temporary and Van Nuys Boulevard is a 6-lane roadway which the access would not be completely restricted. Therefore, the proposed project would not impair implementation of the adopted emergency response plan.

Moreover, adequate improvements would be made in compliance with the City's fire department standards for roadway improvements and emergency access. The Los Angeles Fire Department would review project site plans for access and safety issues and building permits would not be issued until each individual project met fire department standards.

5.5.4 Cumulative Impacts

The assessment of potential cumulative impacts with regard to hazards and hazardous materials refers to the potential for on-site and off-site hazardous materials to have a cumulative effect on the health and well-being of project occupants. The geographic area for cumulative analysis of hazardous materials is the local area covering the related projects as listed in Table 4-1, *Cumulative Analysis Related Projects List* and shown in Figure 4-3, *Related Projects*. Any removal of contaminated soils within the project area that may be required would involve only site-specific activities and would not add to or combine with similar site-specific impacts that may occur during the development in other areas of the City. No dangerous activities or significant use of hazardous substances presently occur onsite or are anticipated in the project area. Therefore, no adverse cumulative impacts related to hazardous substances or the creation of any health hazards are anticipated as a result of the proposed project.

5.5.5 Existing Regulations and Standard Conditions

Future projects shall comply with all relevant local, state, and federal regulations related to hazards and hazardous materials.

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AQMD Rule 1403 (Asbestos Emission From Demolition/Renovation Activities): This rule specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.

Title 40 Code of Federal Regulations (40 CFR Part 745) Lead; Renovation, Repair, and Painting Program: Environmental Protection Agency issued a final rule under the authority of the Toxic Substances Control Act to address lead-based paint hazards created by renovation, repair, and painting activities that disturb lead-based paint in target housing and child-occupied facilities. Target housing is defined as any housing constructed before 1978 with exceptions.

Title 40 Code of Federal Regulations (40 CFR Part 300) National Oil and Hazardous Substances Pollution Contingency Plan: It provides the organizational structure and procedures for preparing for and responding to discharges of oil and releases of hazardous substances, pollutants, and contaminants.

Title 8 California Code of Regulations, Section 1532.1: It applies to all construction work where an employee may be occupationally exposed to lead and makes construction employers responsible for basic steps in compliance including exposure assessment and testing methods.

California Health and Safety Code, Chapter 6.5, Hazardous Waste Control: It provides regulations and incentives which ensure that the generators of hazardous waste employ technology and management practices for the safe handling, treatment, recycling, and destruction of their hazardous wastes prior to disposal.



5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.5-2.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.5-1 Project demolition and construction may involve the transport, use, and/or disposal of hazardous materials.

5.5.7 Mitigation Measures

Impact 5.5-1

HAZ-1 Prior to commencement of construction-related excavation or grading, additional soils testing shall be conducted for the excavated and stockpiled soils and report in accordance with the requirements of the Department of Toxic Substances and Control (DTSC). The report shall document that site soils meet the thresholds set forth by the DTSC and site assessment, risk assessment, and remedial activities shall be conducted in general accordance with the process and procedures identified in Title 40, Code of Federal Regulations, Part 300 National Oil and Hazardous Substance Pollution Contingency Plan, and California Health and Safety Code, Chapter 6.5, Hazardous Waste Control. In addition, all applicable site assessment, risk assessment, and remediation guidance documents developed by the federal Environmental Protection Agency, and the DTSC shall be followed. The report shall be prepared by a qualified

5. Environmental Analysis

HAZARDS AND HAZARDOUS MATERIALS

environmental professional defined as a registered environmental assessor II, professional engineer, geologist, certified engineering geologist, or a licensed hazardous substance contractor registered in this state. A letter of certification from a regulatory agency responsible for hazardous substance assessment and mitigation oversight, stating that the site does not pose a significant risk, and is suitable for residential use, may be substituted for the abovementioned report.

5.5.8 Level of Significance After Mitigation

The mitigation measure identified above would reduce potential impacts associated with hazards and hazardous materials to a less than significant level.

5.6 HYDROLOGY AND WATER QUALITY

This section evaluates the hydrology and water quality impacts in the community of Van Nuys in the City of Los Angeles from implementation of the proposed San Fernando Valley Family Support Center project. Hydrology deals with the distribution and circulation of water, both on land and underground, and water quality deals with the quality of surface and groundwater resources. The analysis presented in this section is based, in part, on the following technical study:

- Preliminary Hydrology and SUSMP Analysis for San Fernando Valley Family Support Center, The Planning Center | DC&E, March 2012.

A copy of this study is included in the Technical Appendices to this Draft EIR (Appendix F).

5.6.1 Environmental Setting

Climate and Precipitation

The climate in the vicinity of the project site is typified by warm, dry summers and wetter winters. According to climate records for Van Nuys, rainfall amounts average approximately 17.5 inches per year. Rains tend to occur in heavy, short duration storms between November and April. The maximum average precipitation occurs in February with an average of 4.29 inches.

Hydrologic Conditions

Los Angeles River Watershed

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. Watersheds are usually bordered and separated from other watersheds by mountain ridges or other elevated areas.

The project sites lies in the Los Angeles River watershed (see Figure 5.6-1, *Los Angeles River Watershed*). The Los Angeles River begins in Canoga Park and travels about 51 miles east to Griffith Park and then south through the Glendale Narrows, past downtown Los Angeles and emptying into the Long Beach Harbor. The Los Angeles River watershed covers approximately 834 square miles. Although the upper portion of the watershed is covered by forest or open space, most of the tributaries and river in the urbanized portion of the Los Angeles basin have been channelized. The Los Angeles River is more of a flood control channel than a meandering natural river, with the banks hardened and the river bottom lined with concrete for approximately 37 of its 51 miles.

Pacoima Wash Drainage

More specifically, the site is just outside of the Pacoima Wash Watershed, which is in the Tujunga Wash Watershed. The Pacoima Wash is a 33-mile long tributary of Tujunga Wash, which is itself a tributary of the Los Angeles River. The stream begins at the Pacoima Dam Reservoir and proceeds south as a free-flowing stream to Lopez Dam. South of this dam, Pacoima Wash becomes a concrete flood control channel and travels south from Kagel Canyon in Sylmar through San Fernando, Pacoima, Mission Hills, Panorama City, and Van Nuys. The open-channel, concrete-lined Pacoima Wash passes just south of the project site and passes under Van Nuys Boulevard where it is carried through a storm drain to join Tujunga Wash farther south. The regional drainage pattern is shown on Figure 5.6-2, *Regional Drainage*.



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HYDROLOGY AND WATER QUALITY

Project Area Drainage

Currently, drainage for the project site is via sheet (surface) flow, swales, and catch basins that discharge to the storm drain system along Van Nuys Boulevard or culverts that connect to the Pacoima Wash. There is one catch basin in the site property and numerous swales that discharge water to Van Nuys Boulevard. There also are two culverts along the southern edge of the property that discharge directly to Pacoima Wash. In addition, there are four catch basins for street drainage along the west side of Van Nuys Boulevard. The catch basins connect to a 66-inch reinforced concrete pipe (RCP) that eventually discharges into the Pacoima Wash Channel. The existing project site drainage pattern is illustrated in Figure 5.6-3, *Project Site Drainage*.

Water Resources

Surface Water

The concrete-lined Pacoima Wash forms the principal surface drainage system in the area. It flows from the northwest to southeast and is immediately adjacent and south of the project site. As it reaches Van Nuys Boulevard, it continues underground in a storm drain and discharges into Tujunga Wash, which ultimately discharges into Reach 4 of the Los Angeles River. The project site lies in the Pacoima Wash Hydrologic Subarea (HSA) of the Los Angeles- San Gabriel Hydrologic Unit.

The quality of receiving waters is affected by both point and nonpoint sources. A point-source discharge enters receiving waters at a specific location and can be sampled regularly, such as the wastewater effluent discharge. Nonpoint sources, such as stormwater and urban runoff, can contribute more than 50 percent of the total pollutant load to receiving water bodies, such as the Los Angeles River.

Groundwater

The project site is in the San Fernando Valley Groundwater Basin, an area of unconfined groundwater that underlies the San Fernando Valley. Water-bearing sediments include alluvial deposits consisting of coarse-grained gravel and sand with varying amounts of clay that range in thickness from 100 to 900 feet. Groundwater levels in the basin have remained relatively stable since adjudication of the basin 25 years ago. Although the precise depth to groundwater at the project site has not yet been investigated, regional maps indicate groundwater depths to be about 70 feet below ground surface (bgs). Groundwater at the site generally flows to the south.

Water Quality

Surface Water Quality

As previously stated, the project site is in the Pacoima Wash HSA. More specifically, runoff from the project site would be to the public storm drain system along Van Nuys Boulevard and discharge into the Pacoima Wash, with ultimate discharge into the Tujunga Wash and Reach 4 of the Los Angeles River.

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LA River Watershed



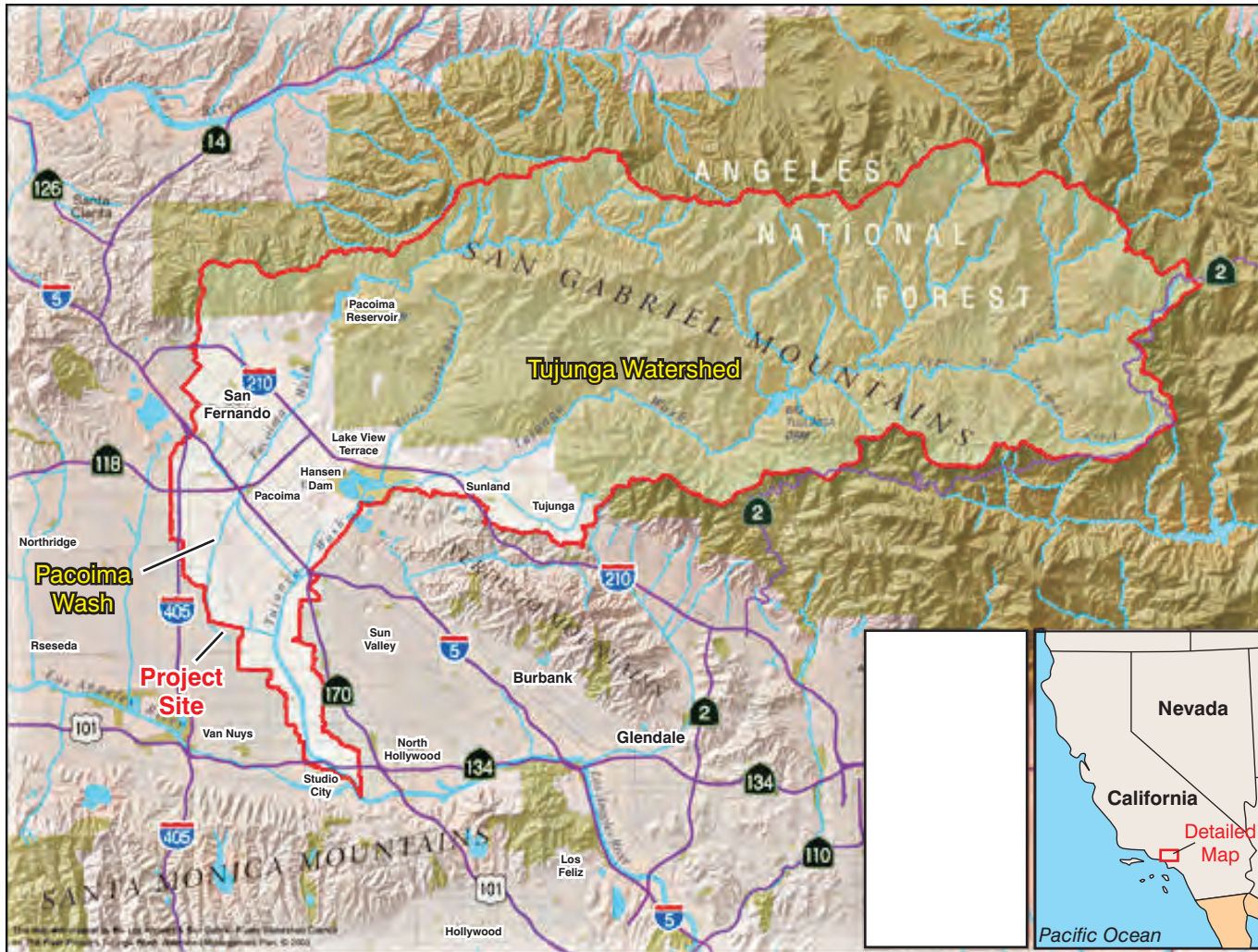
Source: Crest Clean Rivers 2007

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Regional Drainage



Source: The Tujunga Watershed Project, 2011 (www.theriverproject.org/tujunga)

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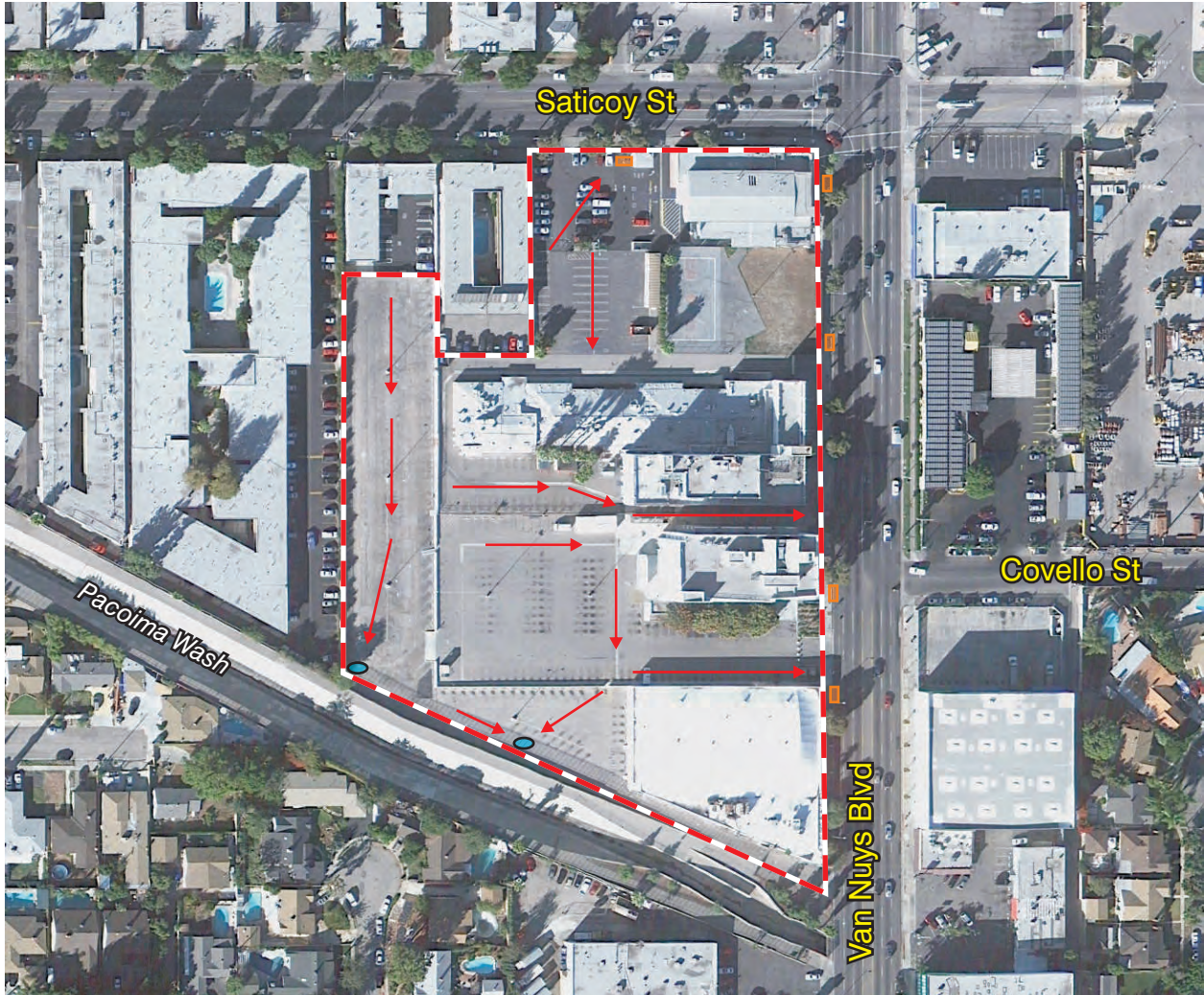
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Local Drainage



--- Site Boundary

→ Flow Direction

● Culverts

■ Catch Basins

0 190
Scale (Feet)



Source: Google Earth Pro 2010

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The Planning Center | DC&E • Figure 5.6-3

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The beneficial uses of Pacoima Wash include:

- Municipal and domestic supply (potential) - MUN
- Groundwater recharge - GWR
- Contact water recreation (potential) – REC1; access is prohibited by Los Angeles County Department of Public Works in concrete-channelized segments
- Non-contact water recreation – REC2
- Warm freshwater habitat - WARM
- Wildlife habitat - WILD

The Los Angeles Regional Water Quality Control Board (RWQCB) is currently in the process of reconsidering and eliminating the designations of contact and non-contact water recreation (REC-1 and REC-2) for engineered channels of the Los Angeles River Watershed. General water quality objectives for Reach 4 of the Los Angeles River, as provided in the Water Quality Control Plan: Los Angeles Region – Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan), are provided in Table 5.6-1.

Table 5.6-1
Water Quality Objectives for Reach 4 of the Los Angeles River

<i>Element</i>	<i>Objective</i>
Chloride	10 mg/l
Sulfate	30 mg/l
Total Dissolved Solids (TDS)	250 mg/l

Source: Water Quality Control Plan, Los Angeles Region, 1994.



The Los Angeles River is listed on the Los Angeles RWQCB's Section 303(d) list of impaired water bodies. The 303(d) list includes six reaches of the Los Angeles River; the project site is in Reach 4 (Sepulveda Dam to Riverside Drive). Reach 4 of the Los Angeles River is an impaired water body for ammonia, nutrients (algae), bacteria (coliform), metals (lead and copper), and trash. Currently, there are Total Maximum Daily Loads (TMDLs) established for bacteria, trash, and metals for the Los Angeles River; the other TMDLs are in development or pending.

Ground Water Quality

The general quality of groundwater in the Los Angeles region has degraded substantially from historic levels. Much of the degradation is due to population increases and land uses, such as the application of fertilizers and pesticides on lawns, leaking underground storage tanks, and pollutants in urban runoff. The Basin Plan identifies the following beneficial uses of groundwater in the San Fernando Valley Groundwater Basin:

- Municipal and domestic supply - MUN
- Agricultural supply - AGR
- Industrial service supply - IND
- Industrial process supply – PROC

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Shallow groundwater can be a concern in urban areas due to potential contamination from upgradient or onsite sources. Based on regional groundwater conditions, the depth to groundwater in the vicinity of the site is at least 70 feet bgs.

Flood Hazards

Flood Zones

The Federal Emergency Management Agency (FEMA) provides information on flood hazard and frequency for cities and counties, based on its Flood Insurance Rate Maps (FIRMs). FEMA identifies designated zones to indicate flood hazard potential. Those areas in 100-year floodplains have a 1 percent annual probability of flooding. According to FIRM Map No. 06037C1305F, the project site does not lie in a 100-year flood zone. The Pacoima Wash, which is immediately south and adjacent to the site, is designated as Zone A (i.e., in the 100-year floodplain). However, it is designated as a Special Flood Hazard Area in that the 100-year flood discharge would be entirely contained in the confines of the Pacoima Wash Channel. Therefore, no flooding would occur in the surrounding area or the project site.

Dam Inundation and Seiches

Dam inundation is defined as the flooding that occurs as the result of the structural failure of a dam, often as a result of seismic activity. Seiches are waves often triggered by earthquakes that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, or swimming pools. Seiches can result in the overtopping of a dam and subsequent flooding. Landslides flowing into a reservoir or dam are also a source of potential dam failure or overtopping.

The project site is in the dam inundation area of the Pacoima Dam, according to the City of Los Angeles Hazard Mitigation Plan. Floodwaters are expected to reach the project site approximately 55 minutes following a catastrophic failure, as shown on the inundation map for the Pacoima Dam. However, the probability of flooding at the project site from a dam failure is low, due in part to retrofitting of dams and reservoirs pursuant to the 1972 State Dam Safety Act following the San Fernando earthquake. Although the Pacoima Dam experienced some movement and cracking during the 1994 Northridge earthquake, no failure of the dam or release of water occurred. In addition, the Los Angeles Department of Water and Power (LADWP) mitigates the potential for seiche action by regulating the water levels in its storage facilities and providing freeboard (i.e., walls with extra height) to contain seiches and prevent overflow. Because the project site is located more than 9 miles from Pacoima Dam, it is not in an area subject to seiches.

Regulatory Setting

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section. They are designed to achieve regional water quality objectives and thereby protect the beneficial uses of the region's surface and groundwater.

Federal

Clean Water Act

The federal Water Pollution Control Act, also known as the Clean Water Act (CWA), is the primary statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the Environmental Protection Agency (EPA) the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of

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those waters. The CWA sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. The following CWA sections assist in ensuring water quality in surrounding water bodies.

- CWA Section 208 requires the use of best management practices (BMPs) to control discharge of pollutants in stormwater during construction.
- CWA Section 303(d) requires creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies;¹ and preparation of plans to improve the quality of these water bodies. Water bodies on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution-control technology. CWA Section 303(d) also establishes the TMDL process to guide the application of water quality standards.
- CWA Section 401 requires any project that needs a federal permit (such as a Section 404 permit) that allows discharge to waters of the US to also obtain state certification that the activity would not violate water quality standards.
- CWA Section 402(p) regulates point-source discharges to surface waters under the National Pollutant Discharge Elimination System (NPDES) permit program, administered by the EPA. In California, the State Water Resources Control Board (SWRCB) is authorized to oversee the NPDES program through the RWQCBs.
- CWA Section 404 authorizes the US Army Corps of Engineers to require permits for projects that would discharge dredge or fill materials into waters of the US, including wetlands.



State

National Pollutant Discharge Elimination System

Industrial facilities and construction sites are regulated by the SWRCB through general stormwater permits. Cities and counties are regulated through permits issued by the RWQCBs. Since 1990, operators of large storm drain systems such as the City of Los Angeles have been required to:

- Develop a stormwater management program designed to prevent harmful pollutants from being dumped or washed by stormwater runoff into the stormwater system, then discharged into local water bodies; and
- Obtain a NPDES permit.

The NPDES permit programs in California are administered by the SWRCB and by nine regional boards that issue NPDES permits and enforce regulations in their respective regions. The City of Los Angeles lies in the jurisdiction of the Los Angeles RWQCB, which issues NPDES permits to entities in Los Angeles County.

¹ Impaired water bodies do not meet, or are not expected to meet, water quality standards.

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Municipal discharges of stormwater runoff are regulated under the NPDES General Permit for Municipal Separate Storm Sewer Systems (MS4). The SWRCB issued an MS4 permit (NPDES No. CAS004001) to the Los Angeles County Flood Control District (LACFD) and its 84 incorporated cities, including the City of Los Angeles. The permit covers approximately 3,100 square miles and serves a population of about 10 million. The MS4 permit requires permittees to develop and implement their own programs for stormwater management. To comply with this requirement, the Watershed Protection Division of the City of Los Angeles Department of Public Works (LADPW) is responsible for the development and implementation of stormwater pollution abatement projects in the City.

Los Angeles County's MS4 permit also requires implementation of standard urban stormwater mitigation plans (SUSMP) and design standards for BMPs. The SUSMP requirements are intended to minimize, to the maximum extent practicable, the discharge of pollutants from new development and renovation projects. The design standard is that post-construction BMPs be designed to mitigate (infiltrate or treat) stormwater runoff from the first 0.75 inch of rainfall prior to its discharge to a storm drain system.

General Construction Permit

Construction projects that disturb one acre of land or more are required to control stormwater discharges associated with construction activities under the NPDES General Construction Permit (GCP). Construction sites that meet this criterion must submit Permit Registration Documents (PRD) which includes a Notice of Intent (NOI) and a Storm Water Pollution Prevention Plan (SWPPP) to the SWRCB to file for permit coverage or else they would be in violation of the CWA. The SWRCB issued a revised statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002) in 2009.

Under this permit, applicants are required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The proposed project covers 6.78 acres and is therefore subject to the stormwater discharge requirements of the GCP. The SWRCB is the permitting agency for this activity and the project developer must submit an NOI, filing fee, and site map to the SWRCB prior to the commencement of grading and construction activities. These PRDs, are now submitted electronically to the SWRCB via the SMARTS website. The City of Los Angeles also requires completion of the SWPPP prior to submittal of the NOI. The City of Los Angeles has developed a list of applicable BMPs in the *Development Best Management Practices Handbook Part A - Construction Activities* (City of LA, 2004). In addition, construction projects with grading activities during the rainy season (October 1st to April 14th) also require development and implementation of a Wet Weather Erosion Control Plan (WWECP).

Dewatering Activities

Pumping of groundwater seepage from an excavation and subsequent discharge is considered a dewatering discharge. Small amounts of construction-related dewatering are covered under the GCP. However, if dewatering discharges exceed the criteria of the GCP, the Los Angeles RWQCB should be consulted and may require an individual NPDES permit and Waste Discharge Requirements for dewatering activities. It is not anticipated that dewatering would be required as part of the construction of the below grade parking garage, because the depth to groundwater is estimated to be about 70 feet bgs.

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Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act of 1969 is the basic water quality control law for California. The act established the SWRCB and divided the state into nine regional basins, each under the jurisdiction of a RWQCB. The SWRCB is the primary state agency responsible for the protection of California's water quality and groundwater supplies. The RWQCBs carry out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

Water Quality Control Plan, Los Angeles Region

The community of Van Nuys in the City of Los Angeles is under the jurisdiction of the Los Angeles RWQCB, Region 4. The Water Quality Control Plan: Los Angeles Region – Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) was adopted in 1994 and amended in 2007. This Basin Plan gives direction on the beneficial uses of the state waters in Region 4, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan. The project site would not discharge stormwater to 303(d) water bodies that are sediment impaired. The Los Angeles River and its tributaries, Tujunga Wash and Pacoima Wash, are not listed in Appendix 1 of the NPDES General Construction Permit.

Local

County of Los Angeles (Onsite Improvements)

All grading plans and permits and the owner of any property on which such grading is performed shall comply with the provisions of Section J111, *National Pollutant Discharge Elimination System Compliance*, of the County Code. All best management practices shall be installed before grading begins. As grading progresses, all best management practices shall be updated as necessary to prevent erosion and to control constructed related pollutants from discharging from the site. All best management practices shall be maintained in good working order to the satisfaction of the Building Official until final grading approval has been granted by the Building Official and all permanent drainage and erosion control systems, if required, are in place.

City of Los Angeles Stormwater Regulations (Offsite Improvements)

The requirement to incorporate stormwater pollution control measures into the design plans of new development projects is implemented through the City's plan review and approval process. During the review process, the plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and code, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals. Development projects are processed through the City's Department of City Planning (DCP) and the Department of Building and Safety (LADBS).

Applicants must submit design plans to LADBS personnel for review and approval prior to the issuance of grading permits. LADBS personnel determine if the project requires stormwater mitigation measures and refers applicable projects to the Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD). Projects that fall under any of the SUSMP categories are referred to WPD. Since the proposed project is an industrial/commercial development with one or more acres of impervious surface area, it would fall under the jurisdiction of WPD.



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The applicant would then be required to submit a SUSMP to WPD. The SUSMP contains the minimum required BMPs that must be implemented for the project. Required BMPs are provided in the City's *Development Best Management Practices Handbook, Part B – Planning Activities*. The SUSMP requires developers to mitigate (infiltrate or treat) the storm water runoff (volume or flow rate) generated from 0.75 inches of rainfall over 24 hours. In addition, the SUSMP requirements for development projects include the following:

- Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate would result in increased potential for downstream erosion
- Conserve natural areas
- Minimize stormwater pollutants of concern
- Protect slopes and channels
- Provide storm drain system stenciling and signage
- Property design outdoor material storage areas
- Properly design trash storage areas
- Provide proof of ongoing BMP maintenance

The SUSMP submitted to the WPD must include a minimum of 3 sets of plans, including a site plan, grading plan, and landscaping plan. In addition, detailed drawings of all BMPs must be included, as well as stenciling notes and/or details for new catch basins and trash enclosure details. The SUSMP also should include the flow calculations and a Covenant and Agreement with Operation & Maintenance (O&M) Plan.

Once all SUSMP requirements have been met, WPD staff would stamp the plans approved, sign the applicant's clearance worksheet, and clear the project in the LADB plan check tracking system.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- | | |
|-------|--|
| HYD-1 | Violate any water quality standards or waste discharge requirements. |
| HYD-2 | 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). |
| HYD-3 | 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 a substantial erosion or siltation on- or offsite. |

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- HYD-4 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 offsite.
- HYD-5 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.
- HYD-6 Otherwise substantially degrade water quality.
- HYD-7 Place housing in 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.
- HYD-8 Place in a 100-year flood hazard area structures which would impede or redirect flood flows.
- HYD-9 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.
- HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

Additionally, the L.A. CEQA Thresholds Guide (2006) requires the hydrology analysis to address the following two areas of study: (1) surface water hydrology, and (2) groundwater level.

Surface Water Hydrology

The L.A. CEQA Thresholds Guide (page G.1-3) states that a project would normally have a significant impact on surface water hydrology if it would:

- HYD-11 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;
- HYD-12 Substantially reduce or increase the amount of surface water in a water body; or
- HYD-13 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.

Groundwater Level

The L.A. CEQA Thresholds Guide (page G-3.4) states that a project would normally have a significant impact on groundwater level if it would:

- HYD-14 Change potable water level 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);
 - Adversely change the rate or direction of flow of groundwater; or
 - Result in demonstrable and sustained reductions of groundwater recharge capacity.



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Water Quality

The L.A. CEQA Thresholds Guide establishes the following thresholds of significance:

- HYD-15 A project would have a significant impact on water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.
- HYD-16 A project would result in a significant impact on groundwater quality if it would:
- 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 CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.

The project site is not located in the 100-year flood hazard area and is not subject to inundation by seiche, tsunami, or mudflow. Therefore, the impacts associated with the following thresholds would be less than significant and these impacts would not be addressed in the following analysis.

- Thresholds HYD-7, HYD-8, HYD-10, and HYD-11.

5.6.3 Environmental Impacts

The following impact analysis addresses potentially significant impacts. The applicable thresholds of significance are identified in brackets after the impact statement.

IMPACT 5.6-1: THE PROPOSED PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF, OR OTHERWISE DEGRADE WATER QUALITY. [THRESHOLDS HYD-1, HYD-6, HYD-15, AND HYD-16]

Impact Analysis: Urban runoff resulting from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash, soil, and animal waste. This runoff can flow directly into local streams or lakes or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats. Additionally, increased runoff from urban surfaces can increase the intensity of flooding and erosion.

The construction and operational phases of the proposed project could have the potential to impact water quality. Site preparation and grading would result in the exposure of soils to erosion. The operational phase may contain urban pollutants, such as automotive fluids, heavy metal and chemical constituents, fertilizers, pesticides, or herbicides that could be discharged into the storm drain system. The following is a discussion of the potential impacts that the construction and operational phases of the proposed project could have on water resources and quality.

Construction Phase Pollutant Sources

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality through sheet erosion of exposed soils and subsequent deposition of particles and pollutants in drainage areas. Grading activities, in particular, lead to exposed areas of loose soil and sediment stockpiles, which are susceptible to uncontrolled sheet flow. The use of materials such as fuels, solvents, and paints also presents a risk to surface water quality due to an increased potential for non-visible pollutants entering the storm drain system.

If uncontrolled, these materials could lead to water quality impacts such as the discharge of sediment-laden runoff, prohibited non-stormwater discharges, and ultimately the degradation of downstream receiving water bodies, such as the Los Angeles River. The soil-disturbing activities associated with the proposed project necessitate the implementation of a SWPPP and related construction BMPs, with the best available technology economically achievable and best conventional pollutant control technology.

Under the Statewide General Construction NPDES Permit No. CAS000002 (Order 2009-0009-DWQ), the project proponent is required to submit the PRDs, including a NOI, SWPPP, and site map to the SWRCB prior to the commencement of construction activities. The SWPPP must be implemented at the project site and revised as necessary as administrative or physical conditions change. Prior to the issuance of a grading permit by the County of Los Angeles Building Official, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of a SWPPP describing the BMPs to be implemented during the project's construction activities. Construction contractors are required to maintain a copy of the SWPPP at the site at all times and implement all construction BMPs identified in the SWPPP during construction activities. The following BMPs that may apply during construction are outlined in Table 5.6-2. In addition, where a grading permit is issued and the Building Official determines that the grading will not be completed prior to November 1, a WVECOP would be developed and implemented, as per the County of Los Angeles regulations.



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**Table 5.6-2
Construction BMPs**

Category	Description
Erosion Controls	A-1 Construction Scheduling
	A-2 Preservation of Existing Vegetation
	A-21 Seeding and Planting
	A-22 Mulching
	A-23 Geotextiles and Mats
	A-28 Earth Dike
	A-29 Temporary Drains and Swales
	A-30 Temporary Slope Drain
	A-31 Storm Drain Outlet Protection
	A-32 Check Dams
	A-34 Silt Fence
	A-35 Straw Bale Barriers
	A-36 Sand Bag Barriers
EC-10 Velocity Dissipation Devices	
Sediment Controls	A-17 Dust Control
	A-39 Temporary Sediment Trap
	A-40 Temporary Sediment Basin
General Site Management	A-3 Employee/Subcontractor Training
	A-4 Site Maintenance & Inspection
	A-5 Vehicle & Equipment Cleaning
	A-6 Vehicle & Equipment Fueling
	A-7 Vehicle & Equipment Maintenance
	A-18 Dewatering Operations
	A-19 Paving Operations
	A-20 Structure Construction & Paint
Tracking Controls	A-26 Stabilized Construction Entrance / Exit
	A-27 Construction Road Stabilization
Construction Materials & Waste Management	A-8 Material Delivery & Storage
	A-9 Material Use
	A-10 Material Handling
	A-11 Spill Prevention and Control
	A-12 Solid Waste Management
	A-13 Hazardous Waste Management
	A-14 Contaminated Soil Management
	A-15 Concrete Waste Management
A-16 Sanitary / Septic Waste Management	

Source: City of Los Angeles Reference Guide for Stormwater BMPs, July 2000.

The SWPPP is required to identify construction BMPs necessary to mitigate project impacts, including, but not limited, to:

- Sediment from areas disturbed by construction shall be retained onsite using structural controls (erosion and sediment controls) and sediment debris basins (first flush basin would serve this function during construction activities) to the maximum extent practicable. Streets adjacent to the site entrance and exits shall be free of sediment and debris from the project site and shall be swept as directed by the City.
- Stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities, or adjacent properties via runoff, vehicle tracking, wind, or water.

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- Appropriate BMPs for construction-related materials, wastes, and spills shall be implemented to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff.
- Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to reduce or remove sediment and other pollutants.
- All construction contractor and subcontractor personnel are to be made aware of the required BMPs and good housekeeping measures for the project site and any associated construction staging areas.
- At the end of each day of construction activity, all construction debris and waste materials shall be collected and properly disposed in trash or recycle bins.
- Construction sites shall be maintained in such a condition that an anticipated storm does not carry wastes or pollutants offsite. Discharges of material other than stormwater can occur only when necessary for performance and completion of construction practices and where they do not cause or contribute to a violation of any water quality standard; cause or threaten to cause pollution, contamination, or nuisance; or contain a hazardous substance in a quantity reportable under federal regulations (Title 40 Code of Federal Regulation [CFR], Parts 117 and 302).
- Potential pollutants include but are not limited to solid or liquid chemical spills, wastes from paints, stains, sealants, glues, limes, pesticides, herbicides, wood preservatives, and solvents, asbestos fibers, paint flakes, or stucco fragments, fuels, oils, lubricants, and hydraulic, radiator, or battery fluids, fertilizers, vehicle/equipment and concrete wash water, concrete, detergent, or floatable wastes, wastes from any engine/equipment steam cleaning or chemical degreasing, and superchlorinated potable water line flushing. During construction, the permittee shall dispose of such materials in a specified and controlled temporary area onsite, physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, state, and federal requirements.
- The permittee and contractor shall inspect the erosion control work to ensure that it is in accordance with the approved plans.
- The permittee shall notify all general contractors, subcontractors, material suppliers, lessees, and property owners that dumping of chemicals into the storm drain system is prohibited.
- Equipment and workers for emergency work shall be made available at all times during the rainy season. Necessary materials shall be available onsite and stockpiled at convenient locations to facilitate rapid construction of temporary devices when rain is imminent.
- Submittal of the PRDs to SWRCB and implementation of the SWPPP and its associated BMPs throughout the construction phase of the proposed project would address anticipated and expected pollutants of concern as a result of construction activities. The proposed project would comply with all applicable water quality standards and waste discharge requirements.



Operational Phase

The operational phase of the proposed project could result in long-term impacts to the quality of stormwater and urban runoff, subsequently impacting downstream receiving waters. Development projects can alter the

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existing drainage course and can potentially create new sources of runoff contamination. Consequently, the proposed project has the potential to increase post-construction pollutant loadings of certain pollutants.

As proposed, the project would indirectly discharge into the Los Angeles River via the public storm drain system beneath Van Nuys Boulevard to the east of the site and would directly discharge into Pacoima Wash via culverts on the southern edge of the site. The risk determination of the site during preparation of the SWPPP would determine whether sampling of site stormwater for pH and turbidity would be required. The long-term operation of the proposed project necessitates the implementation of post-construction or operational BMPs to the extent practicable to mitigate and abate pollutants that may compromise the Los Angeles River's beneficial uses and water quality. The applicable post-construction/operational BMPs for the proposed project are discussed in the following paragraphs.

Pollutants of Concern

The proposed project could create new pollutant sources, based on the proposed land use. Because stormwater runoff pollution is diffuse in nature, the composition, level, and cumulative effects of specific pollutants generated by the proposed project is difficult to quantify. However, based on the proposed land uses, the pollutants generally associated with the project's post-construction operations can be predicted.

Primary pollutants of concern are those that have been identified as causing impairment of receiving waters. Table 5.6-3 summarizes the categories of land use or project features of concern and the general pollutant categories associated with them.

As required by County, the project applicant would submit a SUSMP for operational activities and a SWPPP for construction activities, as well as a hydrology/hydraulic report, site plan, grading plan, and BMP plan. The SUSMP report and plans would outline approved post-construction BMPs, including site-design and source-and treatment-control BMPs selected for the project to reduce pollutants in post-development runoff. The water quality management plan would outline how the BMPs would be implemented to reduce the discharge of polluted runoff from the project. The following is a discussion of site-design, source-control, and treatment-control BMPs that would be incorporated into the proposed project. In addition, it is expected that the proposed project would meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability, which requires adherence to the Sustainable Sites 6.1 and 6.2 provisions (Stormwater Design – Quantity Control and Stormwater Design – Quality Control).

**Table 5.6-3
Potential Pollutants Created by Land Use Type**

Pollutant Category	General Pollutant Categories								
	Sediment/ Turbidity	Nutrients	Organic Compounds	Trash & Debris	Oxygen Demanding Substances	Bacteria & Viruses	Oil & Grease	Pesticides	Heavy Metals
Commercial Development > 100,000 ft ²	P ¹	P ¹	P ²	E	P ³	P ⁴	E	P ³	--

Source: Table 2-1, California Stormwater BMP Handbook - New Development and Redevelopment, January 2003.

E = Expected P = Potential

- 1 A potential pollutant if landscaping or open areas exist
- 2 A potential pollutant if the project includes uncovered parking areas
- 3 Including solvents
- 4 A potential pollutant if the project involves food or animal waste products

Site Design BMPs

Site design BMPs include but are not limited to maximizing pervious areas, minimizing directly connected impervious areas, use of onsite ponding areas, constructing hardscape with permeable materials, and implementing hydrologically functional landscape design. Specific details and guidelines for the implementation of site-design BMPs are provided in the Los Angeles County Development Planning for Storm Water Management, the California Stormwater Best Management Practice Handbook for New Development and Redevelopment, and the LIP, Appendix A, Storm Water Best Management Practices. Therefore, the proposed project would incorporate the following site-design BMPs.

Site Grading and Planning

- Incorporate landscaped areas in site design to reduce the amount of impervious cover
- Reduce overall lot imperviousness by promoting alternative driveway surfaces
- Use curb cuts and grass swales to divert flow from driveway surfaces into vegetated areas
- Design surface parking lot to meet or exceed SUSMP design storm criteria
- Drain parking lot into landscaped areas co-designed as biofiltration areas

Increase Rainfall Infiltration

- Use permeable materials for private sidewalks, driveways, and surface parking lots
- Direct rooftop runoff to pervious areas, such as open areas or vegetated areas, and avoid routing rooftop runoff to the roadway or the urban runoff conveyance system

Source-Control BMPs

Source control BMPs effectively minimize the potential for typical urban pollutants to come into contact with stormwater, thereby limiting water quality impacts downstream. Numerous source-control BMPs would be incorporated into the proposed project and would be carried out through its operation phase. These include:

- Storm drain stenciling or signage on all catch basins in accordance with Los Angeles City code (e.g., “no dumping—drains to ocean – L.A.M.C. 64.70”).
- Regular litter control for the entire project area, including trash pick up and sweeping of littered common areas, performed by the maintenance crew.
- Sweeping of all interior driveways and parking lots performed at a frequency that reduces or prevents sediment and debris from entering receiving waters and prior to the rainy season.
- *Properly designed trash enclosures and material storage areas to minimize contact with stormwater and reduce rainfall runoff.*
- *Properly designed landscaping incorporating native drought-tolerant plants, protection of slopes, and efficient irrigation design.*
- Routine maintenance of all catch basins, grate inlets, etc., for debris and litter removal.



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- Regular litter control for the entire project area, including trash pickup and sweeping of littered common areas.
- Common-area landscape management that includes minimizing fertilizer and pesticide application, maintenance activities, and proper education and training for landscaping/maintenance workers
- Educational materials related to urban runoff provided to all maintenance employees.

Treatment-Control BMPs

Treatment-control BMPs remove anticipated pollutants of concern from onsite runoff. They can range from natural treatment systems such as vegetated swales, detention basins, and constructed wetlands, to proprietary control measures. Considering that no single treatment BMP can effectively remove all contaminants that can pollute stormwater runoff, the treatment-control BMPs required for the proposed project would be highly to moderately efficient in removing the target pollutants. Table 5.6-4, *Treatment-Control BMPs*, demonstrates the variation in pollutant-removal efficiencies of several treatment-control BMPs.

Moreover, the treatment-control BMPs selected for the proposed project would be required to mitigate (infiltrate or treat) either volumetric or flow-based stormwater runoff.

**Table 5.6-4
Treatment-Control BMPs**

<i>Pollutant of Concern</i>	<i>Categories</i>					
	<i>Biofilters</i>	<i>Detention Basins</i>	<i>Infiltration Basins¹</i>	<i>Wet Ponds or Wetlands</i>	<i>Filtration</i>	<i>Hydrodynamic Separator Systems²</i>
Sediment/Turbidity	H/M	H	H/M	H/M	H/M	H/M
Nutrients	L	M	H/M	H/M	L/M	L
Organic Compounds	U	U	U	U	H/M	L
Trash & Debris	L	M	U	U	H/M	H/M
Oxygen Demanding Substances	L	M	H/M	H/M	H/M	L
Bacteria and Viruses	U	U	H/M	U	H/M	L
Oil & Grease	H/M	M	U	U	H/M	L/M
Pesticides	U	U	U	U	U	L

Sources: Orange County Stormwater Program, 2003
 L: Low removal efficiency M: Medium removal efficiency
 H: High removal efficiency U: Unknown removal efficiency

Notes:
¹ Including trenches and porous pavement.
² Also known as hydrodynamic devices and baffle boxes.

Volumetric-based criteria are used in the sizing of detention basins or infiltration structures while flow-based criteria are used to design swales, catch basin devices, and wetlands. The Los Angeles City SUSMP requires volumetric treatment-control BMPs to mitigate a specified volume of runoff from project sites, equal to one of the following:

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- The 85th percentile 24-hour runoff event, determined as the maximized capture urban-runoff volume for the area, from the formula recommended in the Urban Runoff Quality Management, Water Environment Federation (WEF) Manual of Practice No. 23/American Society of Civil Engineers (ASCE) Manual of Practice No. 87, (1998);
- The volume of annual runoff based on unit basin storage volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook – New Development and Redevelopment, (2003);
- The volume of runoff produced from a 0.75 inch storm event, prior to its discharge to a stormwater conveyance system, or;
- The volume of runoff produced from a historical record-based reference 24-hour rainfall criterion for treatment (0.75 inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

Flow-based treatment-control BMPs would mitigate a specified flow of runoff from project sites, equal to one of the following:

- The flow of runoff produced from a rain event equal to at least 0.2 inch per hour intensity;
- The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for Los Angeles County, or;
- The flow of runoff produced from a rain event that would result in treatment of the same portion of runoff as treated using aforementioned volumetric standards.

The proposed project would incorporate a variety of treatment control BMPs to minimize stormwater runoff and associated impacts to receiving waters and specifically address the identified pollutants of concern. Treatment control BMPs would include the following:

Vegetated Treatment BMPs

A number of vegetated treatment BMPs, such as swales, filter strips, bioretention, and planter boxes would be incorporated into the project design. Vegetated BMPs, when properly designed and maintained, are among the most cost effective treatment approaches for dry- and wet-weather runoff. Treatment occurs through filtration, adsorption to organic matter, and vegetative uptake. Vegetated treatment BMPs also reduce runoff volumes through infiltration and evapotranspiration. Implementation of these BMPs would be integrated into the onsite landscaping and storm drain system.

Infiltration Design

The proposed project would include infiltration for approximately 20 percent of the project site by utilizing planter areas as bioretention systems and perimeter landscaping as vegetated swales. These systems have beneficial effects on water quality and runoff impact.

Bioretention System

The roof downspouts of the newly constructed buildings would drain to planter areas designed as bioretention systems, which would infiltrate and discharge the treated water into the storm drain system. The vegetation, mulch, bacteria, and soil in the bioretention system would filter pollutants generated from storm



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water discharges. The use of native and drought tolerant vegetation would minimize irrigation needs preventing additional urban runoff. A perforated pipe connected to the storm drain system would run beneath the bioretention system to aid in percolation.

Vegetated Swale

Stormwater runoff from surface areas would be directed to vegetated swales, which are linear, vegetated, open shallow channels that collect and convey runoff to downstream discharge points. The vegetated swales would allow partial infiltration of rainwater and filtration of pollutants prior to conveyance into catch basins and the storm drain system. Pollutants are removed by a combination of natural processes, including adsorption, filtration, plant uptake, microbial action, decomposition, sedimentation, and volatilization. A perforated pipe would be installed beneath the swale to aid in percolation.

In conjunction with LEED certification, the site-design and source- and treatment-control project design features would address the anticipated and expected pollutants of concern from the operational phase of the proposed project. Additionally, through the development review process, the City would ensure that the project complies with various statutory requirements necessary to achieve regional water quality objectives and protect groundwater and surface waters from pollution by contaminated stormwater runoff. Stormwater runoff generated on the project site would be managed in accordance with all applicable federal, state, and local water quality rules and regulations in order to effectively minimize the project's impacts on water quality. Therefore, the proposed project would not violate any water quality standards.

IMPACT 5.6-2: REDEVELOPMENT OF THE PROPOSED PROJECT WOULD NOT ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE AND RESULT IN EROSION OR SILTATION AND FLOODING. [THRESHOLDS HYD-3, HYD-4, HYD-5, HYD-12 AND HYD-13]

Impact Analysis: Increased runoff from urban surfaces can increase the intensity of flooding and erosion. The following is a discussion of the potential erosion, siltation, and flooding impacts that could occur as a result of project development.

Erosion and Siltation

The majority of potential erosion and siltation impacts would occur during the construction phase of the proposed project. During construction, the project site would be cleared of vegetation in preparation for grading, which would expose loose soil to potential wind and water erosion. If not controlled, the transport of these materials to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways. As previously stated, the project would be required to submit PRDs and a SWPPP prior to the commencement of construction activities. The SWPPP would describe the BMPs to be implemented during the project's construction activities. Some of the construction BMPs that would be implemented at the site include debris basins, silt fences around the perimeter of the disturbed area, stabilized construction entrance/exit, and straw waddles to protect downstream catch basins.

The operational phase of the proposed project would contain a number of features to reduce the impact of erosion and siltation. The site-design, source-control, and treatment-control BMPs for the operational phase would be outlined in the project's SWPPP, including:

- Disconnect downspouts from rooftops and divert runoff to planter boxes or landscaped areas
- Use pervious materials for private sidewalks, driveways, and interior roadway surfaces

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- Use Grasscrete® and/or bioswales in surface parking areas to increase infiltration
- Reduce the amount of impervious cover by incorporating landscaped areas in the site design
- Use natural drainage systems and/or energy dissipaters at the outlets of storm drains or culverts

Flooding

The project site is currently covered with either structures or pavement and is approximately 96 percent impervious. The proposed project would be located on the existing developed site and the percentage of impervious site area would not change substantially. Therefore, the proposed project would not significantly alter existing drainage patterns on the project site nor increase the amount of water flowing from the site. The proposed project would continue to be approximately 96 percent impervious and drainage would continue to travel via sheetflow and swales into existing catch basins, discharging to the storm drain system along Van Nuys Boulevard and into culverts connecting to Pacoima Wash. Based on existing and proposed impervious conditions, the amount and quality of stormwater would not change substantially. The proposed project would comply with SUSMP requirements.

The pre- and post-development flow rates were determined based on procedures described in the Los Angeles County Department of Public Works Hydrology Manual. The hydrology study, which was prepared by The Planning Center, is provided as Appendix F and summarized in Table 5.6-5. Peak runoff rates under existing and post-development conditions were compared for the 25-year storm event.

Table 5.6-5
Existing vs. Post-Construction Runoff Volumes for 25-Year Storm Event

Area (Acre)		Peak Flow Rate (cfs)		
Existing	Post-construction	Existing	Post-construction	Difference
6.78	6.78	14.11	14.11	+0

Source: Hydrology Study for San Fernando Valley Family Support Center, The Planning Center, July 2011.



The results of the hydrology study showed that the 25-year storm event would not produce an increase in peak runoff flowrate as compared to pre-development conditions. The required detention volume to meet Los Angeles SUSMP requirements is 0.37 acre-foot or 16,025 cubic feet (cf). The calculations for determining the SUSMP requirements at the project site are provided in Appendix F. With the proposed BMPs (tree planting, downspout disconnection, and vegetated swales in the surface parking lot), the calculated runoff volume reduction is estimated to be 20,745 cf, which exceeds the SUSMP requirement by 29 percent. Therefore, with the implementation of the project's proposed BMPs, as required by Mitigation Measure HYD-1, it is unlikely that onsite or offsite flooding would occur.

IMPACT 5.6-3: THE SITE WOULD NOT SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE. [THRESHOLD HYD-2 AND HYD-14]

Impact Analysis. Although the site is currently fully developed and paved, construction of the underground parking lots would require substantial excavation and has the potential to interfere with the groundwater table. The precise depth to groundwater at the project site has not yet been investigated at the site. However, regional maps indicate groundwater depths to be about 70 feet bgs. Therefore, groundwater is not likely to be encountered during excavation for the underground parking lots and construction activities would have no impact on groundwater supplies or interfere with groundwater recharge.

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Since the existing site is approximately 96 percent impervious and the proposed site plan would have a similar impervious percentage, there would be no net change to groundwater recharge conditions at the site. The nearest municipal water well is more than 2 miles from the project site. Because there would be no increase in impervious surfaces at the project site, post-construction conditions would not have an impact on groundwater supplies or groundwater recharge.

IMPACT 5.6-4: THE SITE WOULD NOT 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. [THRESHOLD HYD-9]

Impact Analysis. The Pacoima Dam is located approximately 9.2 miles north-northeast of the project site. The Pacoima Dam was constructed in 1929 and is currently maintained and operated by the Los Angeles County Department of Public Works (LACDPW) under the jurisdiction of the California Division of Dams and Safety. It is a variable radius arch dam with a reservoir area of 68 acres and a capacity of 3,777 acre-feet of water. Since its construction, this concrete arch dam has experienced two major earthquakes (the 1971 San Fernando Earthquake and the 1994 Northridge Earthquake). These earthquakes caused significant but repairable damage to the dam itself and the left abutment, but did not result in dam failure or release of water. Subsequent to these earthquakes, substantial repairs were made, including the addition of instrumentation and other precautionary measures to improve the operation and safety of the dam.

Dam failures are caused by four types of events: overtopping or overturning during floods, earthquakes, landslides, and foundation/geologic conditions. Considering the construction of the Pacoima Dam, the geologic conditions of the area and the lack of landslide conditions surrounding the dam, the primary threat of dam failure would be the result of an earthquake. Complete failure of a large dam due to earthquake damage is very rare. The Pacoima Dam is constructed of concrete and there are no historical cases of concrete dam failures during an earthquake event. In addition, LACDPW has several regulations, policies, and activities in place to evaluate the safety of dams and to respond to emergency situations. LACDPW's inspection and monitoring program for the Pacoima Dam would provide considerable forewarning of any flooding threat and provide adequate warning to evacuate or shelter occupants at the project site.

According to the City of Los Angeles Hazard Mitigation Plan, the project site is in the dam inundation area of Pacoima Dam. An inundation map reflects calculations associated with a complete breach of the dam with reservoir water surface at the spillway crest. The inundation map indicates that floodwater would be expected to reach the project site approximately 55 minutes following a catastrophic breach. This would allow sufficient time to adopt emergency provisions and implement public safety measures. It also is likely that impacts would be restricted to flooding of subsurface parking garages, with flood flows eventually being dissipated by area storm drains. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death.

5.6.4 Cumulative Impacts

The geographic area for addressing cumulative hydrology impacts is the drainage area for the project site, which is the Pacoima Wash Drainage area. Implementation of the proposed project, in conjunction with planned future projects in the vicinity of the site, could result in increased flows that ultimately discharge into the Los Angeles River. Development of the proposed project and other development in the area could potentially impact water quality. Without controls, both short-term construction-related impacts and long-term operational impacts could substantially impact water quality. The impacts of the proposed project with respect to surface runoff and groundwater are predicted to be minimal and would not incrementally increase stormwater runoff and pollutant loading to the nearby storm drains, the LACFD's drainage system, and the

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Los Angeles River. As with the proposed project, related future projects in the community of Van Nuys in the City of Los Angeles would be required to comply with drainage and grading regulations and ordinances that control runoff and regulate water quality at each development site. New projects would be required to demonstrate that stormwater volumes could be managed by downstream conveyance facilities and would not induce flooding. New projects in Van Nuys also would be required to comply with the City's standard conditions of approval, regulations, and ordinances regarding water quality and NPDES permitting requirements. In consideration of the preceding factors, cumulative water quality impacts would be rendered less than considerable, and therefore not cumulatively significant.

5.6.5 Existing Regulations and Standard Conditions

- CWA 33, USC 1251 to 1387, and 40 CFR 122 and 124.
- SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Water Quality Order 2009-0009-DWQ/NPDES Permit No. CAS000002), September 2, 2009.
- Los Angeles RWQCB Final Standard Urban Storm Water Mitigation Plan for Los Angeles County and Cities in Los Angeles County, March 8, 2000.
- Los Angeles RWQCB Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges in the County of Los Angeles, and the Incorporated Cities Therein, Except the City of Long Beach (Los Angeles County MS4 Permit) (NPDES Permit No. CAS004001), December 13, 2001, last amended April 14, 2011.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.6-1, 5.6-3, and 5.6-4.

Without mitigation, the following impacts could be **potentially significant**:

- Impact 5.6-2 The project would generate increased stormwater runoff that could result in erosion, siltation, and flooding impacts.

5.6.7 Mitigation Measures

Impact 5.6-2

HYD-1 To meet the requirements of the Los Angeles County Standard Urban Stormwater Mitigation Plan, the project applicant shall implement stormwater best management practices (BMPs) to treat and infiltrate the runoff from a storm event producing 0.75 inches of rainfall in a 24-hour period. The design of the structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate would be obtained from a California licensed engineer or licensed architect that the proposed BMPs meet this numerical threshold standard. Potential BMPs that would be implemented to meet this requirement include, but are not limited to, tree planting, downspout disconnection, and vegetated swales in the surface parking lot.



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5.6.8 Level of Significance After Mitigation

The aforementioned mitigation measures would reduce potential impacts associated with hydrology and water quality issues to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to hydrology are anticipated.

5.7 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Los Angeles from construction and operation of the San Fernando Valley Family Support Center (proposed project). Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this DEIR.

5.7.1 Environmental Setting

Existing Onsite and Surrounding Land Uses

The 6.78-acre project site is currently developed with four single- and multi-story buildings, including a vacated bowling alley, the five-story Mid-Valley Comprehensive Health Center, the Mid-Valley Youth Center, and the San Fernando Valley Services Center. The project site also consists of parking areas and other hardscape and landscape improvements (see Figure 3-3, *Aerial Photograph*, in Chapter 3, *Project Description*). Existing landscape is comprised of minimal ornamental landscaping generally limited to street trees lining the project site boundaries along Van Nuys Boulevard and Saticoy Street.

Surrounding land uses consist of commercial uses to the east (across Van Nuys Boulevard), single-family residences and commercial uses to the south across the Pacoima Wash, multifamily residences to the west, and multifamily residences and commercial uses to the north (across Saticoy Street).



Existing General Plan Land Use Designations

According to the City of Los Angeles General Plan Land Use Map (Van Nuys–North Sherman Oaks Community Plan), the project site is designated as Neighborhood Commercial (majority of site), General Commercial, and Medium Multiple Family. The County of Los Angeles land use map does not have any designation over the project site.

Existing Zoning Designations

The City of Los Angeles Planning and Zoning Code includes development standards for the various districts in the City of Los Angeles. According to the City of Los Angeles zoning map, the project site is zoned Limited Commercial-Very Limited Height District No.1 (C1-1VL), Limited Commercial-Very Limited Height District No.1 (C1.5-1VL), Automobile Parking Zone-Very Limited Height District No.1 (P-1VL), Automobile Parking Zone (P-1), and Multiple Dwelling Zone (R3-1) (see Figure 4-2, *Existing Zoning*, in Chapter 4, *Environmental Setting*). However, the project site is owned by the County of Los Angeles and onsite development and operation of the proposed project is not subject to the City's Planning and Zoning Code.

The project site is also in the ZI-2374 Los Angeles State Enterprise Zone. Within this area, businesses can take advantage of incentives such as hiring credits, state and/or federal tax credits, and expense and interest deductions not available to businesses elsewhere, thereby lowering their operating costs. The goal of these incentives is to stimulate business attraction, growth, and increased employment opportunities in economically challenged areas of the City. In addition, the City of Los Angeles offers local incentives applicable in the Enterprise Zone, including a Department of Water and Power rate discount, fee waivers, sewer facility hookup payment plans, Work Opportunity Tax Credit, and reduced parking rates.

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Applicable Plans and Regulations

Regional and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

Regional: Southern California Association of Governments

Los Angeles County and the City of Los Angeles are centrally located in a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial counties. The Southern California Association of Governments (SCAG) is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed plans to achieve specific regional objectives. The plans most applicable to the proposed project include the Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV).

RCP and RTP

Only projects of potentially regionwide significance are subject to review of consistency with the RCP and RTP, the criteria for which are outlined in the CEQA Guidelines, Section 15206. Regionally significant projects include residential projects of more than 500 units, shopping centers or businesses with 500,000 square feet or more of floor area, and hotel/motels with 500 rooms or more. The proposed project is not a project of regionwide significance and therefore does not require this DEIR to address the project's consistency with the RCP or RTP.

Compass Growth Vision

In 2004, SCAG adopted the CGV, which is a response, supported by a regional consensus, to the land use and transportation challenges facing southern California. SCAG developed the CGV in an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The CGV is a framework that helps local jurisdictions address growth management cooperatively and also helps coordinate regional land use and transportation planning. The CGV is driven by four key principles:

- *Mobility.* Improve mobility for all residents
- *Livability.* Foster livability in all communities
- *Prosperity.* Enable prosperity for all people
- *Sustainability.* Promote sustainability for future generations

To realize these principles on the ground, the CGV encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

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LAND USE AND PLANNING

In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV for southern California's future can be implemented toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. Through extensive public participation and land use and transportation modeling and analysis, the program has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). These opportunity areas are roughly 2 percent of the land area in the southern California region. These are the areas where the 2% Strategy will help cities and counties reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas.

The project site is in a designated Compass 2% Strategy Opportunity Area. More specifically, the project site is in SCAG's Los Angeles City North subregional area (SCAG 2010). Although the CGV is an advisory policy and cities are not required to be consistent with it, an analysis of the proposed project's consistency with the advisory CGV policies is provided in Table 5.7-2, *SCAG Compass Growth Vision Consistency Analysis*.

Local: City of Los Angeles General Plan

Future development of all land in the City of Los Angeles is guided by the City's General Plan Framework Element, adopted in December 1996 and readopted in August 2001. The Framework Element supersedes Concept Los Angeles and the citywide elements of the City of Los Angeles General Plan, and sets forth a citywide comprehensive long-range growth strategy. It defines citywide policies that will be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs. The General Plan Framework Element defines citywide policies that influence most of the City's General Plan Elements. It includes policies for land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure, and public services. The proposed project's consistency with the applicable objectives of the City's General Plan Framework Element that are relevant to the proposed project is addressed later in this section in Table 5.7-1, *City of Los Angeles General Plan Framework Element Consistency Analysis*.



5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 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.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

In addition, the L.A. CEQA Thresholds Guide (2006) requires the land use analysis to address the following two areas of study: (1) land use consistency; and (2) land use compatibility.

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With respect to land use consistency, the L.A. CEQA Thresholds Guide (page H.1-2) states that a determination of significance relative to land use consistency shall be made on a case-by-case basis, considering the following factors:

- Whether the Project is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and
- Whether the Project is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Based on these factors, the Project would have a significant impact if:

- LU-4 The Project is not substantially consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; or,
- LU-5 The Project is not substantially consistent with the City General Plan or other adopted environmental goals contained in other applicable plans.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: LU-1 and LU-3. These impacts will not be addressed in the following analysis.

5.7.3 Environmental Impacts

The County of Los Angeles proposes to construct a new 250,330-square-foot office building on a 6.78-acre site that would house the San Fernando Valley Family Support Center, which would support seven County departments, including the Department of Public Social Services, Department of Children and Family Services, Department of Health Services, Child Support Services Department, Department of Mental Health, Probation Department, and Department of Public Health.

As shown in Figure 3-5, *Proposed Master Plan*, in Chapter 3, *Project Description*, the existing five-story Mid-Valley Comprehensive Health Center would remain and all other buildings and site improvements would be demolished. The proposed project would also include 4,000 square feet of retail space for employee and visitor use, a 2,750-square-foot pharmacy, an 8,200-square-foot green space area, a 4,400-square-foot children's play area, and a parking structure (see Figure 3-4). Building heights would range between three and five stories, not to exceed 84 feet.

Additionally, project development would include the construction of a new parking structure and other hardscape and landscape improvements. The parking structure would include 3 levels above grade and 2.25 levels below grade. A total of 1,705 parking spaces would be accommodated in the parking structure, surface parking areas, and subterranean parking areas. It is expected that the new office building would meet Leadership in Energy and Environmental Design (LEED) Silver Certification status for sustainability.

A detailed discussion of the various uses, improvements and project description are provided in Chapter 3, *Project Description*.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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IMPACT 5.7-1: PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH ANY APPLICABLE ADOPTED LAND USE PLANS, POLICIES, OR REGULATIONS. [THRESHOLD LU-2, LU-4 AND LU-5]

Impact Analysis: The project site is in the incorporated City of Los Angeles but as the County-owned property, the City’s adopted land use plans are not applicable. Although the project site is not subject to the City’s plans or policies, because the proposed project would have offsite land use impact to the surrounding area, the following analysis has been provided.

General Plan Consistency Analysis

According to the City of Los Angeles General Plan Land Use Map (Van Nuys – North Sherman Oaks Community Plan), the majority of the project site is designated as Neighborhood Commercial, with General Commercial and Multiple Family Residential making up a small portion of the rest of the site. The proposed multistory office building and parking structure would be developed in the commercially-designated areas, while the residentially-designated area would consist of a surface parking area, driveways, and other hardscape and landscape improvements. The uses proposed in each land use designation would be consistent with those outlined in the City’s General Plan.

The proposed project’s consistency with the applicable objectives of the City’s General Plan Framework Element is provided in Table 5.7-1, *City of Los Angeles General Plan Framework Element Consistency Analysis*. The analysis concludes that the proposed project would be consistent with the applicable objectives of the City’s General Plan Framework Element.



Table 5.7-1	
City of Los Angeles General Plan Framework Element Consistency Analysis	
Applicable Objectives/Policies	Evaluation of Project Consistency
Land Use Chapter	
<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City’s existing and future residents, businesses, and visitors.</p>	<p>Consistent: The proposed project includes development of the San Fernando Valley Family Support Center, which would support seven County departments, including the Department of Public Social Services, Department of Children and Family Services, Department of Health Services, Child Support Services Department, Department of Mental Health, Probation Department, and Department of Public Health. The diversity of public services would provide much needed support services to the existing and future residents of the surrounding communities and beyond. Additionally, the 4,000 square feet of retail space proposed onsite would support the needs of the project’s future employees and visitors.</p>
<p>Objective 3.2: To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p>	<p>Consistent: The proposed project would be developed on an infill site in a highly urbanized area of Los Angeles. The project site is in walking distance of several Metro bus stops, including two immediately to the northeast at the Van Nuys Boulevard/Saticoy Street intersection and is also approximately 0.2 mile south of the Van Nuys Metrolink Station; therefore, it provides opportunities for employees, visitors, and local residents to use transit and reduce vehicle trips and vehicle miles traveled. Additionally, the new County facility would be in walking distance of existing residential neighborhoods to the south, east and west.</p>

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Table 5.7-1

City of Los Angeles General Plan Framework Element Consistency Analysis

<i>Applicable Objectives/Policies</i>	<i>Evaluation of Project Consistency</i>
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	Consistent: The proposed project helps the City achieve this objective. See response to Objective 3.2.
Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	Consistent: The 6.78-acre project site is currently developed with four buildings, including a vacated bowling alley and other site improvements. Some of the areas and buildings on the site are in need of aesthetic enhancements, including façade and landscaping upgrades and improvements. With the exception of the existing five-story Mid-Valley Comprehensive Health Center, all other buildings and site improvements would be demolished and the site would be developed with a new five-story office building that would house the San Fernando Valley Family Support Center, a new parking structure and surface parking areas, and enhanced hardscape and landscape improvements. Development of the project would improve the aesthetic quality of the site and surroundings through quality architecture and landscaping.
Transportation Chapter	
Objective A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.	Consistent: The proposed project helps the City achieve this objective. See response to Objective 3.2.
Infrastructure and Public Services Chapter	
Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	<p>Consistent: Redevelopment of the site would result in new lighting to provide better nighttime illumination for the proposed buildings, parking areas, and sidewalks. Nighttime illumination may also be used to highlight building design and landscape features and to enhance security and safety for pedestrians and vehicles.</p> <p>The lights associated with the project site would be directed toward the interior of the site so as not to create impacts to motorists on adjacent roadways or on surrounding residential uses. All exterior lighting would be designed, arranged, directed, or shielded in such a manner as to contain direct illumination onsite, in accordance with the development standards outlined in the City's planning and zoning code, thereby preventing excess illumination and light spillover onto adjoining land uses and/or roadways. Lighting would be installed to accommodate safety and security while minimizing impacts on surrounding residential areas. Parking area lighting would be the minimum necessary that is consistent with the City's planning and zoning code.</p> <p>Additionally, it is expected that the new office building would meet LEED Silver Certification status for sustainability, which would include design elements for lighting and energy efficiency.</p>

Source: City of Los Angeles General Plan Framework Element.

Planning and Zoning Code Consistency Analysis

According to the City of Los Angeles zoning map, the project site is zoned C1-1VL, C1.5-1VL, P-1VL, P-1, and R3-1 (see Figure 4-2, *Existing Zoning*, in Chapter 4, *Environmental Setting*). These zoning designations are intended to allow a wide variety of uses, including those proposed by the project. The proposed project would include uses that are in these categories and would therefore be consistent with the existing zoning designations of the site. Additionally, the County would voluntarily comply with the City’s standards and regulations where feasible, including but not limited to minimum building setbacks, minimum parking standard requirements, and minimum landscaping requirements.

SCAG Compass Growth Vision Consistency Analysis

Table 5.7-2 provides an assessment of the proposed project’s relationship to advisory SCAG CGV principles. The analysis contained in Table 5.7-2 concludes that the proposed project would be consistent with the advisory CGV principles.

**Table 5.7-2
SCAG Compass Growth Vision Consistency Analysis**

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
Improve Mobility for All Residents		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Not Applicable: This is not a project-specific principle and is therefore not applicable.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The proposed project would include development of the San Fernando Valley Family Support Center and other support uses, including 4,000 square feet of retail space for employee and visitor use (see Figure 3-4, <i>Proposed Site Plan</i> , in Chapter 3, <i>Project Description</i>). The new County facility would be in walking and driving distance of existing residential neighborhoods to the south, east, and west and could provide employment opportunities to these nearby residents.
GV P1.3	Encourage transit-oriented development.	Not Applicable: The proposed project does not involve transit-oriented development; however, the project site is in walking distance of several Metro bus stops, including two immediately to the northeast at the Van Nuys Boulevard/Saticoy Street intersection and is also approximately 0.2 mile south of the Van Nuys Metrolink Station.
GV P1.4	Promote a variety of travel choices.	Consistent: As noted above, the project site is in walking distance of two Metro bus stops and the Van Nuys Metrolink Station. Additionally, the project site is in walking and driving distance of existing residential neighborhoods to the south, east, and west.
Foster Livability in All Communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: Implementation of the proposed project would occur on an infill site. As shown in Figure 3-4, the existing five-story Mid-Valley Comprehensive Health Center would remain and all other buildings and site improvements would be demolished. Upon demolition of the structures and site improvements, the San Fernando Valley Family Support Center and other support uses would be constructed.



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**Table 5.7-2
SCAG Compass Growth Vision Consistency Analysis**

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
GV P2.2	Promote developments, which provide a mix of uses	Consistent: The proposed project would include development of the San Fernando Valley Family Support Center and other support uses, including 4,000 square feet of retail space for employee and visitor use, a 2,750-square-foot pharmacy, an 8,200-square-foot green space area, and a 4,400-square-foot children’s play area (see Figure 3-4).
GV P2.3	Promote “people scaled,” walkable communities.	Consistent: The proposed San Fernando Valley Family Support Center and its other support uses would be in walking distance of existing residential neighborhoods to the south, east, and west.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Not Applicable: Implementation of the proposed project does not involve any direct or indirect impacts to existing or future single-family neighborhoods. The proposed project calls for demolition of existing non-residential uses and the development of the San Fernando Valley Family Support Center and other support uses.
Enable Prosperity for All People		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Not Applicable: Implementation of the proposed project does not involve the development of housing.
GV P3.2	Support educational opportunities that promote balanced growth.	Not Applicable: This is not a project-specific principle and is therefore not applicable.
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The proposed project strives to mitigate environmental impacts and in doing so upholds environmental justice regardless of race, ethnicity, or income class. Additionally, it is expected to meet LEED Silver Certification, reducing the building’s negative impact on the environment and the people using it. The project would not subject a specific race, ethnicity, or income class of people to environmental hazards.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Not Applicable: This is not a project-specific principle and is therefore not applicable.
GV P3.5	Encourage civic engagement	Consistent: The proposed project promotes social and civic engagement through the inclusion of family support services and green space that would help provide these needed services to the local area and region. Additionally, the CEQA process and the City’s entitlement review process, by their very nature, foster civic involvement and public participation.
Promote Sustainability for Future Generations		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Not Applicable: Implementation of the proposed project involves development on an existing infill site in a fully urbanized area of the City of Los Angeles. The project site and surrounding areas are not in or do not contain any sensitive rural, agricultural, recreational, or environmentally sensitive areas.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: As noted above under GV P4.1, implementation of the proposed project involves development on an existing infill site in a fully urbanized area of the City of Los Angeles.

**Table 5.7-2
SCAG Compass Growth Vision Consistency Analysis**

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The CEQA process ensures that plans at all levels of government consider all environmental impacts., and Sections 5.4, <i>Greenhouse Gas Emissions</i> , and 5.11, <i>Utilities and Service Systems</i> , appropriately address and mitigate the potential environmental impacts related to resource efficiency, pollution, and solid waste. Additionally, as outlined in these DEIR sections, the proposed project would adhere to state and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste. See also responses to GV P4.4.
GV P4.4	Utilize “green” development techniques	Consistent: The proposed project would be designed to incorporate a wide range of building technologies and design features that would help promote a sustainable environment by saving energy, reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality. More specifically, the proposed project would pursue LEED Silver Certification status for its efforts toward an energy-efficient, sustainable, and environmentally-friendly design.

Source: SCAG Compass Blueprint.



5.7.4 Cumulative Impacts

Development of the proposed project, in conjunction with other cumulative development in accordance with the related project list in Table 4-1 in Chapter 4, *Environmental Setting*, would not result in citywide land use and planning impacts. The project site is developed and is located in a fully urbanized area of the City. There is very little undeveloped land in the Van Nuys–North Sherman Oaks Community Plan boundaries. Additionally, the overall project would be consistent with all applicable plans, ordinances, and regulations of the City of Los Angeles General Plan, as provided in detail above. Other cumulative projects in the area would be subject to compliance with the local and regional plans reviewed in this section, including the City’s General Plan and municipal code. Therefore, implementation of cumulative development in accordance with the City’s General Plan would not combine with the proposed project to result in cumulatively considerable land use impacts.

5.7.5 Existing Regulations

- Los Angeles County Code
- City of Los Angeles Planning and Zoning Code

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impact would be less than significant: 5.7-1.

5.7.7 Mitigation Measures

No significant impacts were identified and no mitigation measures are necessary.

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5.7.8 Level of Significance After Mitigation

Project-related and cumulative land use impacts would be less than significant without mitigation. Therefore, no significant unavoidable adverse impacts relating to land use and planning would result on a project-specific or cumulative basis.

5.8 NOISE

This section discusses the fundamentals of sound, examines federal, state, and local noise guidelines, policies, and standards, reviews noise levels at existing receptor locations, and evaluates potential noise impacts associated with the San Fernando Valley Family Support Center project. It also provides mitigation to reduce noise impacts at noise and vibration sensitive locations. The noise modeling data are included in Appendix G of this Draft EIR.

5.8.1 Environmental Setting

Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dB are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special, frequency-dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by filtering frequencies in a manner approximating the sensitivity of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

Measurement of Sound

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale to better account for the large variations in pressure amplitude (that is, the range of human hearing, from the threshold of detectability to the threshold of pain, represents a ratio in pressures of one hundred trillion to one). A logarithmic representation yields a much more manageable range of 0 to 140 dBA. On a logarithmic scale, an increase of 10 dB is 10 times more intense than 1 dB, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known



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as “spreading loss” or distance attenuation. For a single point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance if the sound propagation is over hard or reflective surfaces (i.e., a “hard site” environment). For propagation in a relatively flat environment with absorptive, “soft site” conditions (e.g., vegetation, grass, or loose soil), the attenuation factors increase to approximately 7.5 dB for point sources and 4.5 dB for line sources with each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. In other words, half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2 , L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. These “L” values are typically used to demonstrate compliance for stationary noise sources with a city’s noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum noise levels, respectively, obtained over the measurement period.

Noise descriptors such as the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}) are often utilized to evaluate community noise impacts. The CNEL descriptor requires that an artificial increment to account for human sensitivity to nighttime noise of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., producing a slightly higher result, but rarely differing by more than 1 dB). As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage.

The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, and disturbance of concentration) and cause annoyance.

Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level (“SPL”) number means. To help relate noise level values to common experience, Table 5-8-1, *Typical Noise Levels from Noise Sources*, lists common experiences and their noise levels.

**Table 5.8-1
Typical Noise Levels**

<i>Common Outdoor Activities</i>	<i>Noise Level (dBA)</i>	<i>Common Indoor Activities</i>
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009.



Vibration Fundamentals

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard. Vibration can be either natural as in the form of earthquakes, volcanic eruptions, sea waves, landslides, or man-made as from explosions, the action of heavy machinery or heavy vehicles such as trains. Both natural and man-made vibration may be continuous such as from operating machinery, or transient as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways including displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position and for the purposes of soil displacement is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration. Table 5.8-2 presents the human reaction to various levels of peak particle velocity.

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**Table 5.8-2
Human Reaction to Typical Vibration Levels**

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Caltrans 2002.

Vibrations also vary in frequency and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is less common, but possible, to measure traffic frequencies above 30 Hz.

The way in which vibration is transmitted through the earth is called propagation. Propagation of groundborne vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Raleigh waves, travel along the ground’s surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a “push-pull” fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or “side-to-side,” perpendicular to the direction of propagation.

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary, depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth

pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

Regulatory Framework

To limit the exposure of people to physically and/or psychologically damaging as well as intrusive noise levels, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise at noise-sensitive uses. The following presents the noise and vibration regulations applicable to the project. Although the project site is under the County's jurisdiction, because noise impacts affect the uses surrounding the project site that are within City of Los Angeles jurisdiction, the City's thresholds are utilized in this analysis to assess noise and vibration impacts, and the County would voluntarily comply with the City's noise standards and regulations.

County of Los Angeles

The currently adopted General Plan Noise Element does not have quantitative noise standards for regulating acceptable exterior and interior noise environments at office and institutional land uses, but includes goals to reduce transportation noise to a level that does not jeopardize health and welfare, minimize future transportation noise levels, and establish compatible land uses adjacent to transportation facilities. For the purpose of this analysis, the noise compatibility chart presented in Figure 5.8-1 is used in this analysis to evaluate the compatibility of exterior noise levels with the proposed project.

Section 12.08.440 of the County Code prohibits construction noise between the hours of 7:00 PM and 7:00 AM on weekdays, and at any time on Sunday or a federal holiday if it creates a disturbance across a residential or commercial property line. The County also sets maximum noise levels during construction.

Section 20.72.130 of the County Code prohibits residential waste collectors to collect solid waste within a residential area between the nighttime hours of 10:00 PM and 6:00 AM, the next day. Commercial and industrial waste collectors may provide collection services at any time; provided, however, that commercial or industrial waste collections within 500 feet of residential areas are limited to the times specified for the residential waste collectors.

City of Los Angeles

The City of Los Angeles includes noise standards and guidelines in its General Plan Noise Element, and the Municipal Code.

General Plan Noise Element

The City's General Plan Noise Element is the guiding document for the City's noise policy. The City does not have noise standards for the development of office and institutional uses. However, it contains guidelines for noise compatibility for land uses. These guidelines, shown in Figure 5.8-1, *Guidelines for Noise Compatible Land Use*, are used to evaluate the compatibility of exterior noise levels with the proposed project, including the noise impacts from traffic on the local roads and from train operations.



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Municipal Code

The City's noise ordinance is designed to protect people from objectionable, non-transportation noise sources such as music, machinery, pumps, and air conditioners.¹ These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. According to the City's noise ordinance, stationary noise sources such as radios, television sets, and similar devices (Section 112.01 of the noise ordinance), and air conditioning, refrigeration, heating, pumping, and filtering equipment (Section 112.02 of the noise ordinance) are prohibited from causing the ambient noise level to increase by more than 5 dB. Where actual ambient levels are lower than shown in Table 5.8-3, the presumed ambient noise levels in the table are used as the baseline.²

**Table 5.8-3
City of Los Angeles Ambient Noise Criteria**

<i>Zoning Categories</i>	<i>Time Period</i>	<i>Exterior Noise Limits (dBA L_{eq})</i>
Residential: A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	10:00 PM to 7:00 AM	40
	7:00 AM to 10:00 PM	50
Commercial: P, PB, CR, C1, C1.5, C2, C4, C5, and CM	10:00 PM to 7:00 AM	55
	7:00 AM to 10:00 PM	60
Industrial: M1, MR1, and MR2	10:00 PM to 7:00 AM	55
	7:00 AM to 10:00 PM	60
Industrial: M2 and M3	10:00 PM to 7:00 AM	65
	7:00 AM to 10:00 PM	65

Residential: A1 and A2: Agriculture; RA and RS: Suburban; RE Residential Estate; RD: Restricted Density Multiple Dwelling; RW1 and RW2: Residential Waterways; R1: One-family; R2: Two-family; R3, R4, and R5: Multiple Dwelling.

Commercial P: Automobile Parking; PB Parking Building; CR, C1, and C1.5: Limited Commercial; C2, C4, and C5: Commercial Zone; CM: Commercial Manufacturing.

Light Industrial: M1: Limited Industrial; MR1: Restricted Industrial; MR2: Restricted Light Industrial, M2: Light Industrial; M3: Heavy Industrial.

Trash collecting within 200 feet of a residential building is prohibited between the hours of 9:00 PM and 6:00 AM.³ In addition, loading/unloading of commercial vehicles is prohibited between the hours of 10:00 PM and 7:00 AM within 200 feet of a residential building.⁴

Construction Noise Standards

Section 41.40 and Section 112.05 of the City of Los Angeles Municipal Code govern noise limits and the hours of construction activities that occur within the City.

¹ City of Los Angeles Municipal Code, Chapter XI, Noise Regulation
http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca

² City of Los Angeles Municipal Code, Chapter XI, Noise Regulation, Article 1, Section 111.03, Minimum Ambient Noise Levels. http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca

³ City of Los Angeles Municipal Code, Chapter XI, Noise Regulation, Article 1, Section 113.01, Rubbish and Garbage Collection and Disposal

⁴ City of Los Angeles Municipal Code, Chapter XI, Noise Regulation, Article 1, Section 114.03, Vehicles-Loading and Unloading

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Guidelines for Noise Compatible Land Use

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.



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Section 41.40 of the Municipal Code specifies hours allowed for construction activities for the purposes of noise control.⁵ Construction activities are constrained to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays, and prohibited on Sundays.

Chapter XI, Noise Control, Section 112.05, of the Los Angeles Municipal Code also specifies the maximum noise level for construction equipment.⁶ In accordance with this section and section 41.40, construction equipment, including augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors, and pneumatic or other powered equipment items shall not produce a maximum noise level exceeding 75 dBA at a distance of 50 feet between the hours of 7:00 AM and 9:00 PM. The city allows construction noise exceeding these noise limits if compliance is technically infeasible. However, the burden of proving that compliance is technically infeasible includes showing that noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

City of Los Angeles CEQA Thresholds Guide

The Los Angeles CEQA thresholds guide provides significance thresholds to determine the significance of noise impacts. A project would have a significant construction-related noise impact if:

- 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 any time on Sunday.



A project would have a long-term operational noise impact if noise levels from project operations “causes the ambient noise levels at the property line of affected uses to increase by three dBA CNEL to or within the ‘normally unacceptable’ or ‘clearly unacceptable’ category, or any five dBA or greater increase (Los Angeles 2006).” This information is reproduced in Figure 5.8-1 and the criteria can also be used for the compatibility of new land uses.

Vibration Standards

The City of Los Angeles does not have regulatory standards for construction or operational vibration sources. There are no state standards for construction-related vibration impacts. However, the Federal Transit Administration (FTA) provides criteria to evaluate potential structural damage and human annoyance associated with vibration and these FTA criteria are used in this analysis.

⁵ City of, Los Angeles, City of Los Angeles Municipal Code, Chapter IV, Public Welfare, Article 1, Disorderly Conduct, Section 41.40, Noise Due to Construction, Excavation Work – When Prohibited. Available: <http://www.amlegal.com/los_angeles_ca/

⁶ City of Los Angeles Municipal Code, Chapter XI, Noise Regulation, Article 2, Section 112.05, Maximum Noise Level of Powered Equipment or Powered Hand Tools

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Vibration Annoyance

Table 5.8-4 shows the FTA vibration criteria to evaluate vibration-related annoyance due to resonances of the structural components of a building. These criteria are based on the work of many researchers that suggests that humans are sensitive to vibration velocities in the range of 8-80 Hz.

Table 5.8-4
Groundborne Vibration Criteria: Human Annoyance

<i>Land Use Category</i>	<i>Max L_v (VdB)¹</i>	<i>Description</i>
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006.

¹ L_v is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

Vibration-Related Architectural Damage

Structures amplify groundborne vibration and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively. The most conservative estimates are reflected in the FTA standards, shown in Table 5.8-5.

Table 5.8-5
Groundborne Vibration Criteria: Architectural Damage

<i>Building Category</i>	<i>PPV (in/sec)</i>	<i>L_v (VdB)¹</i>
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2006.

¹ RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.

Existing Noise Environment

Existing ambient daytime noise levels were measured at six locations on the project site to identify the major noise sources in the area and identify the existing noise levels at nearby residential areas in the vicinity of the project site. The noise measurements were taken on February 9, 2012, between 12:20 PM and 2:30 PM; the noise measurement locations are presented in Figure 5.8-2, *Noise Monitoring Locations*. The noise levels were measured using a Larson-Davis Model 820 sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation and for Type 1 accuracy. The sound level meter and microphone were mounted on a tripod five feet above the ground, and equipped with a windscreen during all measurements. The sound level meter was set to “slow” time constant mode to record noise levels using the “A” weighting filter network. Meteorological conditions during the measurement periods were favorable and representative of the typical conditions, with clear skies, daytime temperatures of approximately 80 degrees Fahrenheit (°F), and wind speeds of less than 5 miles per hour.

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The average noise levels are identified in Table 5.8-6. During the survey, energy-average noise levels within the project site ranged from 44.8 to 68.4 dBA L_{eq} . The existing noise levels in the vicinity of the project are dominated by traffic on Van Buren Boulevard. The project site is also influenced by traffic noise on Saticoy Street. The higher noise levels were observed on the eastern and northern portions of the site, closer to Van Buren Boulevard and Saticoy Street and were due to vehicular traffic on those roadways.

**Table 5.8-6
Noise Level Measurements**

<i>Monitoring Site</i> ^{1,2}	L_{min}	L_{eq}	L_{max}
Monitoring Site #1 – Located by the front yard of 14533 Saticoy Street, approximately 10 feet from the curb.	51.4	67.8	87.0
Monitoring Site #2 – In the northwestern portion of the site adjacent to the apartment building, approximately 120 feet from Saticoy Street.	49.2	57.8	75.2
Monitoring Site #3 – In the northwestern portion of the site adjacent to the apartment building, approximately 200 feet from Saticoy Street.	43.3	59.8	68.5
Monitoring Site #4 – In the western portion of the site near the apartment building, approximately 500 feet from Van Nuys Boulevard.	41.1	48.3	60.6
Monitoring Site #5 – Nearest homes south of the project site at the Runnymede Street cul-de-sac.	37.9	44.8	55.9
Monitoring Site #6 – Eastern project site boundary approximately 35 feet from the curb at Van Nuys Boulevard.	57.1	68.4	77.0

Source: The Planning Center | DC&E, 2012



On-Road Vehicles

Federal Highway Administration’s (FHWA) Highway Traffic Noise Prediction model was utilized to generate traffic noise contours in the study area. Average daily traffic (ADT) volumes were based on the existing daily traffic volumes provided by the traffic study prepared for the project (Fehr and Peers 2012). The results of this modeling indicate that average noise levels along arterial segments currently range from approximately 69 dBA to 78 dBA CNEL as calculated at a distance of 50 feet from the centerline of the road. The results of the noise modeling for all roadway segments are included in Appendix G.

Stationary Source Noise

Noise from commercial and light industrial uses are primarily from the operation of heating, ventilation, air conditioning (HVAC) systems, truck deliveries, pumps, and compressors. During the site visit, the dominant source of noise in the vicinity of the project site was vehicular traffic.

Proposed Project and Nearby Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. Commercial and industrial uses are not considered noise- and vibration-sensitive uses.

The proposed project would include office buildings, associated parking structures, retail uses, which are not noise-sensitive. The project would also include a noise-sensitive children’s play area. Surrounding land uses consist of commercial and light industrial uses to the east (across Van Nuys Boulevard), single-family residences and commercial uses to the south across the Pacoima Wash, multifamily residences to the west, and multifamily residences and commercial and light industrial uses to the north (across Saticoy Street) (see Figure 4-1, *Surrounding Land Uses*, in Chapter 4, *Environmental Setting*).

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5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

- N-1 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.
- N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- N-5 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, expose people residing or working in the project area to excessive noise levels.
- N-6 For a project within the vicinity of a private airstrip, expose people residing or working the project area to excessive noise levels.

Having been adequately addressed in the Initial Study, the N-5 and N-6 topics are not included in the following analysis.

Additionally, the L.A. CEQA Thresholds Guide (2006) requires the noise analysis to address the following areas.

Operations

The operational thresholds are applicable to transportation and stationary-related noise sources. The L.A. CEQA Thresholds Guide (page I.2-3) states that a project would normally have a significant impact on noise levels from operations if it would:

- N-7 Causes the ambient noise levels at the property line of affected uses to increase by three dBA CNEL to or within the 'normally unacceptable' or 'clearly unacceptable' category, or any five dBA or greater increase" (see Figure 5.8-1).

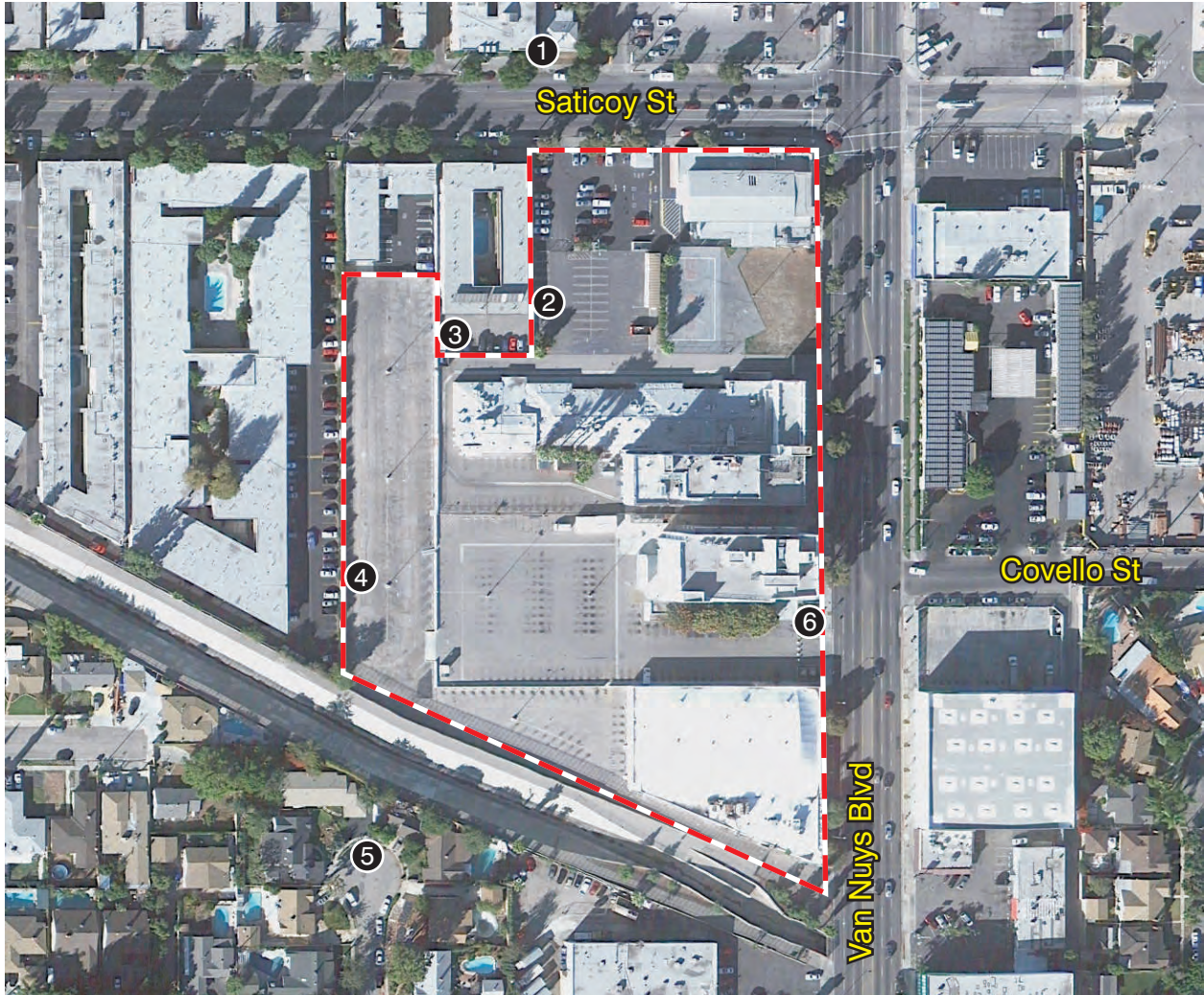
Construction

The L.A. CEQA Thresholds Guide (page I.1-3) states that a project would also have a significant construction-related noise impact if:

- N-8 Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

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Noise Monitoring Locations



- Site Boundary
- ① Noise Monitoring Locations

0 190
Scale (Feet)



Source: Google Earth Pro 2010

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- N-9 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
- N-10 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 any time on Sunday.

In addition, the City's Municipal Code restricts construction activities to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays. The Los Angeles Municipal Code also specifies the maximum noise level for construction equipment to 75 dBA at a distance of 50 feet.

Vibration

Based on the FTA vibration criteria, vibration annoyance impacts are considered significant when average vibration levels produced by construction equipment would produce perceptible levels of vibration (78 VdB) during the daytime at offsite vibration-sensitive structures. In addition, vibration that is strong enough to cause structural damage, based on the FTA criteria, would be considered significant (0.2 in/sec for typical wood-framed buildings or 0.5 in/sec for reinforced concrete, steel, or timber buildings).

5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.8-1: CONSTRUCTION ACTIVITIES WOULD RESULT IN TEMPORARY NOISE INCREASES IN THE VICINITY OF THE PROPOSED PROJECT. [THRESHOLD N-3, N-8, N-9, AND N-10]

Impact Analysis: A project would normally have a significant effect on the environment if it would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Noise levels generated during construction is based on the type of equipment operating and the amount of equipment operating at the same time. Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, time of day and the duration of the noise-generating activities. Construction would take approximately 2.5 to 3 years and would involve demolition of 98,777 square feet of existing structures and export of no more than 200,000 cubic yards of soil to accommodate subterranean parking.

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment. The L.A. CEQA Thresholds Guide provides significance thresholds to determine the significance of noise impacts. For the purpose of this analysis, the project would have a significant construction-related noise impact if construction activities would exceed existing ambient exterior noise levels by 5 dB or more at a noise sensitive use. Based on their proximity to the project site, the residences surrounding the project site to the north, west, and south would be exposed to construction noise and would be subject to noise impact criteria for noise-sensitive land uses. Commercial and light industrial uses to the north and east of the project site are not considered noise-sensitive uses.



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Mobile-Source Noise

The transport of workers and equipment to the construction site and truck haul associated with demolition debris and soil haul would incrementally increase noise levels along roadways in the vicinity of the project site. Construction-related traffic would utilize major City Streets for the haul routes, including Van Nuys Boulevard, Saticoy Street, Haskell Avenue, Roscoe Boulevard, and Sherman Way. According to the traffic impact analysis (Appendix I of this DEIR), there would be approximately 160 one-way daily truck trips during a 6-month phase of the project when truck hauling would occur. The existing roadway volumes on these streets range from approximately 14,590 to 32,800 average daily trips. Although there would be relatively high single-event noise exposure potentials with passing trucks, the expected number of workers and haul trucks is minimal compared to the existing daily traffic volumes on these designated haul roads (i.e. 160 construction trips relative to 14,000 or more existing trips), and construction traffic would be spread throughout the workday.

Typically, a doubling of vehicle trips would increase noise levels by 3 dB (all other factors being held constant), which is the increment that could cause a perceived increase in noise adjacent to truck haul routes. It is anticipated that project-related construction trips would produce an incremental increase in traffic volumes on the local roadways within the project's study area that would be much less than a doubling of volumes.

Onsite Construction Equipment Noise

The other type of short-term noise impact is related to demolition, grading, and building construction. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days; mobile equipment moves around a construction site with variations in power settings and loads. To determine the energy-average L_{eq} sound level from the equipment's operation under varying power settings, the equipment's noise rating at a reference distance, while operating at full power, is adjusted by considering the duty cycle of the activity. Table 5.8-7 lists maximum construction equipment noise levels from a reference distance of 50 feet away and the industry standard duty cycles for typical development activities.

Each stage of construction has a different equipment mix, depending on the work to be accomplished during that stage. The noise produced at each stage is determined by combining the L_{eq} contributions from each piece of equipment used at a given time. Construction activities associated with the proposed project would not require blasting or pile driving. In the construction of development projects, demolition and grading activities generate the highest noise levels as these phases require the use of the largest equipment.

Because of the effects of noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase, construction activities would result in different noise levels at a given sensitive receptor. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels in excess of 80 dBA at 50 feet from the equipment. Construction equipment noise would diminish at a rate of at least 6 dB per doubling distance as it propagated to off-site receptor locations. This distance attenuation, coupled with the fact that construction equipment noise is intermittent, means that the average noise levels at offsite, noise-sensitive receptors would be lower than the potential maximum levels because mobile construction equipment would move around the site with different load settings and power requirements.

For the purpose of modeling the average future construction noise during the site preparation phase, it is assumed that all earthmoving equipment would be operating at the center of the project site (center of activity) and would be located at ground level. Sound attenuation would be provided by the existing 4- to 6-foot masonry wall along the western boundary of the project site, as well as from the approximately 8-foot berm located along the Pacoima Wash, south of the site.

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**Table 5.8-7
Construction Equipment Noise Levels**

<i>Equipment</i>	<i>Noise Level (dBA) at 50 ft</i>	<i>Typical Duty Cycle</i>
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%

Source: Thalheimer 2000.
KVA = kilovolt amps



Mobile construction noise was modeled with three scrapers, three excavators, two graders, two bulldozers, and two backhoes operating simultaneously. With the typical maximum noise levels generated by construction equipment and assuming the utilization factors presented in Table 5.8-8, the overall noise during the site preparation phase when all equipment is operating simultaneously at the nearest homes to the north, west, and south of the project site would range from 66.8 to 72.8 dBA L_{eq} . Construction activity would temporally increase the ambient noise environment at nearby residential areas during the 6-month site preparation phase. The predicted increases over existing conditions would range from 5.0 to 22.0 dB. Noise

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from earthmoving equipment during the site preparation phase would be readily perceptible and a significant impact would occur. Because of the low ambient noise levels at receptors to the west and south of the project site, it is anticipated that noise from heavy equipment during demolition, building construction, the construction of the parking lot, and asphalt paving would also sporadically exceed the City of Los Angeles' 5 dB threshold. In addition, construction equipment operating near the western boundary of the project site could exceed the 75 dBA L_{max} threshold.

Table 5.8-8
Construction Noise Impacts (L_{eq})

Sensitive Receptors (Monitoring Site ¹)	Existing Noise Level	Noise from Construction Equipment	Combined Noise	Increase Over Existing Conditions
Homes to the North (Monitoring location 1)	67.8	71.1	72.8	5.0
Homes to the West (Monitoring location 2)	57.8	71.7	71.9	14.1
Homes to the West (Monitoring location 3)	59.8	72.2	72.4	12.6
Homes to the West (Monitoring location 4)	48.3	69.9	69.9	21.6
Homes to the West (Monitoring location 5)	44.8	66.8	66.8	22.0

Source: The Planning Center | DC&E, 2012.

¹ Noise monitoring locations are presented in Figure 5.8-2 and Table 5.8-3.

IMPACT 5.8-2: THE PROJECT WOULD CREATE SHORT-TERM GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE. [THRESHOLD N-2]

Impact Analysis: A project would normally have a significant effect on the environment if it would result in exposure of persons to or the generation of excessive groundborne vibration or groundborne noise levels.

Construction activities can generate varying degrees of ground vibration depending on the type of construction and equipment. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near the construction site varies depending on soil type, ground strata, and receptor building construction. Vibration can result in no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight building damage at the highest levels. Ground vibration from construction activities rarely reaches levels that can significantly damage structures, but it can achieve the audible and perceptible ranges in buildings close to a construction site. Groundborne vibration would be generated during the demolition of existing structures, grading, and building construction phases. Unless there are large generators of vibration, such as pile drivers, or receptors in close proximity to construction equipment, vibration is generally only perceptible at structures when vibration rattles windows, picture frames, and other interior objects. Table 5.8-9 lists vibration levels for different types of construction equipment.

**Table 5.8-9
Construction Equipment Vibration Levels**

<i>Equipment</i>	<i>Approximate RMS¹ Velocity Level at 25 Feet (VdB)</i>	<i>Approximate PPV Velocity at 25 Feet (in/sec)</i>
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Daytime)	78	—
FTA Criteria – Architectural Damage	—	0.200 Wood-Framed 0.500 Reinforced Masonry

Source: FTA 2006.

¹ RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second and a crest factor of 4.

Vibration Annoyance

Vibration is typically not perceptible in outdoor environments, but it is sensed when objects inside structures generate noise, such as rattling windows or picture frames. Therefore, impacts are evaluated in terms of indoor receptors (FTA 2006). The nearest sensitive receptor structures subject to annoyance from the construction of individual projects are the existing apartments approximately 60 feet to the west of the western project site boundary, the single family homes approximately 100 feet to the south across Pacoima Wash, and the apartments approximately 100 feet from the northern site boundary across Saticoy Street.



Levels of vibration produced by construction equipment are based on the FTA’s significance threshold for vibration annoyance of 78 VdB for barely perceptible levels of vibration during the daytime (note that construction would be limited to daytime hours to comply with the City’s Municipal Code). Table 5.8-10 shows the potential vibration levels (VdB) that can be generated by heavy construction equipment at receptors located 60 and 100 feet away. As shown in Table 5.8-10, since vibration levels dissipate rapidly with distance, construction activity at the nearest residential areas would generally not exceed the 78 VdB threshold for vibration annoyance. The use of vibratory rollers would have the potential to cause short-term annoyance when the equipment is operating within 150 feet from a residential structure. However, as construction equipment moves around the site, the operation of vibratory rollers within a distance where there would be the potential to cause vibration annoyance would be sporadic and short-term.

**Table 5.8-10
Construction Equipment Vibration Levels – Potential for annoyance**

<i>Equipment</i>	<i>Distance</i>		
	<i>60 ft</i>	<i>100 ft</i>	<i>150 ft</i>
Vibratory roller	86	82	78
Large bulldozer	79	75	71
Caisson drilling	79	75	71
Loaded trucks	78	74	70
Jackhammer	71	67	63
Small bulldozer	50	46	42

Source: The Planning Center | DC&E. 2012. Calculations included in Appendix G.

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Vibration-Induced Architectural Damage

In addition to vibration-induced annoyance, project-related construction vibration was evaluated for its potential to cause structural damage based on FTA's architectural damage criteria. The FTA threshold of 0.2 PPV inch per second is the point at which there is a risk of architectural damage to normal houses with plastered walls and ceilings. Table 5.8-11 shows the potential vibration levels (in PPV in inches/sec) that can be generated by heavy construction equipment at the nearest receptors 25, 60, and 100 feet away.

Table 5.8-11
Construction Equipment Vibration Levels- Potential for Damage

Equipment	Distance		
	25 ft	60 ft	100 ft
Vibratory roller	0.210	0.056	0.026
Large bulldozer	0.089	0.024	0.011
Caisson drilling	0.089	0.024	0.011
Loaded trucks	0.035	0.009	0.004
Jackhammer	0.003	0.001	0.000
Small bulldozer	0.076	0.020	0.010

Source: The Planning Center | DC&E, 2012. Calculations included in Appendix G.

Typically, only construction equipment generating extremely high levels of vibration, such as pile drivers, has the potential for vibration-induced structural damage. As shown on Table 5.8-11, project-related construction activities would not result in vibration levels at nearby sensitive structures that exceed the 0.2 PPV in/sec criteria for vibration-induced structural damage.

IMPACT 5.8-3 PROJECT IMPLEMENTATION WOULD RESULT IN LONG-TERM OPERATION-RELATED NOISE THAT WOULD EXCEED LOCAL STANDARDS. [THRESHOLDS N-1 AND N-3]

Impact Analysis: The proposed project would have the potential to generate project-related traffic noise impacts to noise sensitive uses along roadways, and noise from the operation of stationary sources (e.g. air conditions units, mechanical equipment) to residential areas adjacent to the project site.

Project-Related Traffic Noise

The following analysis describes the anticipated noise levels from traffic generated by the San Fernando Family Support Center. As described in the traffic study (Appendix I), traffic noise modeling was compiled for four scenarios:

- Existing: Existing conditions without the proposed project.
- Existing With Project: Existing volumes plus the new traffic generated by the proposed project.
- Future Base Conditions: Future volumes at 2014 conditions without the proposed project.
- Future Plus Project Conditions: Future volumes at 2014 conditions with the proposed project.

The traffic noise levels for this project were estimated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (RD-77-108). The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65,

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and 60 CNEL contours for selected roadway segments in the vicinity of proposed project site are included in Appendix G.

Tables 5.8-12 and 5.8-13 compare the noise levels at 50 feet from the centerline of each roadway segment without and with the project for existing and future base conditions. Table 5.8-12 shows the project's impacts over existing conditions and Table 5.8-13 shows the project's impacts under compared to 2014 future conditions. Traffic noise increases due to the project for existing and future conditions range from 0 to 0.5 dBA.

**Table 5.8-12
Project-Related Traffic Noise, Existing Conditions**

Roadway	Segment	CNEL at 50 feet (dBA)		Increase from Existing (dBA)
		No Project	With Project	
Sepulveda Boulevard	north of Roscoe	76.0	76.0	0.0
Sepulveda Boulevard	Roscoe to Saticoy	76.1	76.2	0.1
Sepulveda Boulevard	Saticoy to Sherman	76.3	76.3	0.0
Sepulveda Boulevard	south of Sherman	76.6	76.7	0.1
Kester Avenue	Saticoy to Sherman	69.4	69.5	0.1
Van Nuys Boulevard	north of Nordhoff	74.4	74.4	0.0
Van Nuys Boulevard	Nordhoff to Roscoe	75.2	75.2	0.0
Van Nuys Boulevard	Roscoe to Saticoy	76.9	77.0	0.1
Van Nuys Boulevard	Saticoy to Valerio	76.8	77.0	0.2
Van Nuys Boulevard	Valerio to Sherman	76.1	76.4	0.3
Van Nuys Boulevard	Sherman to Vanowen	76.0	76.1	0.1
Van Nuys Boulevard	Vanowen to Victory	76.0	76.0	0.0
Van Nuys Boulevard	south of Victory	75.6	75.6	0.0
Woodman Avenue	north of Roscoe	75.9	75.9	0.0
Woodman Avenue	Roscoe to Sherman	76.2	76.3	0.1
Woodman Avenue	south of Sherman	75.6	75.6	0.0
Roscoe Boulevard	west of Sepulveda	77.5	77.5	0.0
Roscoe Boulevard	Sepulveda to Van Nuys	76.5	76.5	0.0
Roscoe Boulevard	Van Nuys to Woodman	76.2	76.2	0.0
Roscoe Boulevard	east of Woodman	76.2	76.3	0.1
Saticoy Street	Haskell to Sepulveda	71.7	71.8	0.1
Saticoy Street	Sepulveda to Kester	71.2	71.4	0.2
Saticoy Street	Kester to Van Nuys	70.2	70.7	0.5
Sherman Way	Haskell to Sepulveda	77.8	77.8	0.0
Sherman Way	Sepulveda to Kester	77.1	77.2	0.1
Sherman Way	Kester to Van Nuys	76.8	76.8	0.0
Sherman Way	Van Nuys to Woodman	76.7	76.8	0.1

Source: The Planning Center | DC&E, 2012. Using the FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Fehr and Peers, 2012.



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**Table 5.9-13
Project-Related Traffic Noise, 2014 Conditions**

Roadway	Segment	CNEL at 50 feet (dBA)		Project Contribution
		No Project	With Project	
Sepulveda Boulevard	North of Roscoe	76.4	76.4	0.0
Sepulveda Boulevard	Roscoe to Saticoy	76.6	76.7	0.1
Sepulveda Boulevard	Saticoy to Sherman	76.7	76.7	0.0
Sepulveda Boulevard	South of Sherman	77.1	77.1	0.0
Kester Avenue	Saticoy to Sherman	71.0	71.1	0.1
Van Nuys Boulevard	North of Nordhoff	74.8	74.8	0.0
Van Nuys Boulevard	Nordhoff to Roscoe	75.7	75.7	0.0
Van Nuys Boulevard	Roscoe to Saticoy	77.4	77.5	0.1
Van Nuys Boulevard	Saticoy to Valerio	77.3	77.4	0.1
Van Nuys Boulevard	Valerio to Sherman	76.5	76.8	0.3
Van Nuys Boulevard	Sherman to Vanowen	76.4	76.4	0.0
Van Nuys Boulevard	Vanowen to Victory	76.4	76.4	0.0
Van Nuys Boulevard	South of Victory	75.9	75.9	0.0
Woodman Avenue	North of Roscoe	76.2	76.3	0.1
Woodman Avenue	Roscoe to Sherman	76.6	76.6	0.0
Woodman Avenue	South of Sherman	76.0	76.0	0.0
Roscoe Boulevard	West of Sepulveda	77.5	77.5	0.0
Roscoe Boulevard	Sepulveda to Van Nuys	77.3	77.3	0.0
Roscoe Boulevard	Van Nuys to Woodman	76.8	76.9	0.1
Roscoe Boulevard	East of Woodman	76.9	76.9	0.0
Saticoy Street	Haskell to Sepulveda	72.1	72.1	0.0
Saticoy Street	Sepulveda to Kester	71.7	71.9	0.2
Saticoy Street	Kester to Van Nuys	70.7	71.0	0.3
Sherman Way	Haskell to Sepulveda	78.1	78.2	0.1
Sherman Way	Sepulveda to Kester	77.4	77.5	0.1
Sherman Way	Kester to Van Nuys	77.1	77.2	0.1
Sherman Way	Van Nuys to Woodman	77.2	77.3	0.1

Source: The Planning Center | DC&E, 2012. Using the FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Fehr and Peers, 2012.

A noise impact may occur if there is a noise increase of 3 dB or more from project-related traffic over existing conditions or greater in the vicinity of noise-sensitive land uses. As shown on the tables above, the maximum increase would be 0.5 dBA, which would not be discernible to receptors along roadways and is well below the 3 dBA threshold. Therefore, project-related traffic noise impacts would be less than significant.

Stationary-Source Noise Impacts

Currently, stationary noise sources at the project site include noise sources associated with the existing health center, including maintenance activities, HVAC systems, deliveries, and parking lot usage. Use of the new facilities would generate similar types of stationary noise on-site. Noise generated by an electrical or mechanical device (e.g., air conditioning units, generators, fans, etc.) and activities such as trash collection and recycling are regulated by the City of Los Angeles' Noise Ordinance, which limits the acceptable noise at a residential property. The following evaluates each potential stationary source noise impact from the project.

HVAC unit noise

HVAC unit noise is mostly related to the operation of the proposed cooling towers, which includes fans and condensers. Noise-sensitive residential uses within the vicinity of the project buildings are the apartment buildings located a minimum of 70 feet to the northwest. The dominant source of noise in the vicinity of the project site is traffic noise from Van Nuys Boulevard and Saticoy Street. The operation of HVAC units would have to comply with the City of Los Angeles Municipal Code, which prohibits the operation of HVAC units from causing the ambient noise level to increase by more than 5 dB.

The proposed 2-to-5-story building in the northeast portion of the site would have HVAC units located on its roof and these future units would be located much higher than the current HVAC units. Equipment located on top of the 5-story portion of the proposed building would be located approximately 80 feet above ground. The existing buildings in the project site have HVAC units installed on the roof the buildings, which are located approximately 15 feet above the ground. Because the project would implement new HVAC units at a location farther from the existing units, and because newer units are generally quieter than older units of the same capacity, it is expected that the operation of HVAC units would not cause an increase in the ambient noise levels greater than 5 dB over existing conditions. However, HVAC specifications and precise locations have not been fully developed as of this writing. Specific manufacturer's noise data and precise locations to determine the distance from the units to the nearest receptors would be required to calculate the noise impacts from the operation of HVAC units to the nearest noise-sensitive uses. In addition, there are a wide variety of HVAC units that produce a wide range of noise levels. Therefore, noise from the operation of the HVAC units has the potential to result in a significant noise impact for the nearest noise sensitive uses. Design of the HVAC system in compliance with Mitigation Measure N-3 would ensure that impacts are reduced to less than significant.

Vehicles maneuvering and parking lot noise

The proposed project would provide 1,602 spaces in the new five-level parking structure (of which three levels are above-grade) and 103 spaces of surface parking. The project site would be accessed from two driveways on Van Nuys Boulevard and one drive on Saticoy Street. New, internal driveways would be constructed adjacent to the apartment buildings northwest of the site. The proposed three-level, above-ground parking structure would be on the southwestern portion of the site. The parking lots would generate noise from car horns, alarm beeps, door slams, etc. Table 5.8-14 shows the potential noise levels and incremental change due to the parking structure at the nearest homes. It should be noted the nearest residential areas already experience noise from the activities at the existing parking lots. Pursuant to Section 111.03 of the City of Los Angeles Municipal code, noise levels generated by the proposed parking structure are compared to the Presumed Ambient Noise Level shown in Table 5.8-3.⁷



⁷ Table II of City of Los Angeles Municipal Code Section 111.03.

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<i>Receptors</i>	<i>Noise Levels (L_{eq} dBA) at Residential Areas</i>
Western Residences (Emerald Pointe Apartments)	
Eastern Facade ¹	49.3
Baseline Ambient Noise Level ²	50.0
Increase	none
Southern Residences (Single Family)	
Nearest Residential Property Line ³	54.2
Baseline Ambient Noise Level ²	50.0
Increase	4.2

Source: The Planning Center | DC&E. Based on noise readings taken at the University of California, Irvine (UCI), Social Sciences Parking Structure. The proposed project does not include a parking structure, and readings at UCI were used for a worst-case scenario to model relative noise levels from car beeps, horns, conversation, etc.

¹ Based on distance of 175 feet as measured from western façade of proposed parking structure to eastern façade.

² Pursuant to Section 111.03 of the City of Los Angeles Municipal Code, as the measured noise levels (Monitoring Sites 4 and 5) are lower than the Presumed Ambient Noise Level as shown in Table 5.8-3, the latter is used.

³ Based on distance of 100 feet as measured from the distance between southern façade of proposed parking structure to property line of nearest residence.

As shown in Table 5.8-14, the proposed parking structure would not result in an increase of the ambient noise level at the Emerald Pointe Apartments compared to the existing ambient noise environment. The proposed parking structure would increase the ambient noise levels at the nearest residences to the south. It should be noted that the receptors nearest to the proposed parking structure already experience minor noise from the existing surface parking lot. However, the increase would be less than the City's 5 dB incremental increase threshold.

Service Area and Deliveries

Trash collection and service areas would be provided on the western portion of the proposed building, within approximately 150 feet of the apartment buildings to the west. Noise from truck loading/unloading activities would be primarily from the back-up alarms and truck engine noise when maneuvering in the commercial/retail loading areas. Truck back-up alarms have the potential to generate high noise levels for short periods of time during maneuvers. Commercial trucks are prohibited from non-essential idling for more than five minutes when they are within 100 feet of any noise-sensitive land use under the California Air Resources Board's In-Use Idling Airborne Toxic Control Measure (CARB Rule 2485). The service area and internal driveways would not accommodate large (more than three axle) trucks. It is anticipated that truck deliveries for the proposed office uses and the relatively small retail area would be sporadic.

According to County of Los Angeles code 20.72.130, residential waste collectors shall not collect solid waste within a residential area between the nighttime hours of 10:00 PM and 6:00 AM the next day. No such restriction applies to commercial and industrial waste collectors, except where the commercial or industrial waste collections occur within 500 feet of residential areas, then the times specified for the residential waste collectors would apply. Although the project site is owned by the County and therefore not required to comply with the City of Los Angeles code, the County would voluntarily prohibit trash collecting between the stricter hours of 9:00 PM and 6:00 AM and the loading/unloading of commercial vehicles would be prohibited between the hours of 10:00 PM and 7:00 AM per City of Los Angeles Municipal Code, Chapter XI, Noise Regulation, Article 1, Section 113.01.

Truck deliveries would be sporadic, use two-axle vehicles, and occur during daytime hours.

Children’s Play Area

A 3,600-square-foot children’s play area would be provided. The nearest noise-sensitive receptor is located approximately 100 feet away. For comparison with a similar project, reference noise levels were acquired at the San Jose Elementary School in Pomona. The reference noise level of 65.4 dBA L_{eq} was measured at approximately 20 feet away from the center of activity with approximately 30 children playing. When projected to the nearest apartments 100 feet to the west, it is anticipated that the noise contribution from the project’s children’s play area would be 51.4 dBA L_{eq} . Existing noise levels at the nearest apartments (Measurement 4) are approximately 48.3 dBA L_{eq} . When the noise contribution from children’s play is added to the existing ambient noise, the resulting noise at the nearest apartments would be 53.1, a 4.8 increase over the existing ambient noise. The use of the proposed children’s play area would be sporadic and would not cause a noise increase above the 5 dBA threshold.

In summary, the expansion of the on-site facilities would not generate substantial increases in noise levels to the vicinity of the project site. Implementation of the proposed project would not cause a substantial permanent increase in ambient noise levels in the vicinity of noise-sensitive receptors.

IMPACT 5.8-4: FUTURE LAND USES MAY BE EXPOSED TO NOISE LEVELS THAT EXCEED THE CITY’S LAND USE COMPATIBILITY CRITERIA. [THRESHOLDS N-1 AND N-7]

A project would normally have a significant effect on the environment if it would place new noise-sensitive receptors in an area that exceeds the noise standards established in the City of Los Angeles General Plan or noise ordinance. The following analysis for land use compatibility from transportation and stationary noise sources.

The proposed building would be developed with office and retail uses. As discussed above, the City does not have noise standards for the development of office and institutional uses. However, it contains guidelines for noise compatibility for land uses. The guidelines, shown in Figure 5.8-1, will be used to evaluate the compatibility of exterior noise levels with the proposed project. A noise level of up to 65 dBA CNEL is considered “normally acceptable”, and a noise level ranging from 65 to 75 dBA CNEL is considered “conditionally acceptable” for the development of office and commercial uses.

The major noise source affecting the project site is traffic noise on Van Nuys Boulevard and Saticoy Street. To evaluate traffic noise impacts to the proposed project, noise level impacts at the building facade for future 2014 conditions were calculated. Table 5.8-15 shows the anticipated noise levels at the building sides facing Van Nuys Boulevard and Saticoy Street, which range from 71.8 to 73.3 dBA CNEL. Therefore, the building façades would be exposed to exterior noise levels that are considered conditionally acceptable (noise level ranging from 65 to 75 dBA CNEL) for the development of the proposed office and retail uses. As shown in Figure 5.8-1, under the conditionally acceptable condition, new construction can be undertaken after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally would suffice.



**Table 5.8-15
Noise Level Contours for Roads Adjacent to the Project**

Roadway	Segment	Daily Traffic Volumes ¹	Noise level at facade (dBA CNEL)	Distance to noise contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Van Nuys Boulevard	Saticoy to Valerio	37,500	73.3	124	266	573
Saticoy Street	Kester to Van Nuys	17,620	71.8	60	129	277

Source: The Planning Center | DC&E, 2012.

¹ For 2014 With Project conditions.

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The new 2010 Green Building Code, Title 24, Part 11 of the California Code of Regulations, requires all new non-residential buildings with exterior sound levels that regularly exceed 65 dBA to have a building envelope with a minimum rating of STC⁸ 50 and exterior windows with a minimum rating of STC 30. In addition, it requires wall and floor-to-ceiling assemblies separating tenant spaces from other tenant spaces or public spaces to have a minimum rating of STC 40. Typical construction methods and building materials utilized in the construction of new buildings would be expected to provide a minimum of 25 dB exterior-to-interior noise level reduction (with windows closed). The required reduction can be accomplished with typical construction design or materials and air conditioning units to allow for a windows-closed configuration. Based on a 25 dB noise level reduction, offices constructed with standard construction materials in areas with exterior noise environments below 75 dBA CNEL (i.e., outside of the 75 dBA CNEL contour line) would result in interior areas having sound levels below 50 dBA CNEL. Typical interior noise levels in a large business office are approximately 60 dBA (Los Angeles 1998b). The noise in the proposed office and retail areas due to exterior noise would be lower than typical interior noise levels in large business offices.

The ambient noise levels are compatible with the proposed land uses. Interior noise levels due to exterior noise would be less than typical noise conditions inside large business offices and would not adversely affect occupants. Future land uses would not be exposed to noise levels that exceed the City's land use compatibility criteria.

5.8.4 Cumulative Impacts

Mobile Source Noise

The cumulative impacts area considered includes the project site and the areas affected by other offsite related projects as listed in Table 4-1, *Cumulative Analysis Related Projects List* and shown in Figure 4-3, *Related Projects*. Project-related cumulative noise impacts may occur if the project contributes to a substantial increase in traffic noise levels as a result of project-related traffic growth, when added to traffic growth from other cumulative projects. Therefore, while individual project-related impacts may not be significant, the project may significantly contribute to cumulative traffic-noise increases on local roadways. Cumulative traffic-noise impacts may occur if cumulative traffic growth in the City results in an increase in noise levels of 3 dB or more when the ambient noise environment exceeds 60 dBA CNEL in the vicinity of single-family residential uses or 65 dBA CNEL in the vicinity of multifamily residential uses. Table 5.8-16 shows that due to the relatively high existing volumes of traffic on the transportation system, cumulative growth within the project vicinity would not result in a significant (3 dB or more) increase in traffic noise levels, and project contributions would be below 1 dB. Consequently, project-related traffic noise would also not result in a significant cumulative traffic-noise increase in the vicinity of noise-sensitive uses.

⁸ Sound Transmission Class (STC) is a single-number rating used to compare walls, floor-ceiling assemblies and doors for their sound-insulating properties with respect to speech intrusion, household appliance noise, and exterior sound infiltration. The STC is derived from laboratory measurements of sound transmission loss across a series of 16 frequency bands.

**Table 5.8-16
Cumulative Traffic Noise**

Roadway	Segment	CNEL at 50 feet (dBA)			
		Existing	Future With Project	Overall Increase	Project Contribution
Sepulveda Boulevard	North of Roscoe	76.0	76.4	0.4	0.0
Sepulveda Boulevard	Roscoe to Saticoy	76.1	76.7	0.6	0.0
Sepulveda Boulevard	Saticoy to Sherman	76.3	76.7	0.4	0.0
Sepulveda Boulevard	South of Sherman	76.6	77.1	0.5	0.0
Kester Avenue	Saticoy to Sherman	69.4	71.1	1.7	0.0
Van Nuys Boulevard	North of Nordhoff	74.4	74.8	0.4	0.0
Van Nuys Boulevard	Nordhoff to Roscoe	75.2	75.7	0.5	0.0
Van Nuys Boulevard	Roscoe to Saticoy	76.9	77.5	0.6	0.1
Van Nuys Boulevard	Saticoy to Valerio	76.8	77.4	0.6	0.1
Van Nuys Boulevard	Valerio to Sherman	76.1	76.8	0.7	0.3
Van Nuys Boulevard	Sherman to Vanowen	76.0	76.4	0.4	0.0
Van Nuys Boulevard	Vanowen to Victory	76.0	76.4	0.4	0.0
Van Nuys Boulevard	South of Victory	75.6	75.9	0.3	0.0
Woodman Avenue	North of Roscoe	75.9	76.3	0.4	0.0
Woodman Avenue	Roscoe to Sherman	76.2	76.6	0.4	0.0
Woodman Avenue	South of Sherman	75.6	76.0	0.4	0.0
Roscoe Boulevard	West of Sepulveda	77.5	77.5	0.0	0.0
Roscoe Boulevard	Sepulveda to Van Nuys	76.5	77.3	0.8	0.0
Roscoe Boulevard	Van Nuys to Woodman	76.2	76.9	0.7	0.1
Roscoe Boulevard	East of Woodman	76.2	76.9	0.7	0.0
Saticoy Street	Haskell to Sepulveda	71.7	72.1	0.4	0.1
Saticoy Street	Sepulveda to Kester	71.2	71.9	0.7	0.2
Saticoy Street	Kester to Van Nuys	70.2	71.0	0.8	0.3
Sherman Way	Haskell to Sepulveda	77.8	78.2	0.4	0.1
Sherman Way	Sepulveda to Kester	77.1	77.5	0.4	0.1
Sherman Way	Kester to Van Nuys	76.8	77.2	0.4	0.1
Sherman Way	Van Nuys to Woodman	76.7	77.3	0.6	0.1

Source: The Planning Center|DC&E, 2012. Using the FHWA Highway Traffic Noise Prediction Model based on traffic volumes provided by Fehr and Peers, 2012. Detailed calculations are included in Appendix G.



Stationary Source Noise

Unlike transportation noise sources, for which the effects can extend well beyond the limits of the project site, stationary noise generated by the project is limited to impacts to noise-sensitive receptors adjacent to the project site. Stationary noise sources are confined to the immediate area of noise generation. With Mitigations Measure MM N-3, stationary noise sources from the project to adjacent uses would be less than significant; therefore, cumulative noise from stationary sources would also be less than significant.

Construction Noise and Vibration

Like stationary source noise, cumulative construction noise and vibration impacts are confined to a localized area of impact. Although project construction would cause a significant noise impact to nearby residential areas, since there are no other known projects to be constructed concurrent with the proposed project, construction noise impacts would be individually significant but not cumulatively significant.

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Impacts to nearby vibration-sensitive land uses would be limited to only project-related impacts. Since there are no other known projects to be constructed concurrent with the proposed project, and project-related vibration impacts would be less than significant, vibration from construction activities at the project site would not add cumulatively to other potential vibration sources and no cumulative impacts would occur.

5.8.5 Existing Regulations and Standard Conditions

State

- California Green Building Standards, Title 24, Part 11, California Code of Regulations. The new 2010 Green Building Code, which is Part 11 of the California Code of Regulations, Title 24, requires all new non-residential buildings within 1,000 feet of freeways, within 5 miles of most airports, or with property lines with exterior sound levels that regularly exceed 65 dBA to have a building envelope with a minimum rating of STC⁹ 50 and exterior windows with a minimum rating of STC 30. In addition, wall and floor-to-ceiling assemblies separating tenant spaces from other tenant spaces or public spaces are required to have a minimum rating of STC 40.

City

- City of Los Angeles Municipal Code, Chapter XI, Noise Regulation

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-2 and 5.8-4.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.8-1 Construction activities would temporarily increase ambient noise.
- Impact 5.8-3 The operation of HVAC units could cause a substantial noise increase to the nearest noise sensitive uses.

5.8.7 Mitigation Measures

Impact 5.8-1

N-1 Prior to issuance of grading permits, the project applicant shall ensure the following notes are included on the grading plan cover sheet, and the construction contractor shall comply with these measures during the duration of all construction activities.

- Properly maintain and tune all construction equipment to minimize noise.

⁹ Sound Transmission Class (STC) is a single-number rating used to compare walls, floor-ceiling assemblies and doors for their sound-insulating properties with respect to speech intrusion, household appliance noise, and exterior sound infiltration. The STC is derived from laboratory measurements of sound transmission loss across a series of 16 frequency bands.

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- Fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions.
- Locate all stationary noise sources (e.g., generators, compressors, staging areas) as far from noise-sensitive receptors as possible.
- Material delivery, soil haul trucks, and equipment servicing shall be restricted to the hours prescribed by the City of Los Angeles to the daytime hours from 7:00 AM to 9:00 PM Monday through Friday, 8:00 AM to 6:00 PM on Saturdays and national holidays.

N-2 Prior to initiation of demolition and grading activities, the construction contractor shall erect a temporary solid noise barrier, to the extent practicable, between the construction site and the apartments to the west, and homes to the south. The temporary walls shall remain for the entire construction period. Due to site constraints, to maintain access to Saticoy Street, a noise barrier along the northern portion of the site would not be feasible. The temporary construction wall would have to break the line of site from the construction equipment exhaust stack to the windows of the nearest residential areas. In order to accomplish this requirement, the temporary walls shall be as tall as the roof base at the adjacent apartments to the west, and for the single-family homes it shall be at least 12 feet high. The barrier shall be solid from the ground to the top with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is ½-inch thick. The temporary walls would reduce construction noise by at least 5 dBA, depending on the receiver and the location of the noise source.

Impact 5.8-3

N-3 Prior to issuance of building permits, a noise analysis shall be prepared when specific building plans and elevations, and the specifications of the HVAC units are available. The noise analysis shall demonstrate that noise from HVAC units would not cause an increase of over 5 dBA over existing ambient noise to nearby residential uses to the north, south, and west of the project site. This can be accomplished by selecting quieter units, locating the HVAC condenser units as far as possible from nearby residential areas, especially to the west of the project site, and/or by constructing parapet walls along the northern and western sides of the building's roof. If a parapet wall construction is warranted, because the elevation of the proposed building is substantially higher than the nearby residential receptors, the proposed parapet walls would control noise as sound waves traveling over the barrier are diffracted, creating a quiet zone on the receptor side of the wall. The parapet wall shall have a minimum STC-rating (sound transmission class) of STC- 30 and shall be continuous with no gaps to force the sound waves into a diffracted path. A combination of the design features outlined above would provide the necessary reduction to limit the noise increase from the operation of HVAC units to less than 5 dBA above existing noise levels at the nearest receptors.

5.8.8 Level of Significance After Mitigation

Impact 5.8-1

Implementation of Mitigation Measures N-1 and N-2 would reduce potential noise impacts during construction, but not to the levels below the significant thresholds. The project's construction noise impact would remain significant and unavoidable.



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Although the project's temporary construction impact would cause a significant noise impact to nearby residential areas, because there are no other known projects to be constructed concurrently with the proposed project, construction noise impacts not be cumulatively significant. No cumulative temporary construction noise impact would occur.

Impact 5.8-3

Implementation of Mitigation Measure N-3 would assure that the stationary noise impacts from onsite equipment would not exceed 5 dBA over the existing ambient noise level, and impacts would be less than significant.

No significant cumulative stationary noise would occur because stationary noise sources are confined to the immediate area of noise generation.

5.9 PUBLIC SERVICES

This section addresses public services including: fire and police protection services. The analysis in this section is based in part on the Service Provider Correspondence contained in Appendix H of this DEIR. Public and private utilities and service systems, including water, wastewater, solid waste, electricity, and natural gas services and systems, are addressed in Section 5.11, *Utilities and Service Systems*.

The Initial Study, included as Appendix A, substantiates that impacts associated with schools, parks and other government facilities would be less than significant. These topics are not addressed in the following analysis.

5.9.1 Fire Protection and Emergency Services

5.9.1.1 Environmental Setting

The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency services to the project site. LAFD is staffed with 3,600 sworn members and 353 non-sworn professionals and they provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community services to more than four million people. A total of 1,104 uniformed firefighters (including 242 serving as firefighter/paramedics), are always on duty at LAFD facilities citywide, including 106 neighborhood fire stations located across the 471 square-mile jurisdiction, grouped into 18 battalions and three divisions. Equipment includes engines, trucks, paramedic engines, crash units, hazardous materials response and decontamination units, foam carriers, rescue ambulances, helicopters, and boats. LAFD responds to 1,100 emergency calls and transports more than 500 people to area hospitals daily. In 2009, LAFD responded to 753,428 emergency calls.

The nearest fire station to the project site is Fire Station No. 81 at 14355 Arminta Street, approximately 0.6 mile to the north. This station has one fire engine and two rescue ambulances and is staffed with four firefighters, two paramedics, and two EMT firefighters. Station No. 39 is approximately 1.7 miles to the south and is a task force station with truck and engine company and a rescue ambulance.

Station No. 81 is the closest to the project site and would potentially provide the shortest response time in the event of an emergency. In the event of a major emergency, additional fire protection and emergency services would be provided by other stations within the LAFD service area.

Regulatory Setting

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety and education and minimizing loss of life through fire prevention programs.

The Van Nuys-North Sherman Oaks Community Plan includes goals, objectives, and policies that specifically address policy-level guidelines for fire protection services in the project area. Its goal is to protect the community through a comprehensive fire and life safety program, its objective is to ensure that fire facilities and protection services are sufficient for the existing and future population and land uses, and its policy is to coordinate with the LAFD as part of the review process in determining the impact on service demands.



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5.9.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- FP-1 Result in a substantial adverse physical impact associated with the provisions 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 fire protection services.

Additionally, the L.A. CEQA Thresholds Guide (page K.2-3) states that a project would 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.

Based on the stated screening criteria, the proposed project would be considered to have a significant impact if:

- FP-2 Proposed onsite development did not comply with all applicable LAFD code and ordinance requirements for construction, access, water mains, fire flow, and fire hydrants; or
- FP-3 The project inhibits emergency response by increasing roadway congestion within an area either during project construction or post-construction occupancy.

5.9.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.9-1: THE PROPOSED PROJECT WOULD INTRODUCE ADDITIONAL STRUCTURES AND PEOPLE TO THE PROJECT SITE, THEREBY SLIGHTLY CHANGING THE DYNAMICS OF THE DEMANDS FOR FIRE PROTECTION SERVICES. [THRESHOLD FP-1, FP-2, AND FP-3]

Impact Analysis: Implementation of the proposed project would result in increased building area and people working and visiting the project site compared to the existing conditions. LAFD evaluates new project impacts on a project-by-project basis and, beyond the standards in the Los Angeles Fire Code, consideration is given to project size and components, required fire-flow, response time and distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials.

The proposed project is required to comply with Section 57.09, Access, Hydrants, and Fire-Flow Requirements, of the City of Los Angeles Municipal Code, prior to approval of the final site plan. LAFD requires that a project be located within 1.5 miles of the nearest fire station or, if the distance requirement cannot be achieved, include an interior sprinkler system in the development. The nearest fire station is Station No. 81, approximately 0.6 mile north of the project site. The Saticoy Street and Van Nuys Boulevard intersection is currently operating at level of service (LOS) C and would improve to LOS B with mitigation after project implementation for the existing plus project conditions and LOS C for the future with project conditions. Therefore, the fire protection services would not be adversely impacted by the roadway congestion.

Although no fire sprinkler system is required, the new building would be equipped with fire sprinkler system and alarms for additional fire protection. In addition, the proposed project would provide adequate emergency vehicle access, including the underground parking structure, and the required 6,000 to 9,000 gallons per minute (gpm) fire-flow from 4 to 6 fire hydrants. These fire hydrants would flow simultaneously with a minimum 20 psi water pressure, as required for industrial and commercial land use types. Considering that the project site is in a highly urbanized area with easy access to fire hydrant service and streets, and has short driving distance (0.6 mile) from the nearest fire station with relatively light traffic conditions, fire service would not be negatively affected. Therefore, fire impacts would not be substantial.

Moreover, the proposed project would house seven County departments and operation of these departments would not involve the use, manufacturing, or storage of hazardous materials other than limited quantities used by janitorial purposes. Additionally, the proposed project would consolidate existing County departments currently being served by the LAFD at various locations to a single location. Therefore, although the number of employees and visitors at the project site would increase on a daily basis, the overall services demands for LAFD would not change substantially, and the proposed project would not necessitate the construction or expansion of fire facilities in order to maintain acceptable service levels or performance standards.

5.9.1.4 Cumulative Impacts

The geographic area for cumulative analysis of fire protection services is the service area for LAFD. The proposed project, with a proposed increase in development intensity at the site, would slightly increase the demand for fire protection services in the project area. Although the County offices may not directly contribute to the LAFD's existing funding mechanisms such as property taxes and government funding, the proposed project involves relocation of seven existing County departments and would not contribute significantly to the area growth. The County departments to be relocated to the project site are already being served by the LAFD in the surrounding area. The proposed project would be subject to LAFD's review and approval for adequate compliance with all applicable construction-related and operational fire safety requirements. Other related projects in the area that may increase demands for additional LAFD staffing, equipment, and facilities over time would be subject to existing funding mechanisms. There are no specific plans to build a new fire station in the area and the proposed project would not contribute to the need for additional fire service facilities. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities that could which cause adverse physical impacts. The proposed project would not have a cumulatively considerable incremental effect upon fire protection services.



5.9.1.5 Existing Regulations and Standard Conditions

- Los Angeles Fire Code (Los Angeles Municipal Code Chapter V Public Safety and Protection, Article 7 Fire Protection and Prevention): Provides laws for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises; and to prescribe such other laws as it may be the duty of LAFD to enforce. The provisions are applicable to all buildings, structures, or premises location within the City of Los Angeles including the buildings, structures, or premises owned or directly controlled by the City of Los Angeles, or any County or other municipal or quasi-municipal corporation or government or any department, commission, board of office thereof.

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5.9.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1

5.9.1.7 Mitigation Measures

No mitigation measures are necessary.

5.9.1.8 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are required.

5.9.2 Police Protection

5.9.2.1 Environmental Setting

City of Los Angeles Police Department (LAPD) provides police protection service to the project site. The nearest police station is Van Nuys Community Police Station at 6240 Sylmar Avenue, in Van Nuys, in the Valley Bureau. As of November 2010, Van Nuys station was staffed with 284 sworn officers.

Calls for service are divided into three categories: Code 3, Code 2, and low priority. The City has set an expectation for response time in these areas as follows: Code 3 calls 5.7 minutes; Code 2 calls 16.4 minutes, and; low priority calls 33.9 minutes. In the Van Nuys area, the set expectations were generally achieved during the October 17, 2010, to November 23, 2010, period with Code 3 calls 5.9 minutes, Code 2 calls 16.2 minutes, and low priority calls 31.5 minutes.

5.9.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- PP-1 Result in a substantial adverse physical impact associated with the provisions 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 police protection services.

Additionally, the L.A. CEQA Thresholds Guide (2006, page K.2-2) states that a determination of significance relative to police protection shall be made on a case-by-case basis, considering the following factors:

- The population increase resulting from the project, based on the net increase of residential dwelling 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.

Based on all of these factors, the proposed project would have a significant impact if:

- PP-2 It would generate demand for additional police protection services that substantially exceed the capability of the LAPD to serve the project site; or
- PP-3 It would cause a substantial increase in emergency response times as a result of increased traffic congestion attributable to the project.

5.9.2.3 Environmental Impacts

IMPACT 5.9-2: THE PROPOSED PROJECT WOULD INTRODUCE ADDITIONAL STRUCTURES AND PEOPLE TO THE PROJECT SITE, THEREBY SLIGHTLY CHANGING THE DYNAMICS OF THE DEMANDS FOR POLICE PROTECTION SERVICES [THRESHOLDS PP-1, PP-2, AND PP-3]

Impact Analysis: The proposed project would result in a net increase of 201,753 square feet of non-residential floor area at the project site, therefore increase the demand for police protection services at the project site. However, the proposed project would consolidate the existing County departments at other locations in the Mid-Valley area that are already being served by the LAPD; therefore, the increase would not be substantial.

There are many factors that play a role in the response time of police officers responding to a certain address or location. Service needs are related to the size of the population and geographic area served, the number and type of calls for service and other community characteristics such as the starting location for the assigned unit, the weather conditions, pedestrian traffic, vehicular traffic, and the time of day. Considering these factors, LAPD's standard response time is ten minutes or less.

The project site is already developed with four buildings, including a vacated bowling alley (27,828 square feet), the vacated Mid-Valley Youth Center (55,602 square feet), the five-story Mid-Valley Comprehensive Health Center (50,200 square feet), and the San Fernando Valley Service Center (15,347 square feet), totaling approximately 184,977 square feet. All buildings except the Mid-Valley Comprehensive Health Center (50,200 square feet) will be demolished and a new 250,330 square foot structure would be constructed. The increased building space (151,553 square feet) and the number of people working and visiting the project site would result in a modest impact on the level of service provided by LAPD at the project site. However, the proposed project would generally involve redistribution of services population rather than generating an entirely new service population. Moreover, the proposed development would be equipped with security cameras and lighting, fencing, and gates to control access. Additional police services such as General Services Police or Private Security (security guards/officers) would monitor and patrol the site during project construction and operation to augment the services provided by LAPD. The proposed project would incorporate Crime Prevention through Environmental Design (CPTED) strategies and consult with LAPD's Crime Prevention Section on the design and implementation of a security plan for the proposed project to minimize services demand on police protection.

Considering various security and safety features, operational details, and traffic, LAPD would prepare a Workload Study to determine the project impact for additional measures for security. Such added safety protection services would be solidified by a Memorandum of Agreement for implementation. The LAPD has no additional funding sources or any immediate plans for expanding Van Nuys Area staff or services and the proposed project would not contribute to the need for new or expanded police facilities. Although the proposed project would increase the development intensity at the project site, it would generally represent redistribution of service population within the LAPD's service boundaries and would not result in substantial increase in overall police protection services demands. The project would not



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result in the need for construction or expansion of police facilities. In addition, the County would coordinate with the City of Los Angeles to implement various site design features to ensure that impacts are reduced to a less than significant level.

5.9.2.4 Cumulative Impacts

The geographic area for cumulative analysis of fire protection services is the service area for LAPD. The project site has been previously developed and police services have been provided. The project area is fully developed with urban uses and the proposed project is not a growth-inducing project. Therefore, implementation of the proposed project would not substantially increase the demand for additional police protection services in the project area and, furthermore, active use of the previously underutilized project site could provide opportunity for added surveillance through building occupants and visitors. No construction or expansion of the existing police facilities would be necessary and there are no lasting physical impacts associated with providing adequate police services to the project site, individually or cumulatively.

5.9.2.5 Existing Regulations and Standard Conditions

- Design Out Crime Program: As a project design feature, the proposed project will comply with the standards of the LAPD's Design Out Crime program and incorporate Crime Prevention through Environmental Design principles.

5.9.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impact 5.9-2 would be less than significant.

5.9.2.7 Mitigation Measures

Impact 5.9-2

- PS-1 The County of Los Angeles shall submit a site plan to the Los Angeles Police Department's (LAPD) Crime Prevention Section for review and comment. The site plan shall incorporate crime prevention features such as, but not limited to, nighttime security lighting, building security system, secured parking facilities, and full-time onsite professional security. Additional security features subsequently recommended by the LAPD shall be implemented, and a Memorandum of Agreement shall be prepared for the agreed security features.
- PS-2 The County of Los Angeles shall provide operational and security feature details of the San Fernando Valley Family Support Center as requested by the Los Angeles Police Department to prepare a Workload Study, and incorporate recommendations included therein.

5.9.2.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with police protection to a less than significant level. Therefore, no significant unavoidable adverse impacts relating to police protection remain.

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This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the San Fernando Valley Family Support Center (SFVFSC) project to result in transportation and traffic impacts in the City of Los Angeles. The analysis in this section is based in part on the following technical report:

- *Traffic Study for the San Fernando Valley Family Support Center Environmental Impact Report*, Fehr and Peers, February 2012.

A complete copy of this study is included in the Technical Appendices to this Draft EIR (Volume II, Appendix I, Traffic Study)

5.10.1 Environmental Setting

The project site is in the Van Nuys-North Sherman Oaks Community Plan area of the City of Los Angeles. The study area selected for analysis extends to the Haskell Avenue to the west, Victory Boulevard to the south, State Route 170 (SR-170) to the east, and Nordhoff Street to the north. The streets in the study area are under the jurisdiction of the City of Los Angeles. Freeways are under the jurisdiction of the California Department of Transportation (Caltrans). Figure 5.10-1, *Analyzed Intersections*, shows the study intersections and Figure 5.10-2, *County Department Locations*, shows the location of the facilities proposed to be consolidated at the project site.

Existing Street System

The SFVFSC site is bounded by Saticoy Street on the north, Van Nuys Boulevard on the east, and the Pacoima Wash on the south and west. The street system around the SFVFSC is generally a north-south/east-west grid system.

The following freeways provide primary regional access to the area:

- United States Highway 101 (US-101) – US-101 runs east/west approximately 3.5 miles south of the project site. Sepulveda Boulevard and Van Nuys Boulevard are north/south arterial streets providing access to US-101.
- San Diego Freeway (I-405) – I-405 runs north/south approximately one mile west of the project site. Roscoe Boulevard and Sherman Way are east/west arterial streets providing access to I-405.
- Hollywood Freeway (SR-170) – SR-170 runs generally north/south approximately 2.5 miles east of the project site. Roscoe Boulevard and Sherman Way are east/west arterial streets providing access to SR-170.

Arterial streets serving the study area include Sepulveda Boulevard, Kester Avenue, Van Nuys Boulevard, Hazeltine Avenue, and Woodman Avenue in the north/south direction. In the east/west direction, the following arterial streets serve the study area: Nordhoff Street, Roscoe Boulevard, Saticoy Street, Sherman Way, Vanowen Street, and Victory Boulevard.

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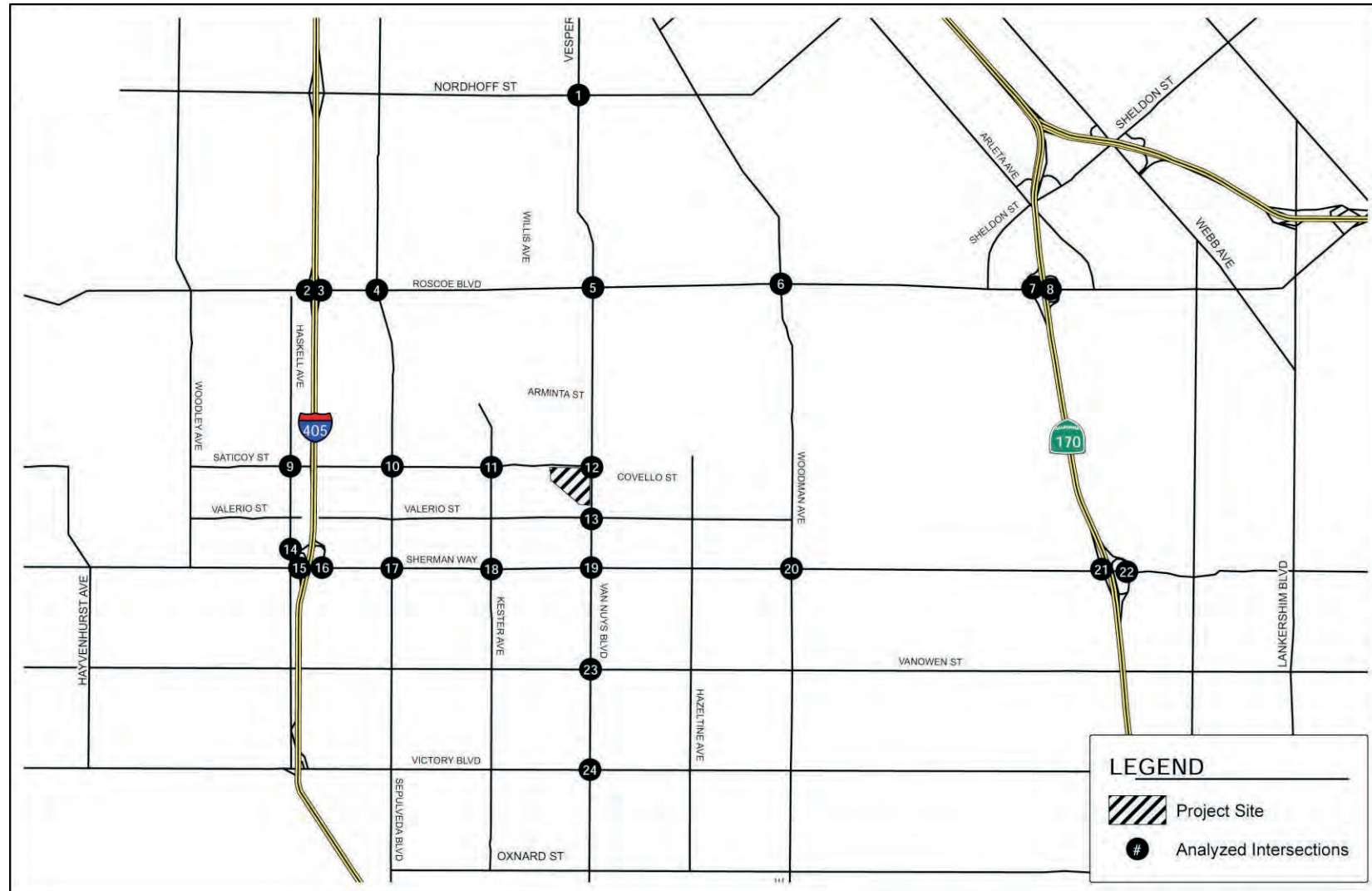
Study Analysis Locations

The following 24 intersections, illustrated in Figure 5.10-1, *Analyzed Intersections*, were identified in conjunction with City of Los Angeles Department of Transportation (LADOT) to be analyzed for this project:

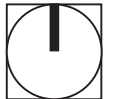
1. Van Nuys Boulevard & Nordhoff Street
2. I-405 Southbound Ramps & Roscoe Boulevard
3. I-405 Northbound Ramps & Roscoe Boulevard
4. Sepulveda Boulevard & Roscoe Boulevard
5. Van Nuys Boulevard & Roscoe Boulevard
6. Woodman Avenue & Roscoe Boulevard
7. SR-170 Southbound Ramps & Roscoe Boulevard
8. SR-170 Northbound Ramps & Roscoe Boulevard
9. Haskell Avenue & Saticoy Street
10. Sepulveda Boulevard & Saticoy Street
11. Kester Avenue & Saticoy Street
12. Van Nuys Boulevard & Saticoy Street
13. Van Nuys Boulevard & Valerio Street
14. Haskell Avenue & I-405 Southbound Ramps
15. I-405 Northbound On-Ramp & Sherman Way
16. I-405 Southbound Ramps & Sherman Way
17. Sepulveda Boulevard & Sherman Way
18. Kester Avenue & Sherman Way
19. Van Nuys Boulevard & Sherman Way
20. Woodman Avenue & Sherman Way
21. SR-170 Southbound Ramps & Sherman Way
22. SR-170 Northbound Ramps & Sherman Way
23. Van Nuys Boulevard & Vanowen Street
24. Van Nuys Boulevard & Victory Boulevard

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Analyzed Intersections



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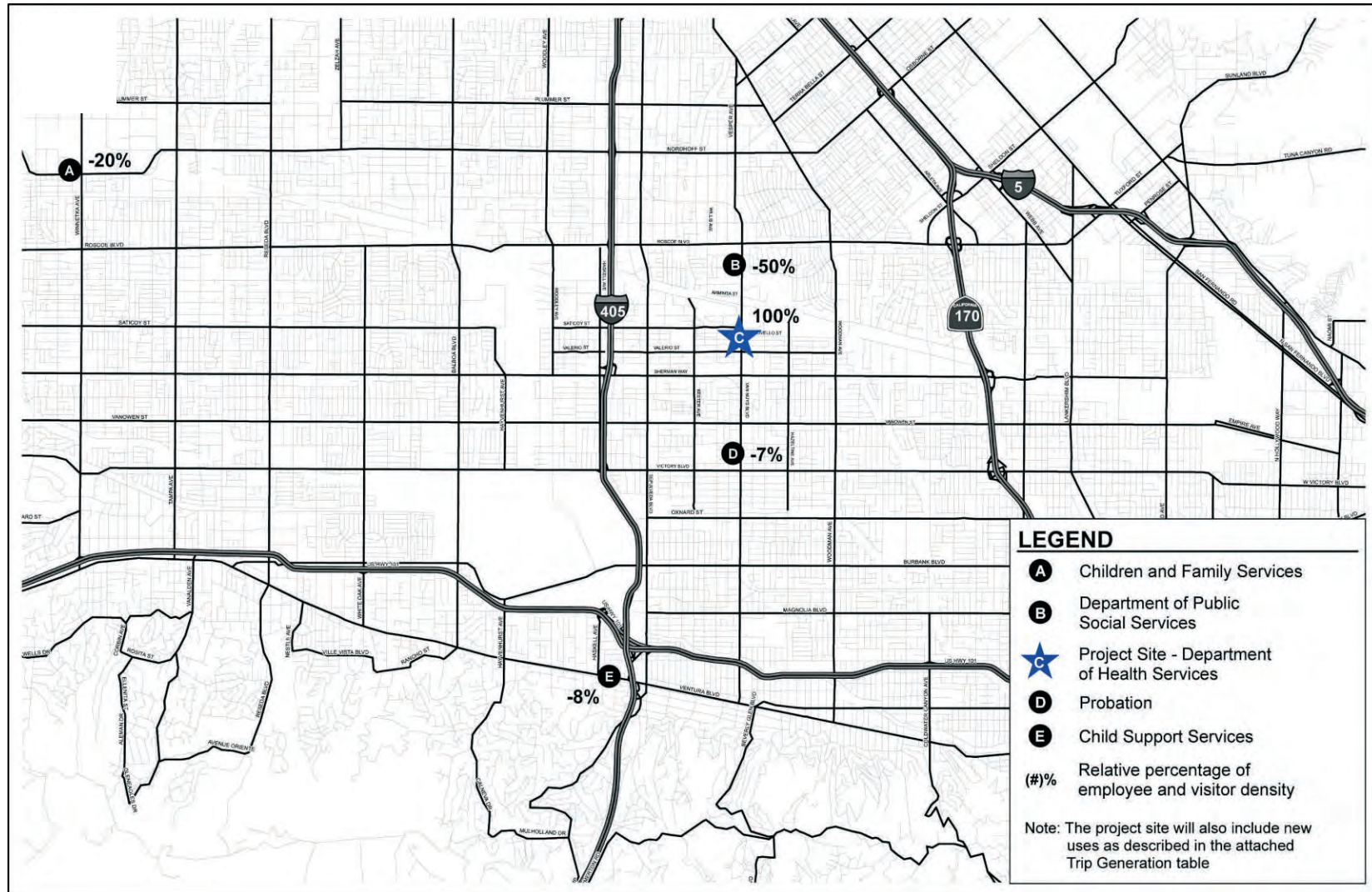


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County Department Locations



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Existing Transit Service

The following transit lines provide service in the project area:

- Metro Line 152/353 – Line 152 provides local service between Woodland Hills and North Hollywood Station via Roscoe Boulevard in the project site. Line 353 follows the same route as Line 152 but with limited stops.
- Metro Line 163/363 – Line 163 provides local service between West Hills Medical Center and Sun Valley/North Hollywood Station via Sherman Way. Line 363 follows the same route as Line 163, with fewer stops in order to provide express bus service.
- Metro Line 164 – Line 164 is an east/west local service line that provides service from West Hills to Burbank Station via Victory Boulevard.
- Metro Line 165 – Line 165 provides local service between West Hills and Burbank Station via Vanowen Street.
- Metro Line 169 – Line 169 provides local service between West Hills Medical Center and Sunland via Saticoy Street, Van Nuys Boulevard, and Woodman Avenue.
- Metro Line 233 – Line 233 provides local service between Lake View Terrace and Sherman Oaks via Van Nuys Boulevard.
- Metro Line 234/734 – Line 234 provides local service between Mission College and Sherman Oaks via Sepulveda Boulevard. Line 734 follows the same route as Line 234, with fewer stops in order to provide express bus service.
- Metro Line 237 – Line 237 provides local service between Granada Hills and Sherman Oaks via Woodley Avenue and Van Nuys Boulevard.
- Metro Line 656 – Line 656 provides local service between Panorama City and Hollywood via Van Nuys Boulevard.
- Metro Line 761 – Line 761 provides local service between Pacoima and Westwood via Van Nuys Boulevard and Sepulveda Boulevard.
- Metrolink Ventura County Line at Van Nuys Metrolink/Amtrak Station – The Metrolink Ventura County Line travels from East Ventura to Union Station in downtown Los Angeles. This line travels to Oxnard, Camarillo, Simi Valley, Northridge, Van Nuys, Burbank, and Glendale. The Van Nuys Metrolink/Amtrak station is approximately ¼-mile from the intersection of Saticoy Street & Van Nuys Boulevard.



Existing Bicycle and Pedestrian Facilities

Bicycle Facilities

Bicycle facilities designated within the project area are located along Woodman Avenue, which includes bicycle lanes north of Vanowen Street and a bicycle route south of Vanowen Street.

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Pedestrian Facilities

The project area has a mature network of pedestrian facilities around the project site including sidewalks, crosswalks and pedestrian safety features. The project site currently features approximately eight feet of sidewalk with a 5-foot landscaped strip or tree wells between the roadway and the walkway on both the northern (Saticoy Street) and eastern edge (Van Nuys Boulevard) of the project site.

Existing Traffic Conditions

This section presents existing base peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

Existing Base Traffic Volumes

Weekday AM and PM peak period turning movement counts were collected at the study intersections in June 2011. Figure 5.10-3(a-c), *Existing Peak Hour Volumes*, illustrate the existing weekday morning and afternoon peak hour volumes at the 24 study intersections. Count sheets from these intersections are contained in Appendix B of the Traffic Study (Appendix I of the DEIR).

Intersection Level of Service Standards and Methodology

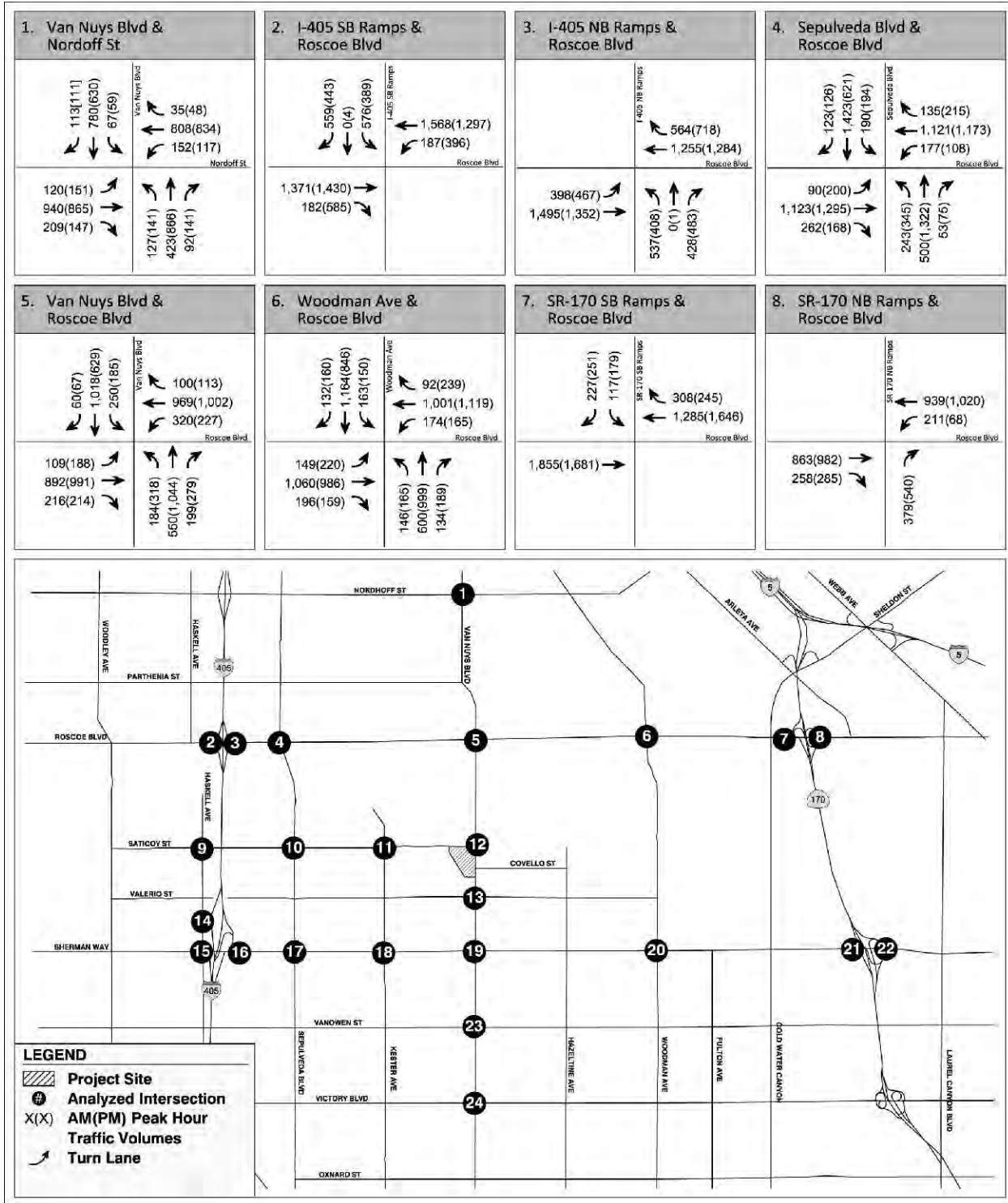
According to Traffic Study Policies and Procedures (LADOT, December 2012), the Critical Movement Analysis (CMA) method of intersection capacity calculation was used to analyze signalized intersections from a variety of standard methodologies available to analyze LOS. The CMA methodology determines the intersection V/C ratio. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 5.10-1, *Level of Service Definitions for Signalized Intersections*. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade. For the stop-controlled intersections, Highway Capacity Manual (HCM) methodology was used to evaluate capacity and performance. Levels of service definitions for stop-controlled intersections are provided in Table 5.10-2, *Level of Service Definitions for Unsignalized Intersections*.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions.

All of the signalized intersections are currently signalized and controlled by the City of Los Angeles' ATSAC system and by the ATCS. In accordance with LADOT procedures, a capacity increase of 7 percent (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control and a 3 percent capacity increase (0.03 V/C adjustment) was applied to reflect ATCS benefits at signalized intersections.

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Existing Peak Hour Volumes



Source: Fehr & Peers 2012

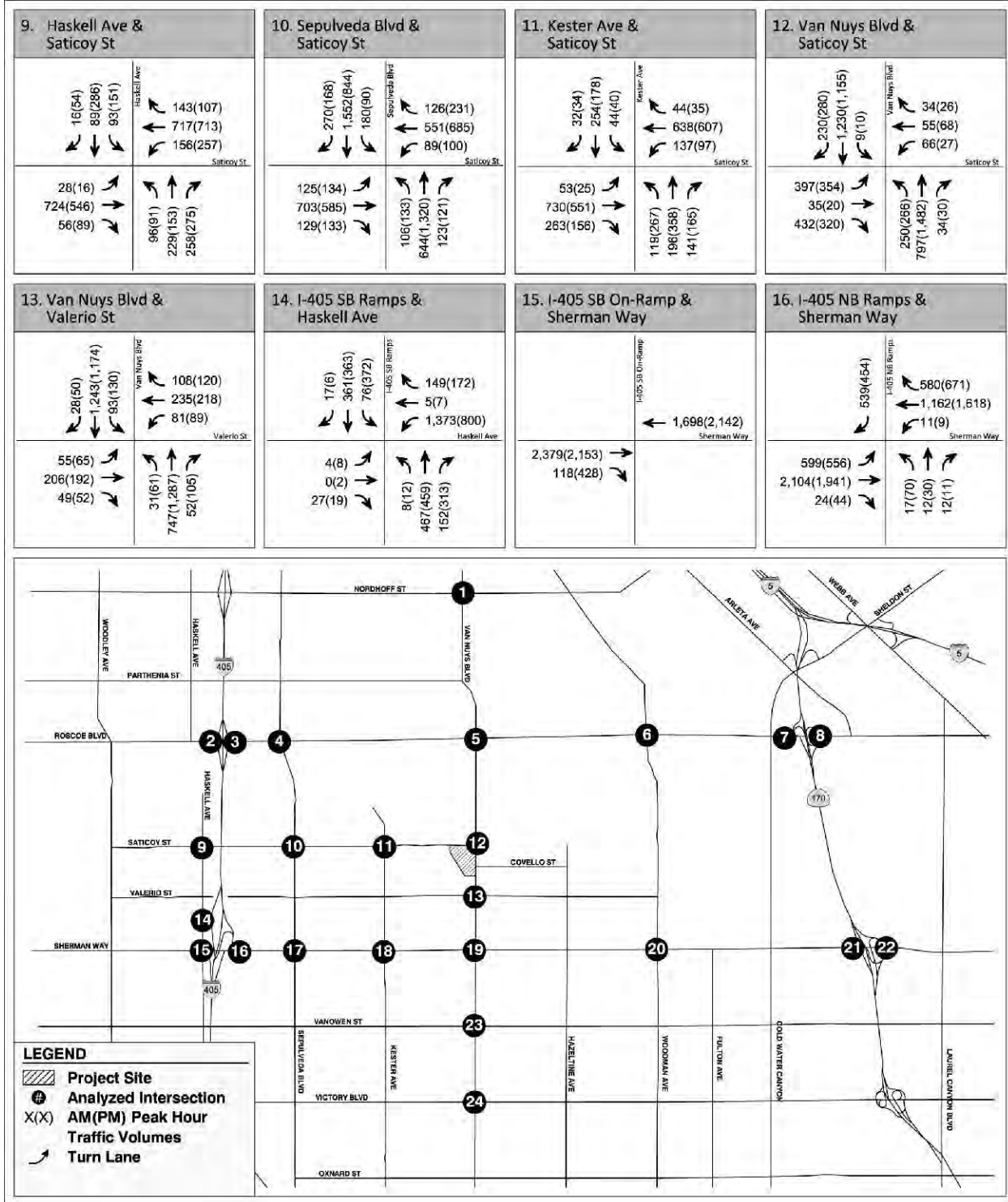
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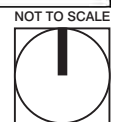
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Existing Peak Hour Volumes



Source: Fehr & Peers 2012



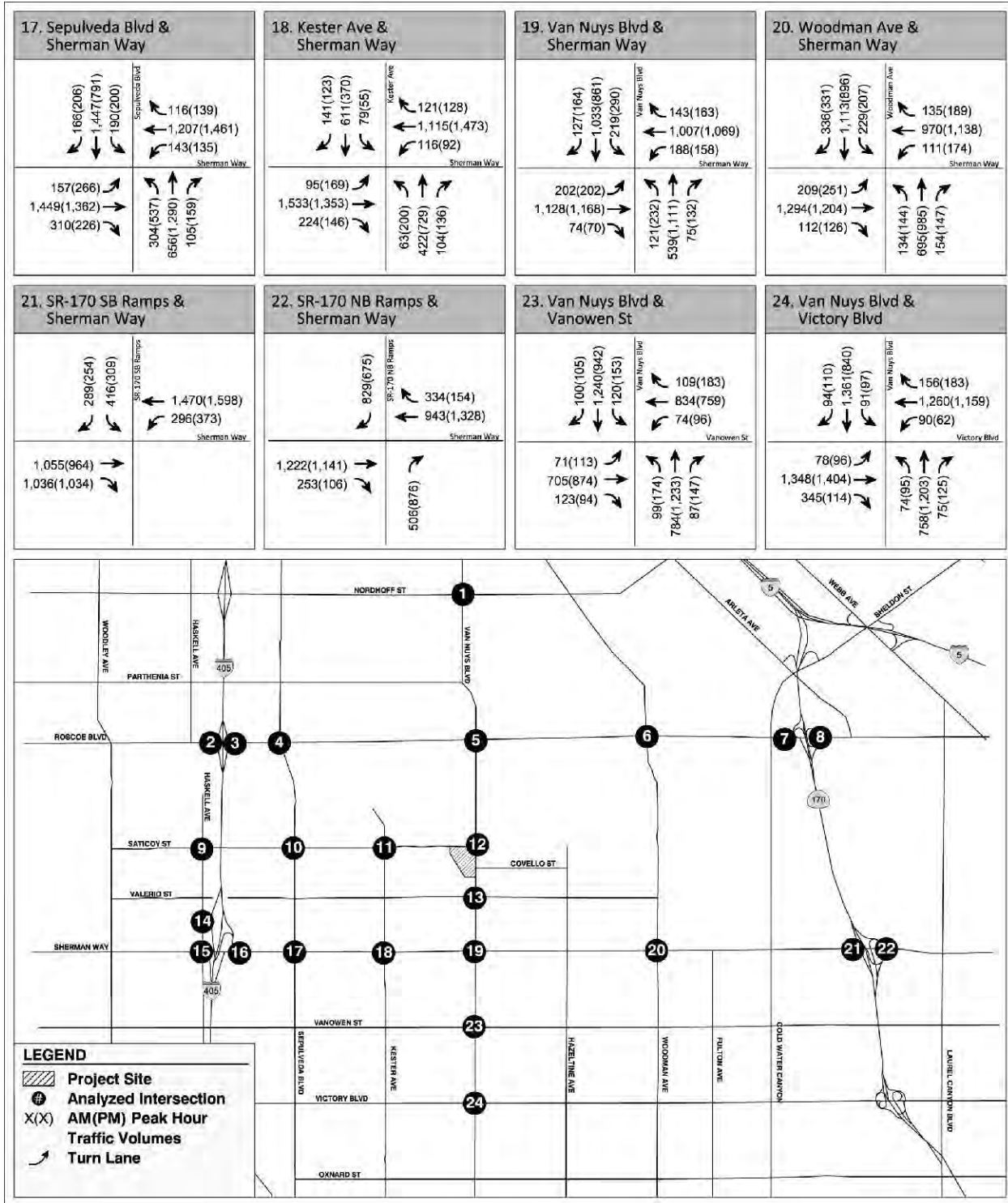
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Existing Peak Hour Volumes



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**Table 5.10-1
Level of Service Definitions for Signalized Intersections**

<i>Level of Service</i>	<i>Intersection Capacity Utilization</i>	<i>Definition</i>
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

**Table 5.10-2
Level of Service Definitions for Unsignalized Intersections**

<i>Level of Service</i>	<i>Average Total Delay (seconds/vehicle)</i>
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.



Existing Levels of Service

Existing year traffic volumes presented in Figure 5.10-3(a-c) were analyzed using the intersection capacity analysis methodology described under “Intersection Level of Service Standards and Methodology” to determine the existing operating conditions at the 24 study intersections. Table 5.10-3 summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As shown in Table 5.10-3, 23 of the 24 analyzed intersections operate at LOS D or better during both peak periods. The intersection of SR-170 Northbound Ramps & Roscoe Boulevard operates at LOS F during the PM peak hour.

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**Table 5.10-3
Intersection Level of Service Analysis Existing and Existing Plus Project Conditions**

ID	N/S Street Name	E/W Street Name	Peak Hour	Existing 2011		Existing Plus Project		Increase In V/C	Significant?
				V/C	LOS	V/C	LOS		
1	Van Nuys Blvd	Nordhoff St	AM	0.728	C	0.729	C	0.001	NO
			PM	0.671	B	0.672	B	0.001	NO
2	I-405 SB Ramp	Roscoe Blvd	AM	0.842	D	0.842	D	0.000	NO
			PM	0.774	C	0.767	C	-0.007	NO
3	I-405 NB Ramps	Roscoe Blvd	AM	0.656	B	0.658	B	0.002	NO
			PM	0.754	C	0.763	C	0.009	NO
4	Sepulveda Blvd	Roscoe Blvd	AM	0.779	C	0.781	C	0.002	NO
			PM	0.733	C	0.730	C	-0.003	NO
5	Van Nuys Blvd	Roscoe Blvd	AM	0.631	B	0.640	B	0.009	NO
			PM	0.737	C	0.742	C	0.005	NO
6	Woodman Ave	Roscoe Blvd	AM	0.752	C	0.757	C	0.005	NO
			PM	0.862	D	0.871	D	0.009	NO
7	SR-170 SB Ramps	Roscoe Blvd	AM	0.563	A	0.564	A	0.001	NO
			PM	0.541	A	0.547	A	0.006	NO
8	SR-170 NB Ramps	Roscoe Blvd ¹	AM	22.3	C	22.3	C		
				0.611		0.611		0.000	NO
			PM	72.8	F	73.3	F		
				0.710		0.711		0.001	NO
9	Haskell Ave	Saticoy St	AM	0.479	A	0.481	A	0.002	NO
			PM	0.486	A	0.499	A	0.013	NO
10	Sepulveda Blvd	Saticoy St	AM	0.625	B	0.627	B	0.002	NO
			PM	0.648	B	0.669	B	0.021	NO
11	Kester Ave	Saticoy St	AM	0.593	A	0.625	B	0.032	NO
			PM	0.520	A	0.535	A	0.015	NO
12	Van Nuys Blvd	Saticoy St	AM	0.789	C	0.819	D	0.030	YES
			PM	0.767	C	0.768	C	0.001	NO
13	Van Nuys Blvd	Valerio St	AM	0.499	A	0.511	A	0.012	NO
			PM	0.600	A	0.616	B	0.016	NO
14	Haskell Ave	I-405 SB Ramps	AM	0.704	C	0.712	C	0.008	NO
			PM	0.715	C	0.728	C	0.013	NO
15	I-405 SB Ramps	Sherman Wy ¹	AM	0.0	A	0.0	A		
				0.555		0.555		0.000	NO
			PM	0.0	A	0.0	A		
				0.573		0.573		0.000	NO
16	I-405 NB R amps	Sherman Wy	AM	0.573	A	0.573	A	0.000	NO
			PM	0.661	B	0.661	B	0.000	NO
17	Sepulveda Blvd	Sherman Wy	AM	0.821	D	0.835	D	0.014	NO
			PM	0.850	D	0.869	D	0.019	NO
18	Kester Ave	Sherman Wy	AM	0.652	B	0.662	B	0.010	NO
			PM	0.736	C	0.746	C	0.010	NO
19	Van Nuys Blvd	Sherman Wy	AM	0.565	A	0.605	B	0.040	NO
			PM	0.697	B	0.739	C	0.042	YES
20	Woodman Ave	Sherman Wy	AM	0.822	D	0.845	D	0.023	YES
			PM	0.835	D	0.842	D	0.007	NO
21	SR-170 SB Ramps	Sherman Wy	AM	0.736	C	0.734	C	-0.002	NO
			PM	0.718	C	0.736	C	0.018	NO

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**Table 5.10-3
Intersection Level of Service Analysis Existing and Existing Plus Project Conditions**

ID	N/S Street Name	E/W Street Name	Peak Hour	Existing 2011		Existing Plus Project		Increase In V/C	Significant?
				V/C	LOS	V/C	LOS		
22	SR-170 NB Ramps	Sherman Wy ¹	AM	0.0	A	0.0	A	0.000	NO
				0.960		0.960			
			PM	0.0	A	0.0	A	0.000	NO
				1.027		1.027			
23	Van Nuys Blvd	Vanowen St	AM	0.640	B	0.642	B	0.002	NO
			PM	0.706	C	0.710	C	0.004	NO
24	Van Nuys Blvd	Victory Blvd	AM	0.575	A	0.688	B	0.113	NO
			PM	0.611	B	0.613	B	0.002	NO

¹ Intersection is unsignalized. The HCM methodology was utilized to determine the level of service and the incremental change utilizing the CMA methodology was used to apply significant impact criteria.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- T-3 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.
- T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5 Result in inadequate emergency access.
- T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.



Intersection Capacity

Additionally, the L.A. CEQA Thresholds Guide (page L.1-3) states that a project would normally have a significant intersection capacity impact if:

- T-7 The project traffic would cause an increase in the V/C ratio on the intersection operating condition after the addition of the project traffic of one of the following:

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- V/C ratio increase >0.040 if final LOS* is C
- V/C ratio increase >0.020 if final LOS* is D
- V/C ratio increase >0.010 if final LOS* is E or F

If an unsignalized intersection is projected to operate at LOS C, D, E or F, re-analyze the intersection using the signalized intersection methodology to determine the significance of impacts using the sliding scale criteria described above.

Street Segment Capacity

The L.A. CEQA Thresholds Guide (page L.2-2) states that a project would normally have a significant street segment capacity impact if:

- T-8 The project traffic causes an increase in the V/C ratio on the street segment operating condition after the addition of project traffic equal to or greater than the following:
 - V/C ratio increase >0.080 if final LOS* is C
 - V/C ratio increase >0.040 if final LOS* is D
 - V/C ratio increase >0.020 if final LOS* is E or F

Freeway Capacity

The L.A. CEQA Thresholds Guide (page L.3-2) states that a project would normally have a significant freeway capacity impact if:

- T-9 The project traffic causes an increase in the demand to capacity (D/C) ratio on a freeway segment or freeway on- or off-ramp of 2 percent or more capacity (D/C increase >0.02), which causes or worsens LOS F conditions (D/C >1.00).¹

Neighborhood Intrusion Impacts

The L.A. CEQA Thresholds Guide (page L.4-2) states that a project would normally have a significant neighborhood intrusion impact if:

- T-10 The project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:
 - ADT increase $\geq 16\%$ if final ADT* $<1,000$
 - ADT increase $>12\%$ if final ADT* $>1,000$ and $<2,000$
 - ADT increase $>10\%$ if final ADT* $>2,000$ and $<3,000$
 - ADT increase $>8\%$ if final ADT* $>3,000$

Project Access

Project Access (Operational)

The L.A. CEQA Thresholds Guide (page L.5-2) states that a project would normally have a significant project access impact if:

¹ On- and off-ramps, similar to street segments, are evaluated in terms of V/C and LOS.

- T-11 The intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the AM or PM peak hour, under cumulative project conditions.

Bicycle, Pedestrian and Vehicular Safety

- T-12 The L.A. CEQA Thresholds Guide (page L.5-3) states that a determination of significance relative to bicycle, pedestrian and vehicular safety shall be made on a case-by-case basis, considering the following factors:
- The amount of pedestrian activity at project access points.
 - Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
 - The type of bicycle facility the project driveway(s) crosses and the level of utilization.
 - The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/ bicycle or vehicle/vehicle impacts.

Transit System Capacity

- T-13 The L.A. CEQA Thresholds Guide (page L.6-1) states that a determination of significance relative to transit system capacity shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity.



Parking

- T-14 The L.A. CEQA Thresholds Guide (page L.7-1) states that a project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

In-Street Construction Impacts

- T-15 The L.A. CEQA Thresholds Guide (page L.8-2) states that a determination of significance relative to in-street construction impact shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of two or more traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and level of service (LOS) on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;

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- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site; and
- The length of time that existing parking spaces would be unavailable.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-3
- Threshold T-6

These impacts will not be addressed in the following analysis.

5.10.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.10-1: PROJECT-RELATED TRIP GENERATION WOULD IMPACT THE EXISTING AREA ROADWAY SYSTEM. [THRESHOLDS T-1, T-7, T-8, T-10 & T-11]

Impact Analysis: Implementation of the proposed project would result in increased roadway trip volumes but decrease the overall future daily vehicle miles of travel (VMT).

Project Traffic Projections

The development of trip generation estimates for the proposed project involves the use of a 3-step process: trip generation, trip distribution, and traffic assignment.

Trip Generation

The proposed project consists of the relocations of several Los Angeles County departments into one office facility. Because trip generation rates from the Institute of Transportation Engineers (ITE) cannot be readily used due to its unique nature as a government facility, empirical data was collected to properly develop trip rates per City direction. In conjunction with LADOT, two sites were chosen for the empirical trip generation study (see Figure 5.10-2, *County Department Locations*):

1. Children and Family Services (CFS, Site A) at 20151 Nordhoff Street, Chatsworth, Los Angeles, CA
2. Department of Public Social Services (DPSS, Site B) at 14545 Lanark Street, Panorama City, Los Angeles, CA

The CFS and DPSS are the largest departments to be relocated to the project site comprising about 83 percent of the total trip generation. Therefore, trip generation surveys at these two main sites were conducted for three consecutive days on days shown below during the AM and PM peak traffic periods from 7:00 to 10:00 AM and from 3:00 to 6:00 PM.

- CFS (Site A) was surveyed on Tuesday through Thursday, June 14 to 16.
- DPSS (Site B) was surveyed on Monday through Wednesday June 13 to 15.

Trip generation rates were developed for these two facilities by taking the average vehicle trip rate for the three peak days. In and out vehicle trip rates were calculated for the AM and PM peak hour. The empirical trip rate found for Site A was applied to all other departments, since they show similarities in services and operation. Site B has substantially different operations than the other departments; therefore, it was not applied to any other department. The generation estimates and assumptions applied are shown in Table 5.10-4, *Trip Generation Estimates*. The total trip generation for the proposed project was estimated to be 441 inbound and 45 outbound vehicles trips during the AM peak hour, and 76 inbound and 387 outbound vehicles during the PM peak hour.

Project Traffic Distribution and Assignment

The geographic distribution of trips generated by the proposed project is dependent on characteristics of the street system serving the project site, the level of accessibility of routes to and from the proposed project site, and the locations of employment and commercial centers to which residents of the project would be drawn. The general distribution pattern for this study was developed based on current employee zip code data for the departments being relocated to the project site and in consultation with LADOT. The distribution of project trips is illustrated in Figure 5.10-4, *Detailed Project Distribution*, including illustration of trip



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distribution at the project driveways; and Figure 5.10-5(a-c), *Existing Plus Project Peak Hour Volumes*, shows project traffic assignment added to the existing peak hour volumes.

The project-generated traffic assignments included small trip credit taken for the two County departments (DPSS, Site B and Probation Department [PD], Site D) that are located along Van Nuys Boulevard within 1 mile and 1.5 miles from the project site, respectively. Because of the proximity of these sites to the project site and anticipated project traffic distribution, some portion of the trips associated with the DPSS and PD were considered already occurring and would already be accounted for in the intersection turning movement counts taken at the study intersections in June 2011.

Neighborhood Intrusion

The proposed project is anticipated to generate approximately 1,762 average daily trips. However, shown in Figure 5.10-4, most traffic would occur on Van Nuys Boulevard, Sherman Way, Saticoy Street, and Roscoe Boulevard, which are not residential streets. Van Nuys Boulevard, Sherman Way, and Roscoe Boulevard are classified as Major Highways Class II and Saticoy Street is classified as Secondary Highway. Although there are residential uses near the project site, the project area is an urbanized neighborhood with various industrial and commercial uses and it is unlikely that local residential streets would provide access to the project site. Therefore, no significant neighborhood intrusion is anticipated.

Future Traffic Conditions

The traffic volumes projected for the future base scenario (Year 2014) take into account the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, and traffic generated by specific development projects in, or in the vicinity of, the study area.

Based on historic trends and at the direction of LADOT, an ambient growth factor of 2 percent per year and traffic generated by 18 related projects as shown in Table 5.10-5 were applied to adjust the existing base year traffic volumes to reflect the future base traffic conditions. Figure 5.10-6, *Related Projects*, shows the locations of these related projects

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**Table 5.10-4
Trip Generation Estimates**

Land Use	Employee Data		Visitor Data		Legend	In	Out	Total	In	Out	Total
	Emp. No.	Office Hrs	Daily Avg	Svc Hrs							
A. Children and Family Services (20151 Nordoff St, Chatsworth) ^[a]	413	7 AM – 7 PM	200	8 AM – 5 PM	Total Site Trips ^[a] :	144	11	155	27	131	158
					Trip Rate per Emp + Visitor ^[a] :	93%	7%	0.253	17%	83%	0.258
B. Department of Public Social Services (14545 Lanark Street, Panorama City) ^[b]	386	7 AM – 6 PM	677	8 AM – 5 PM	Emp. Trips:	163	12	175	9	139	148
					Client Trips:	54	11	65	18	44	62
					Total Site Trips ^[b] :	217	23	240	27	183	210
					Trip Rate for Emp per Emp:	93%	7%	0.453	6%	94%	0.383
					Trip Rate for Client per Client:	83%	17%	0.096	29%	71%	0.092
					Trip Rate per Emp + Client ^[b] :	90%	10%	0.226	13%	87%	0.198
C. Department of Health Services ^[c]	47	7 AM – 6 PM	150	8 AM – 5 PM		-	-	-	-	-	-
D. Probation Department (14540 Haynes Street, Van Nuys)	129	8 AM – 5 PM	77	8 AM – 5 PM	Estimated Trips ^[d] :	48	4	52	9	44	53
					Transit Usage (-5%) ^[e] :	(2)	(0)	(3)	(0)	(2)	(3)
					Total Department Trips:	46	4	49	9	42	50
E. Child Support Services (15531 Ventura Blvd, Encino)	170	7 AM – 6 PM	75	8 AM – 5 PM	Estimated Trips ^[d] :	58	4	62	11	52	63
					Transit Usage (-5%) ^[e] :	(3)	(0)	(3)	(1)	(3)	(3)
					Total Department Trips:	55	4	59	10	50	60
F. Mental Health Programs (New Program)	31	7 AM – 6 PM	30	8 AM – 5 PM	Estimated Trips ^[d] :	14	1	15	3	13	16
					Transit Usage (-5%) ^[e] :	(1)	(0)	(1)	(0)	(1)	(1)
					Total Department Trips:	13	1	14	3	13	15
G. Public Health (New Program)			30	8 AM – 5 PM	Estimated Trips ^[d] :	8	1	9	2	7	9
					Transit Usage (-5%) ^[e] :	(0)	(0)	(0)	(0)	(0)	(0)
					Total Department Trips:	8	1	9	1	7	9
Family Support Center Information:											
No. of people at site	1,180		1,239		All FSC Department Trips:	483	43	526	77	425	502
Net No. of new people	1,133		1,089		Internal Capture (-10%) ^[g] :	(48)	(4)	(53)	(8)	(43)	(50)
AVO ^[f]			1.50								
Transit ^[h]	2.7%		19.8%		Total FSC Department Trips:	435	39	473	69	383	452

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**Table 5.10-4
Trip Generation Estimates**

Land Use	Employee Data		Visitor Data		Legend	In	Out	Total	In	Out	Total
	Emp. No.	Office Hrs	Daily Avg	Svc Hrs							
H. Restaurant/Retail Space (4,000 sq ft.) ** New Space	NA	6 AM – 9 PM	NA		ITE Trip Rate (# 932) ⁽¹⁾	52%	48%	11.52	59%	41%	11.15
					Estimated Trips:	24	22	46	26	18	45
					Internalization (-50%):	(12)	(11)	(23)	(13)	(9)	(22)
					Sub-Total:	12	11	23	13	9	22
					Pass-By-Trip (-50%):	(6)	(6)	(12)	(7)	(5)	(11)
					Total Retail Trips:	6	6	12	7	5	11
Total Projected Site Trips						441	45	485	76	387	463

^(a) Empirical data collected on June 14, 15, and 16 (Tuesday – Thursday).

^(b) Empirical data collected on June 13, 14, and 15 (Monday – Wednesday).

^(c) The Department of Health Services is currently located at the Mid-Valley Comprehensive Health Center (MVCHC), the Project would move this office to the new building. Therefore, these trips are excluded from the calculations above.

^(d) The empirical trip rate found for Site A is being applied to this department, due to their similarities in services and operations. Site B (DPSS) has substantially different operations from the other departments.

^(e) The proposed site would be located adjacent to the Van Nuys transit station, allowing employees and clients to more easily access the site by transit.

^(f) The average auto occupancy (AVO) for employees was derived from Los Angeles County Office of the CEO survey data, and verified with the empirical data collected in June, 2011.

^(g) By bringing these departments together into one single site, the Los Angeles County Office of the CEO expects to internalize employee and client "inter-departmental" trips.

^(h) Transit usage was derived based on data collected at Site B, where it was possible to obtain data for employees and clients separately.

⁽ⁱ⁾ Source: Institute of Transportation Engineers (ITE), Trip Generation, 8th Edition, 2008 (Land use Code No. 932).

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**Table 5.10-5
LADOT Valley District Related Projects Trip Generation Estimates¹**

ID	Project Case	Address	Project Name	Land Use	Trip Generation ²						
					Daily	AM			PM		
						In	Out	Total	In	Out	Total
1	SFV2005042	14450 W. Arminta St	Van Nuys Center, Phase 2	Industrial	2,751	282	38	320	42	312	354
2	SFV2005277	7477 Kester Av	LAUSD Valley HS #9	School	1,508	120	95	215	266	51	317
3	SFV2006035	15141 Saticoy St	Saticoy/Burnet Townhomes	SF	402	12	35	47	31	23	54
4	SFV2008077	8138 Cedros Av	LAUSD VR School #13	School	1,625	271	128	399	58	65	124
5	SFV2005146	6818 Van Nuys Bl	Apartments & Retail	Apt	1,446	22	56	78	65	48	113
6	SFV2005113	6870 Calhoun Ave	LAUSD ES #9	School	1,032	246	218	464	101	123	224
7	SFV2007079	14626 Roscoe Bl	Chili's Grill	Retail	2,134	74	73	147	81	81	162
8	SFV2007073	8252 Van Nuys Bl	DD's Discounts	Retail	2,997	55	25	61	154	81	162
9	SFV2006001	14665 Roscoe Bl	Panorama Place EIR	Condos	18,133	357	396	753	790	740	1,530
10	SFV2003149	13751 Sherman Way	Housing/Day Care	Apt	644	27	42	69	46	37	83
11	SFV2008075	15225 Vanowen St	Valley Presbyterian Medical Center	Office	2,898	157	42	199	80	218	298
12	SFV2005197	8605 Colbath Av	LAUSD VR Early Childhood Edu. Center #1	School	226	40	40	80	31	36	67
13	SFV2003163	8750 Van Nuys Bl	Arden Panorama City	School	1,196	263	58	321	16	186	202
14	SFV2007159	8527 N. Sepulveda Bl	69 units apartments	Apt	464	7	27	34	28	15	43
15	SFV2006247	8855 Noble Av	LAUSD Monroe Span ES #2	School	1,290	65	145	210	185	95	280
16	SFV2010101	8755 Woodman Av	Valor Academy Charter Middle School Expansion	School	454	82	66	148	21	21	42
17	SFV2005159	5353 Kester Ave	LAUSD East Valley ES # 6	School	1,226	293	261	554	120	146	266
18	SFV2000037	16114 Saticoy St	Van Nuys Flyaway Expansion	Other	1,292	111	51	162	69	92	161
Total Related Project Trip Generation					41,717	2,484	1,796	4,261	2,184	2,370	4,482

¹ The list includes the "Related Projects List" as obtained from LADOT August 18, 2011.

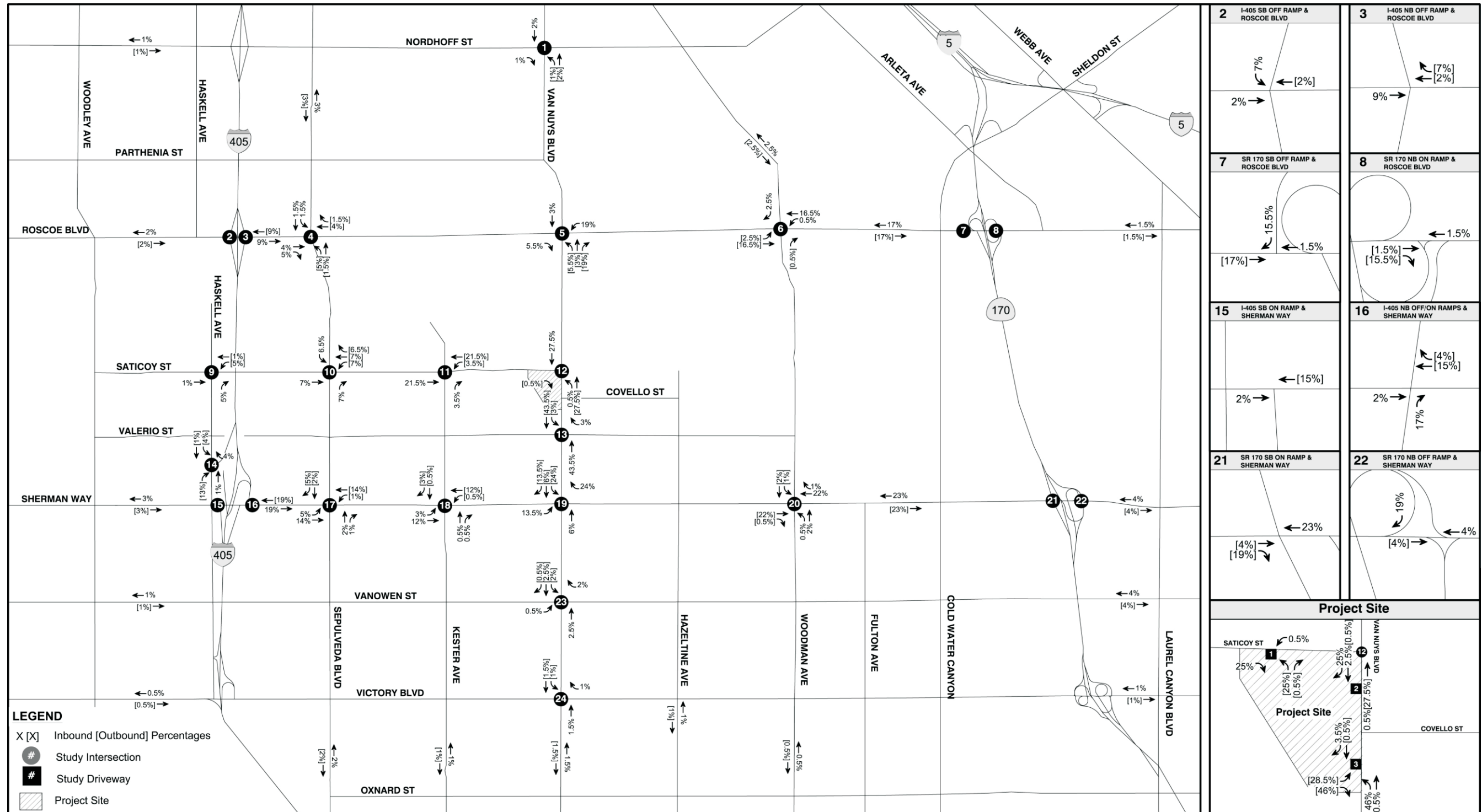
² Trip Generation Estimates are as obtained from LADOT; trip distribution data for selected projects has been provided by LADOT.

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Detailed Project Distribution



NOT TO SCALE



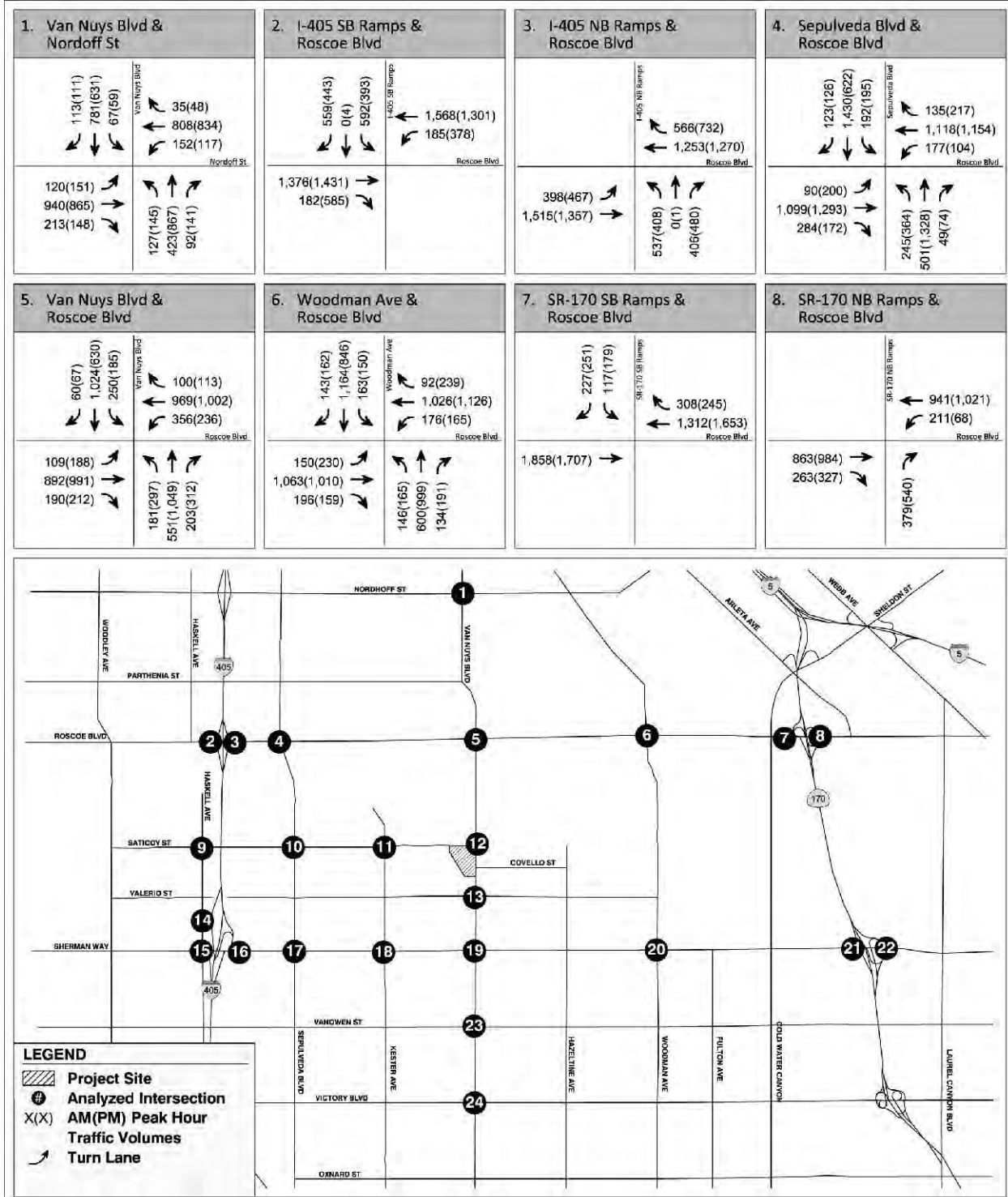
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5. Environmental Analysis

Existing Plus Project Peak Hour Volumes



Source: Fehr & Peers 2012



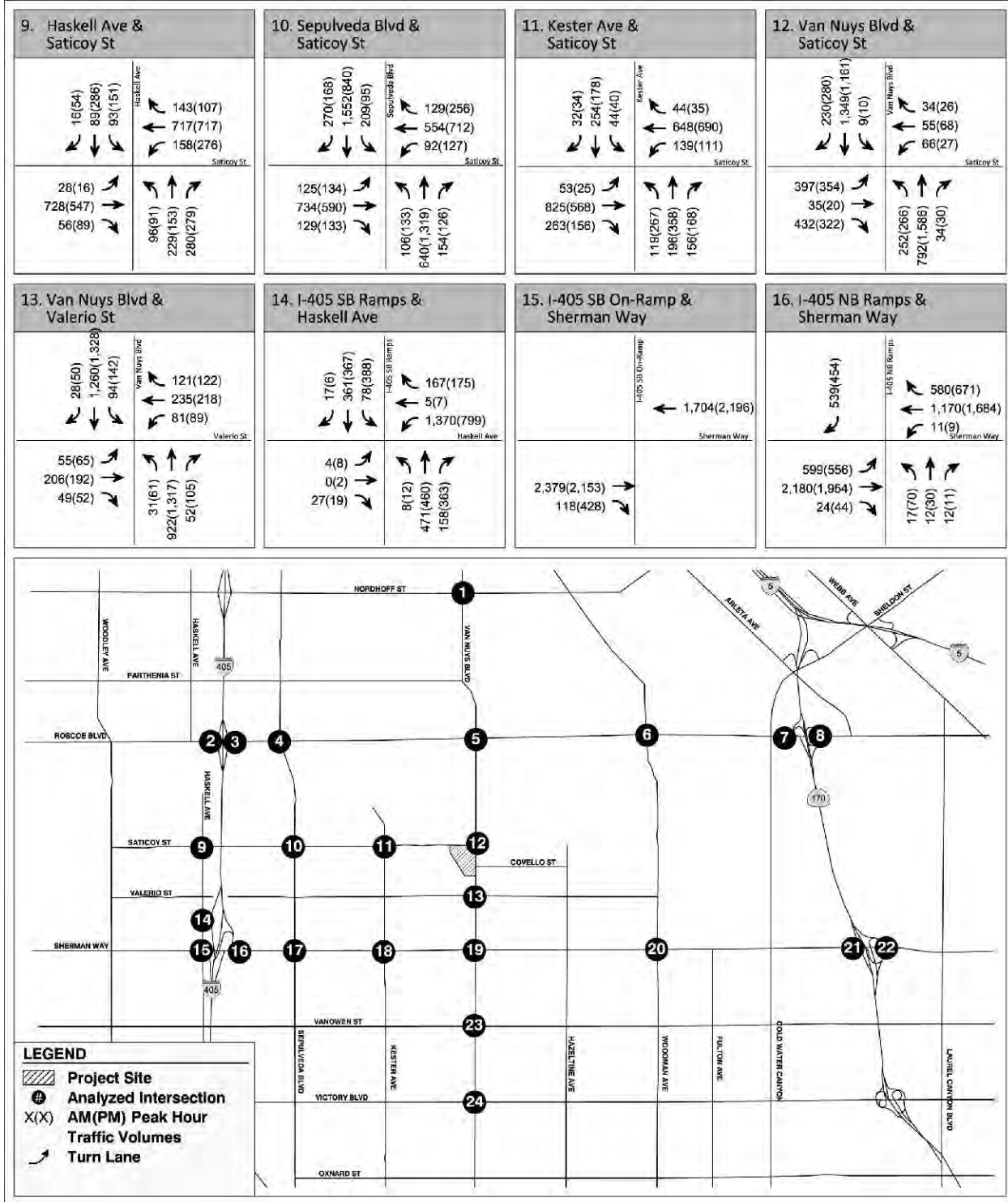
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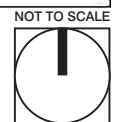
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Existing Plus Project Peak Hour Volumes



Source: Fehr & Peers 2012



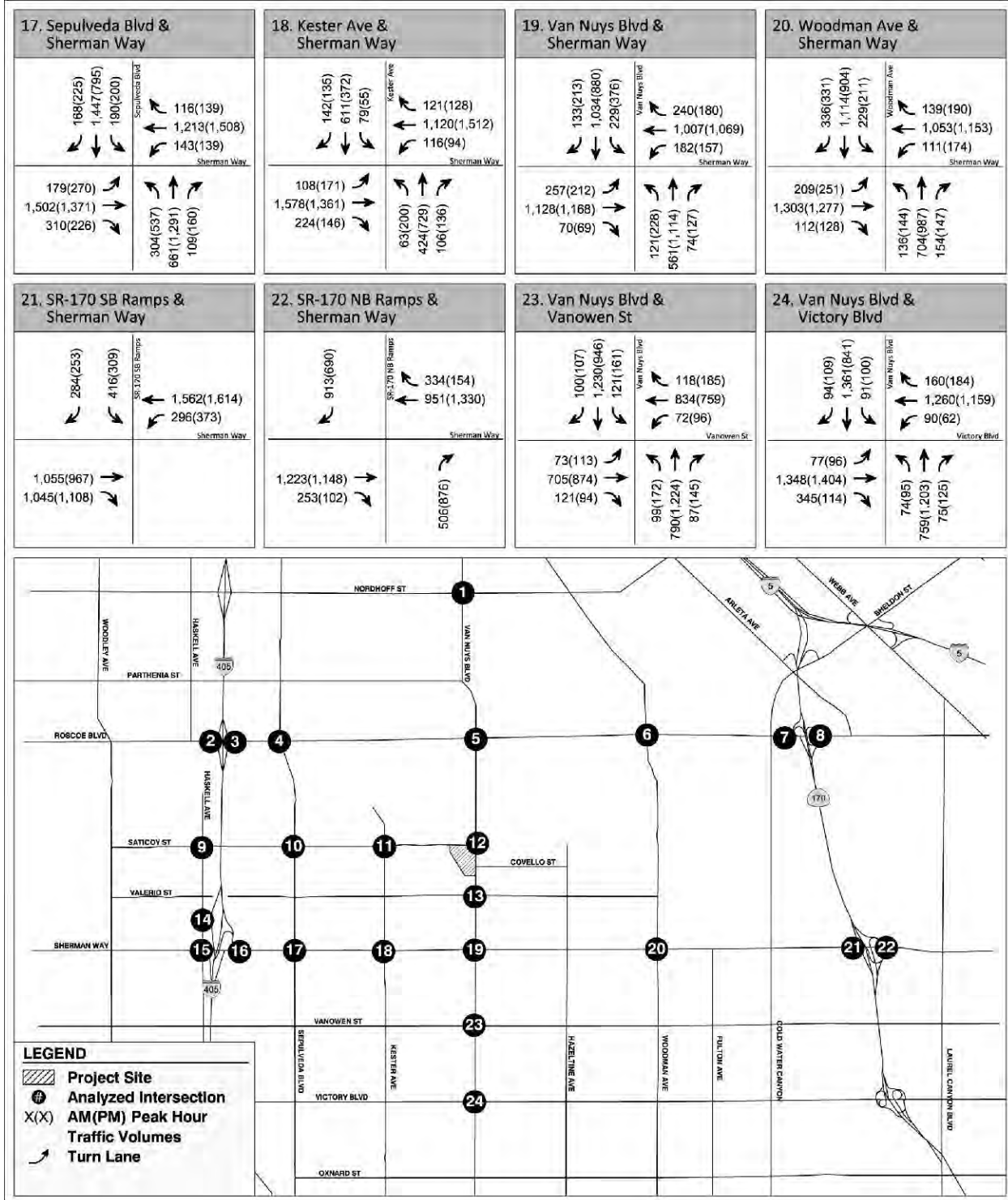
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5. Environmental Analysis

Existing Plus Project Peak Hour Volumes



Source: Fehr & Peers 2012

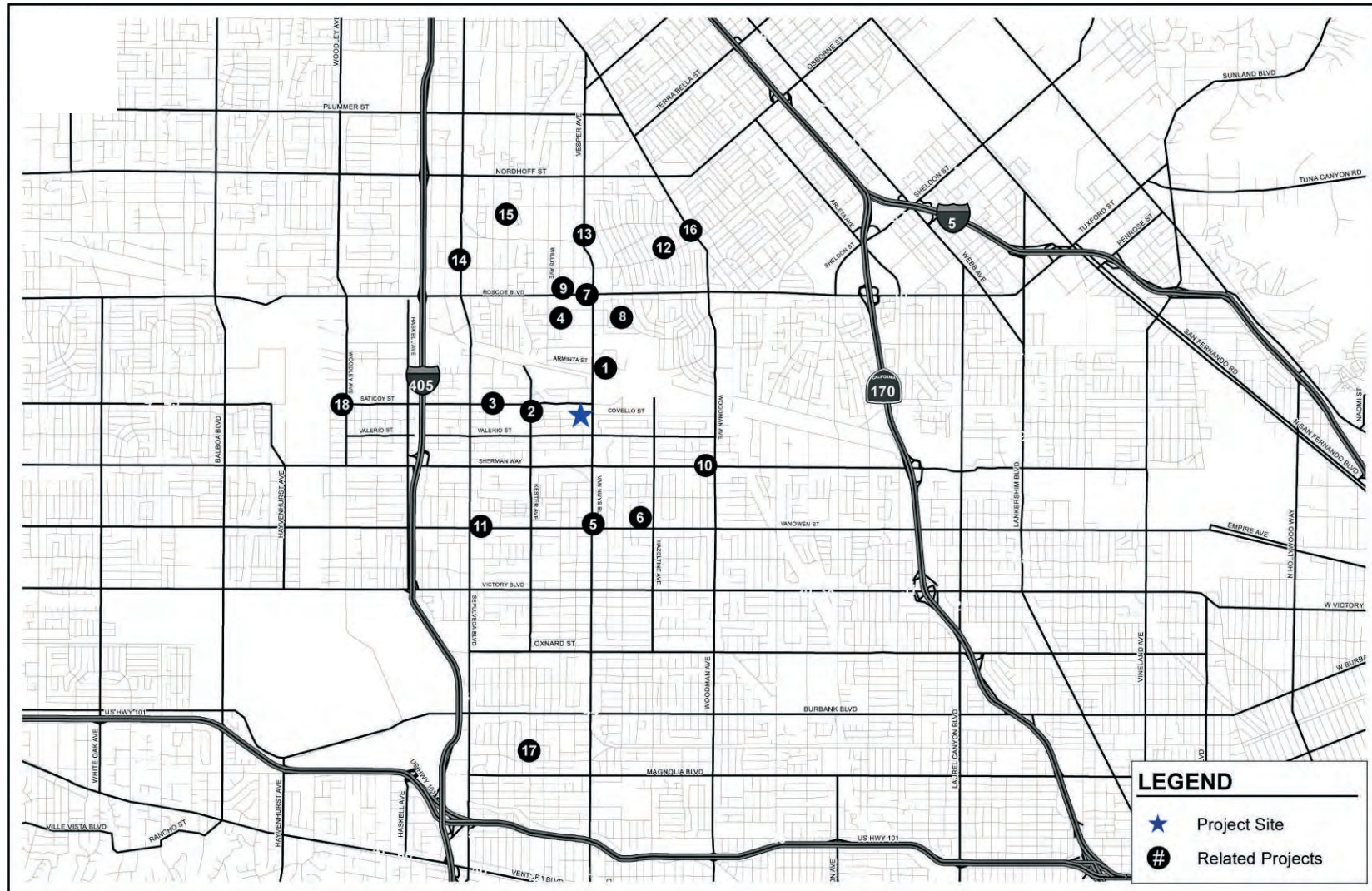
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Related Projects



Source: Fehr & Peers 2012

San Fernando Valley Family Support Center EIR

The Planning Center | DC&E • Figure 5.10-6

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Future Base Traffic Conditions

The year 2014 future base peak hour traffic volumes, illustrated in Figure 5.10-7(a-c), *Cumulative Base Peak Hour Volumes*, were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 5.10-6 summarizes the future LOS and, as shown, 19 of the 24 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following five intersections are projected to operate at LOS E or worse during one or both of the peak hours:

1. I-405 Southbound Ramps & Roscoe Boulevard (ID# 2)
2. Woodman Avenue & Roscoe Boulevard (ID# 6)
3. SR-170 Northbound Ramps & Sherman Way (ID# 8)
4. Sepulveda Boulevard & Sherman Way (ID# 17)
5. Woodman Avenue & Sherman Way (ID# 20)

**Table 5.10-6
Future (2014) With and Without Project Intersection Level of Service Analysis**

ID	N/S Street Name	E/W Street Name	Hour	Cumulative Base		Cumulative Plus Project		Project Increase	Impact
				V/C	LOS	V/C	LOS	In V/C	
1	Van Nuys Blvd	Nordhoff St	AM	0.823	D	0.824	D	0.001	NO
			PM	0.748	C	0.748	C	0.000	NO
2	I-405 SB Ramps	Roscoe Blvd	AM	0.925	E	0.925	E	0.000	NO
			PM	0.859	D	0.852	D	-0.007	NO
3	I-405 NB Ramps	Roscoe Blvd	AM	0.741	C	0.743	C	0.002	NO
			PM	0.880	D	0.888	D	0.008	NO
4	Sepulveda Blvd	Roscoe Blvd	AM	0.883	D	0.885	D	0.002	NO
			PM	0.861	D	0.859	D	-0.002	NO
5	Van Nuys Blvd	Roscoe Blvd	AM	0.735	C	0.743	C	0.008	NO
			PM	0.854	D	0.859	D	0.005	NO
6	Woodman Ave	Roscoe Blvd	AM	0.843	D	0.848	D	0.005	NO
			PM	0.980	E	0.989	E	0.009	NO
7	SR-170 SB Ramps	Roscoe Blvd	AM	0.640	B	0.641	B	0.001	NO
			PM	0.647	B	0.652	B	0.005	NO
8	SR-170 NB Ramps	Roscoe Blvd ^[a]	AM	28.5	D	28.5	D		
				0.660		0.660		0.000	NO
			PM	124.2	F	124.9	F		
				0.768		0.769		0.001	NO
9	Haskell Ave	Saticoy St	AM	0.532	A	0.535	A	0.003	NO
			PM	0.540	A	0.553	A	0.013	NO
10	Sepulveda Blvd	Saticoy St	AM	0.699	B	0.701	C	0.002	NO
			PM	0.745	C	0.766	C	0.021	NO
11	Kester Ave	Saticoy St	AM	0.663	B	0.695	B	0.032	NO
			PM	0.585	A	0.600	A	0.015	NO
12	Van Nuys Blvd	Saticoy St	AM	0.878	D	0.908	E	0.030	YES
			PM	0.867	D	0.869	D	0.002	NO
13	Van Nuys Blvd	Valerio St	AM	0.553	A	0.567	A	0.014	NO
			PM	0.659	B	0.675	B	0.016	NO



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**Table 5.10-6
Future (2014) With and Without Project Intersection Level of Service Analysis**

ID	N/S Street Name	E/W Street Name	Hour	Cumulative Base		Cumulative Plus Project		Project Increase	Impact
				V/C	LOS	V/C	LOS	In V/C	
14	Haskell Ave	I-405 SB Ramps	AM	0.768	C	0.776	C	0.008	NO
			PM	0.771	C	0.784	C	0.013	NO
15	I-405 SB On-Ramp	Sherman Way ^[a]	AM	0.0	A	0.0	A		NO
				0.601		0.601		0.000	
			PM	0.0	A	0.0	A		NO
				0.617		0.617		0.000	
16	I-405 NB Ramps	Sherman Way	AM	0.616	B	0.616	B	0.000	NO
			PM	0.717	C	0.717	C	0.000	NO
17	Sepulveda Blvd	Sherman Way	AM	0.901	E	0.915	E	0.014	YES
			PM	0.943	E	0.961	E	0.018	YES
18	Kester Ave	Sherman Way	AM	0.713	C	0.724	C	0.011	NO
			PM	0.818	D	0.828	D	0.010	NO
19	Van Nuys Blvd	Sherman Way	AM	0.616	B	0.660	B	0.044	NO
			PM	0.764	C	0.807	D	0.043	YES
20	Woodman Ave	Sherman Way	AM	0.939	E	0.963	E	0.024	YES
			PM	0.931	E	0.937	E	0.006	NO
21	SR 170 SB Ramps	Sherman Way	AM	0.837	D	0.835	D	-0.002	NO
			PM	0.805	D	0.823	D	0.018	NO
22	SR 170 NB Ramps	Sherman Way ^[a]	AM	0.0	A	0.0	A		NO
				1.051		1.051		0.000	
			PM	0.0	A	0.0	A		NO
				1.098		1.099		0.001	
23	Van Nuys Blvd	Vanowen St	AM	0.706	C	0.707	C	0.001	NO
			PM	0.776	C	0.780	C	0.004	NO
24	Van Nuys Blvd	Victory Blvd	AM	0.747	C	0.747	C	0.000	NO
			PM	0.667	B	0.669	B	0.002	NO

[a] Intersection is uncontrolled.

Intersection Traffic Impact Analysis

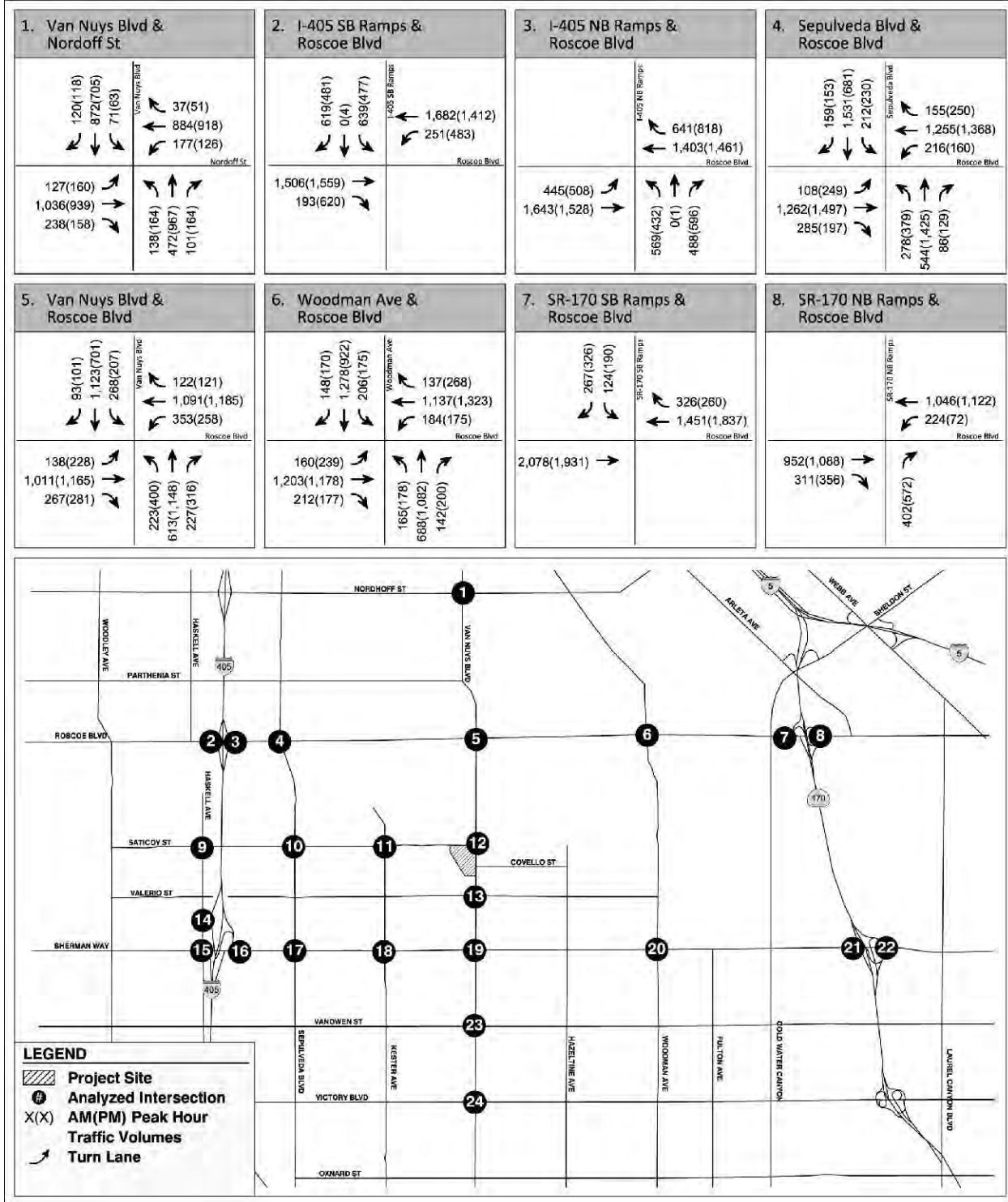
The traffic impact analysis compares the projected LOS at each study intersection under the without and with project conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

Criteria for Determination of Significant Traffic Impact

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio.

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Cumulative Base Peak Hour Volumes



Source: Fehr & Peers 2012

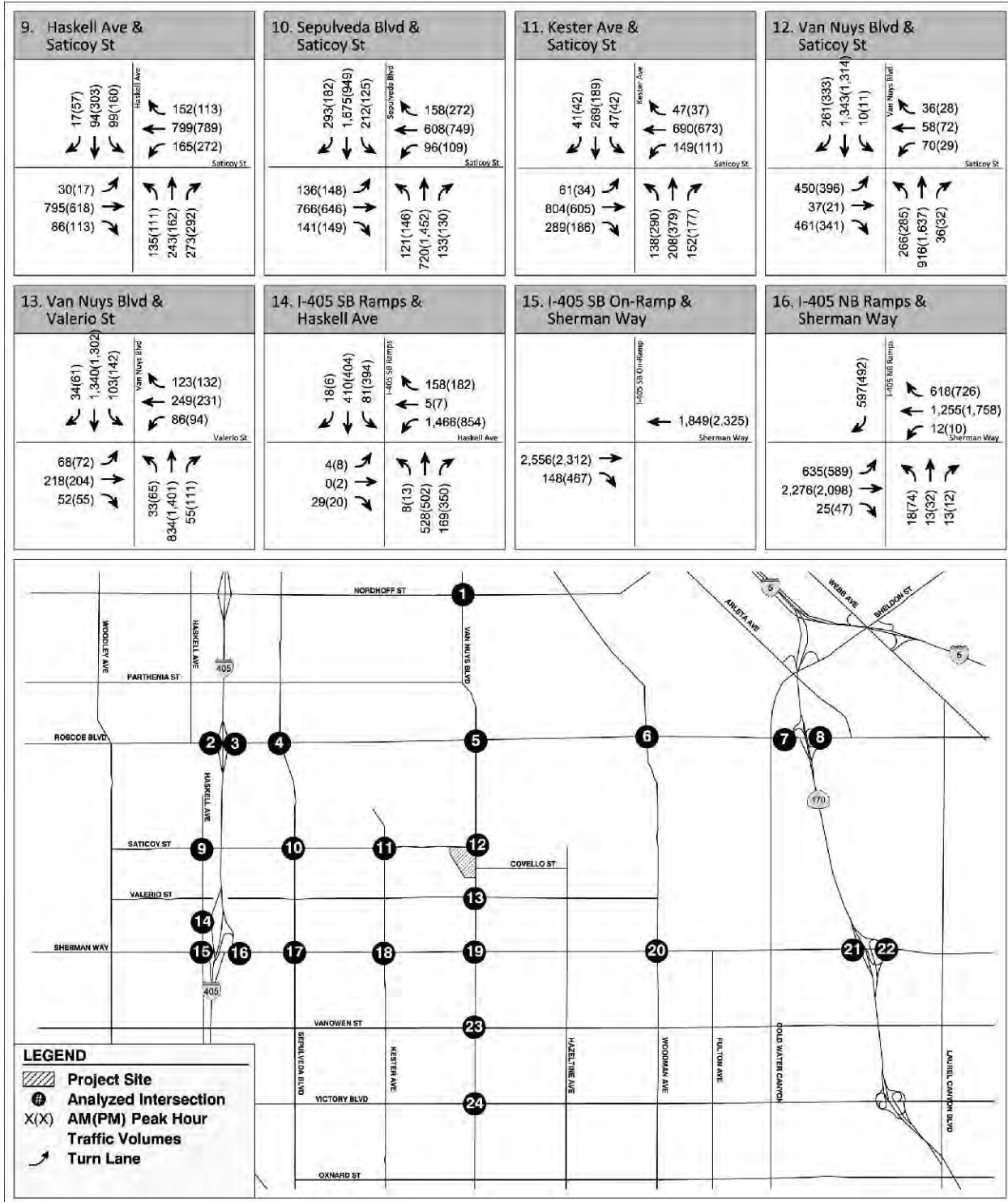
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Cumulative Base Peak Hour Volumes



Source: Fehr & Peers 2012



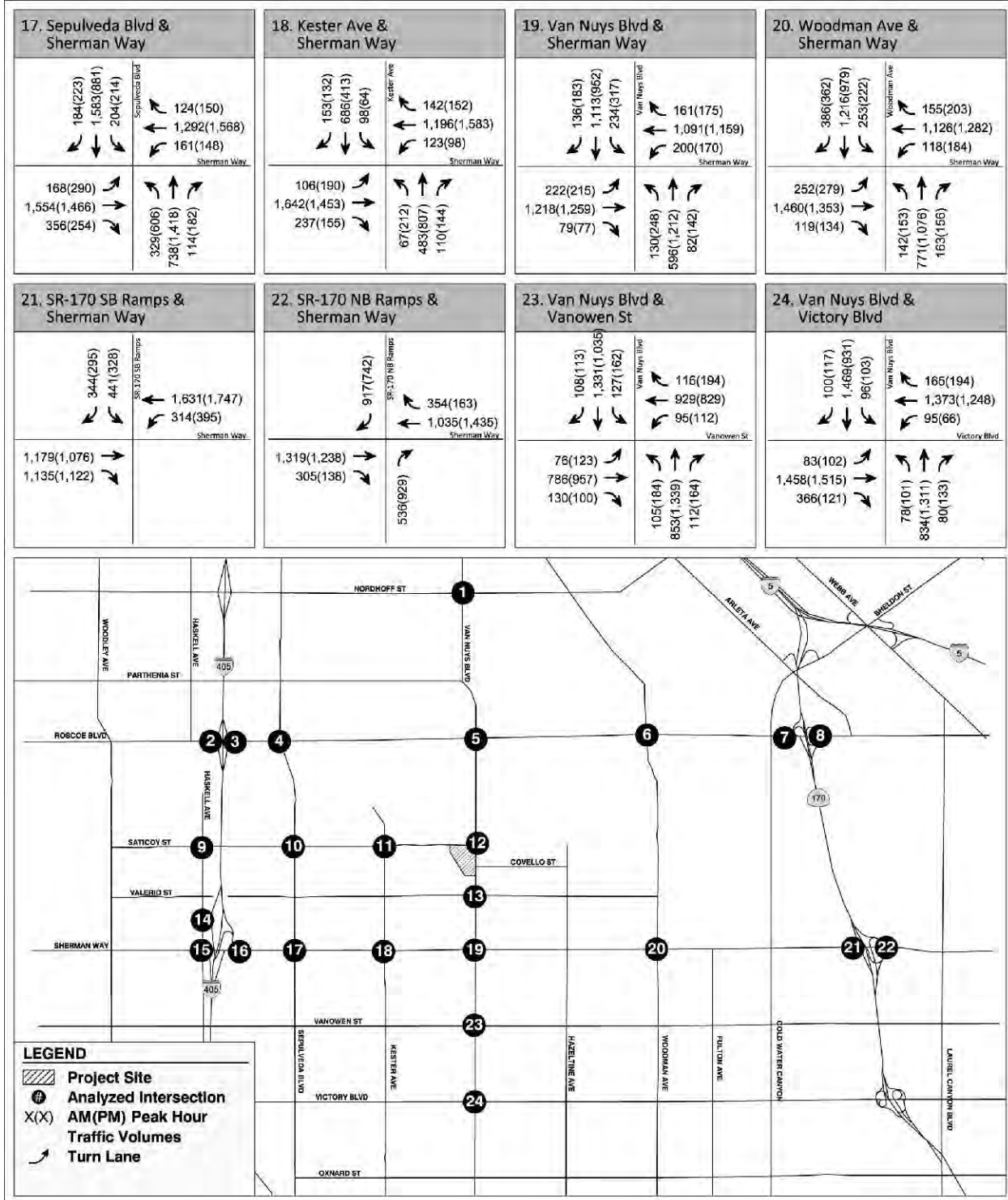
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5. Environmental Analysis

Cumulative Base Peak Hour Volumes



Source: Fehr & Peers 2012

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Existing Plus Project Impact Analysis

Existing plus project traffic volumes presented in Figure 5.10-5(a-c), *Existing Plus Project Peak Hour Volumes*, were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 5.10-3 summarizes the existing plus project LOS. As indicated in Table 5.10-3, only one intersection, SR-170 northbound ramp & Roscoe Boulevard, is projected to operate at LOS F or worse during the PM peak hour but no significant impact would result from project implementation at this intersection based on the City of Los Angeles significant impact criteria. Under the existing plus project conditions, the following three locations would result in significant impacts:

1. Van Nuys Boulevard & Saticoy Street (ID# 12) – AM peak increase of 0.030 in V/C
2. Van Nuys Boulevard & Sherman Way (ID# 19) – PM peak increase of 0.042 in V/C
3. Woodman Avenue & Sherman Way (ID# 20) – AM peak increase of 0.023 in V/C

Future Plus Project Impact Analysis

Future plus project traffic volumes presented in Figure 5.10-8(a-c), *Cumulative Base Plus Project Peak Hour Volumes*, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. Table 5.10-6 summarizes the future intersection LOS with and without project conditions. As shown in Table 5.10-6, without the project, 5 of the 24 study intersections are projected to operate at LOS E or worse during one or both of the peak hours, and, with the project, 6 intersections would operate at LOS E or worse (I-405 Southbound Off-Ramp & Roscoe Boulevard, Woodman Avenue & Roscoe Boulevard, SR-170 Northbound On-Ramp & Roscoe, Van Nuys Boulevard & Saticoy Street, Sepulveda Boulevard & Sherman Way, and Woodman Avenue & Sherman Way) during one or both of the peak hours.



Future plus Project Intersection Impacts

As shown in Table 5.10-6, using the criteria for determination of significant impacts, the proposed project would result in significant traffic impacts at the following four analyzed intersections under cumulative plus project conditions:

1. Van Nuys Boulevard & Saticoy Street (ID# 12) – AM peak increase of 0.030 in V/C
2. Sepulveda Boulevard & Sherman Way (ID# 17) – AM peak increase of 0.014 and PM peak increase of 0.018 in V/C
3. Van Nuys Boulevard & Sherman Way (ID# 19) – PM peak increase of 0.043 in V/C
4. Woodman Avenue & Sherman Way (ID# 20) – AM peak increase of 0.024 in V/C

Intersection Mitigation Measures

Implementation of the proposed project would result in significant impacts at three study intersections under existing plus project conditions and four study intersections under future plus project conditions. Three impacted intersections under existing plus conditions are the same intersections that are impacted under the future plus project conditions. Although mitigation measures were considered at all four impacted intersections as discussed below, only two impacted intersections have feasible mitigation measures to reduce impacts to a less than significant level. Table 5.10-7 summarizes the impacted intersections under the

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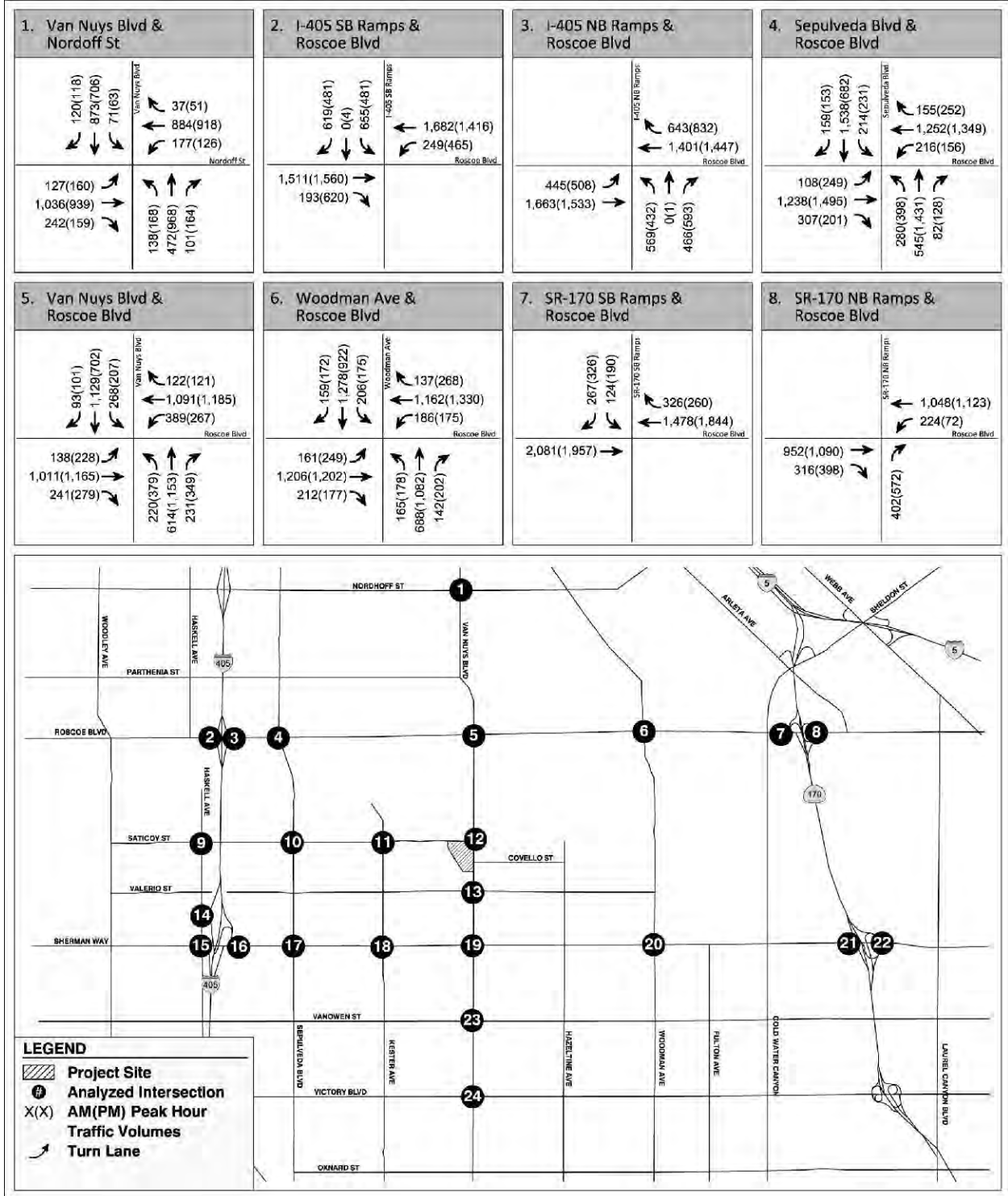
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existing and future conditions and the change in V/C before and after mitigation. As shown, with mitigation, the V/C would decrease at Van Nuys & Saticoy Street and Woodman Avenue & Sherman Way intersections. The mitigation program for the project includes measures to increase the capacity and/or efficiency of the roadway system at impacted locations. Figure 5.10-9, *Intersection Lane Configurations With Mitigations*, illustrates the proposed mitigation measures.

1. **Nuys Boulevard & Saticoy Street (#12)** Restripe eastbound approach from one left-turn lane, one through lane, and one right-turn lane to one left-turn lane, one through/left-turn lane, and one right-turn lane. This mitigation measure can be accomplished within the existing right-of-way but requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches. This mitigation measure would result in LOS B during AM peak hour for the existing plus project conditions and LOS C during AM peak hour for the future plus project conditions. Therefore, impacts would be mitigated to a less than significant level. However, because the intersection is in the jurisdiction of the City of Los Angeles, acceptance of the proposed mitigation and implementation of any improvements at this intersection would be dependent on factors beyond the sole control of the lead agency. Therefore, although impacts can be mitigated to a less than significant level, the impact is considered to be significant and unavoidable.
2. **Sepulveda Boulevard & Sherman Way (#17)** Mitigation measures considered for this intersection include restriping approaches, signal system modifications, and attempts to accommodate additional capacity such as through lanes or additional turning lanes at the intersection. However, due to right-of-way constraints and limited options for improvements, no feasible mitigation was identified and this impact is considered to be significant unavoidable.
3. **Van Nuys Boulevard & Sherman Way (#19)** Mitigation measures considered for this intersection include reconfiguration of the intersection geometry and signal system modifications. However, due to right-of-way constraints and limited options for improvements, no feasible mitigation was identified and this impact is considered to be significant unavoidable.
4. **Woodman Avenue & Sherman Way (#20)** Restripe southbound approach from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one through/right-turn lane. This mitigation measure can be accomplished within the existing right-of-way by restriping the southbound approach and southbound departure, and the restriction of parking on the west side of Woodman Avenue south of Sherman Way. However, because the intersection is in the jurisdiction of the City of Los Angeles, acceptance of the proposed mitigation and implementation of any improvements at this intersection would be dependent on factors beyond the sole control of the lead agency. Therefore, although impacts can be mitigated to a less than significant level, the impact is considered to be significant and unavoidable.

5. Environmental Analysis

Cumulative Base Plus Project Peak Hour Volumes



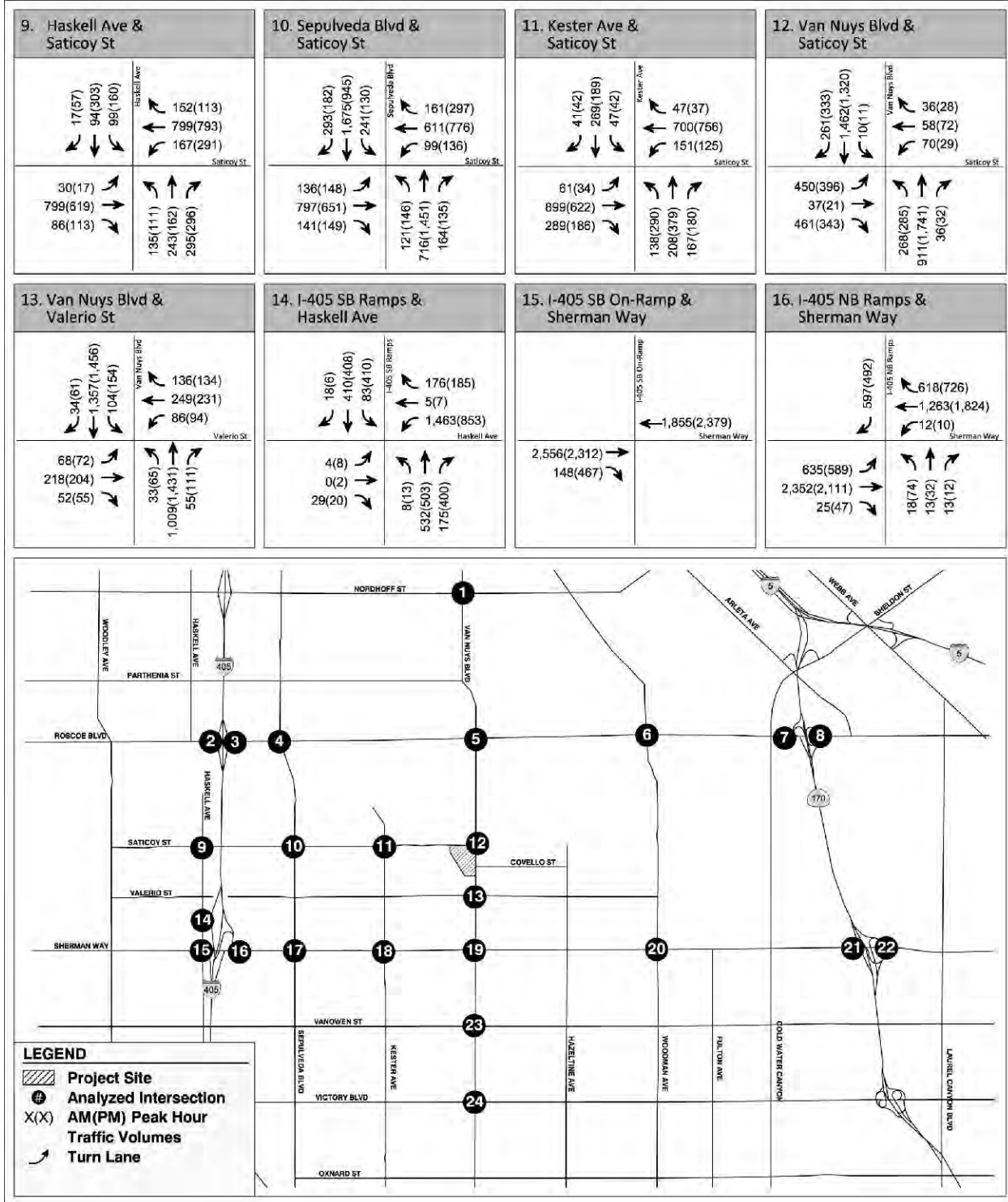
5. *Environmental Analysis*

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5. Environmental Analysis

Cumulative Base Plus Project Peak Hour Volumes



Source: Fehr & Peers 2012



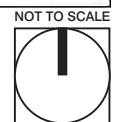
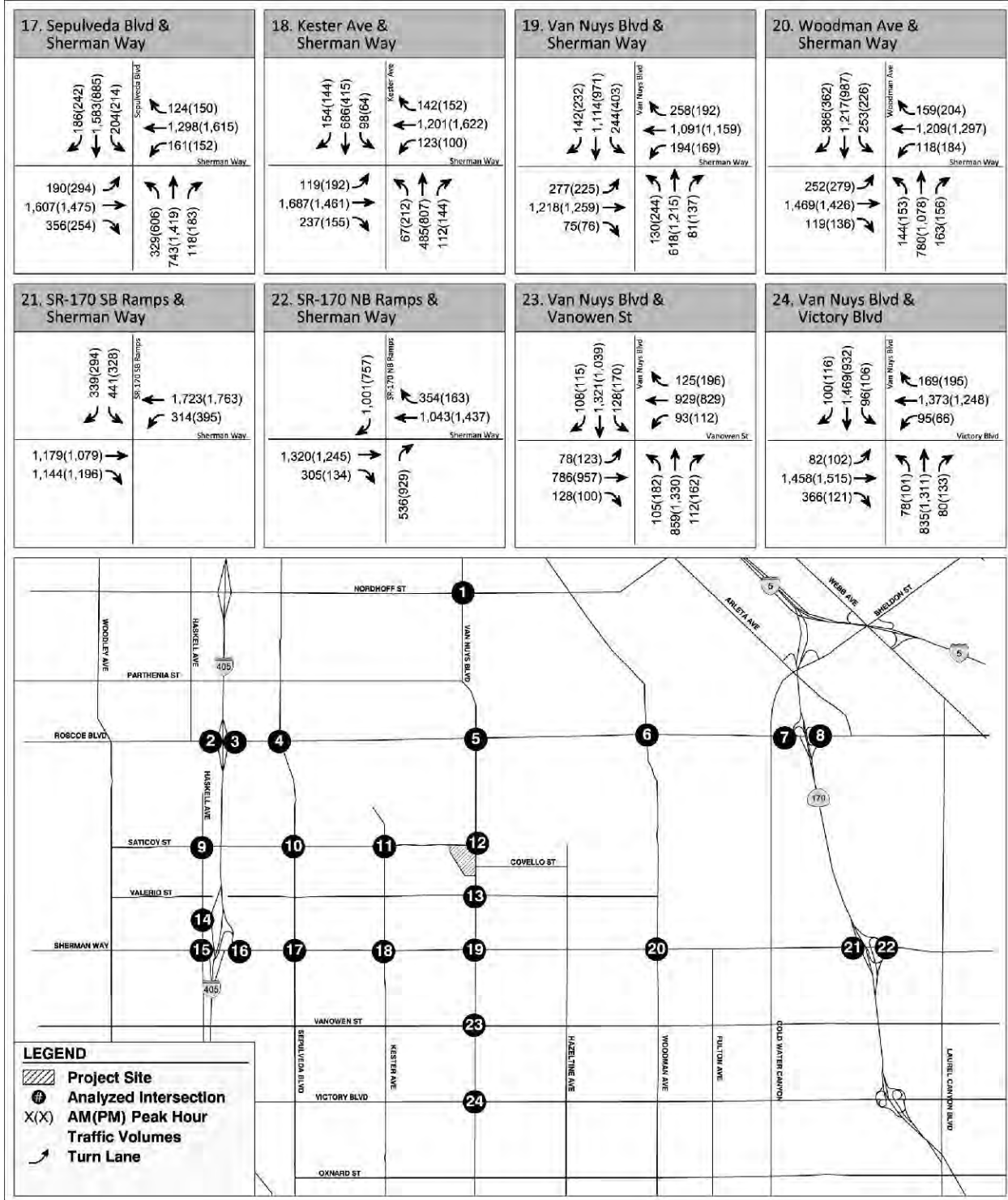
5. *Environmental Analysis*

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5. Environmental Analysis

Cumulative Base Plus Project Peak Hour Volumes



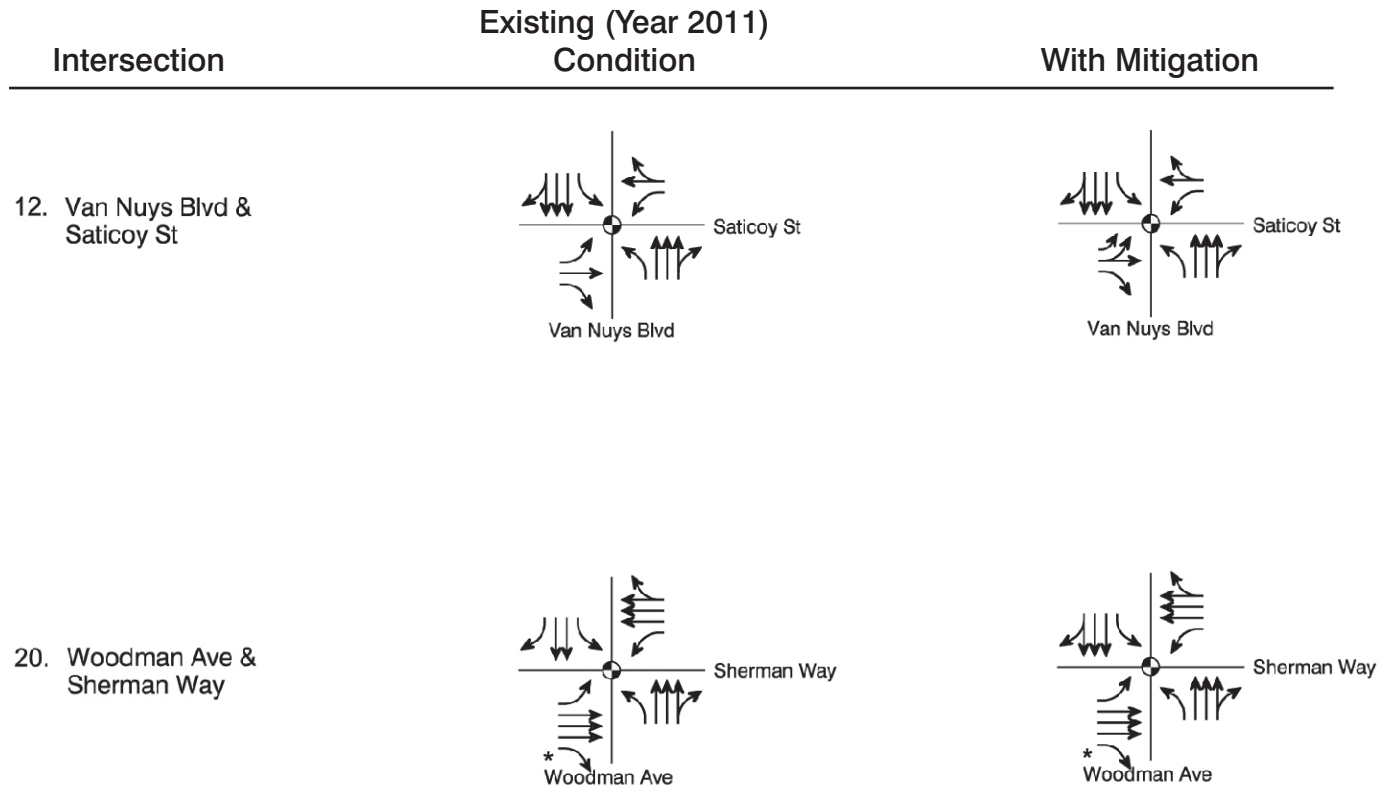
Source: Fehr & Peers 2012

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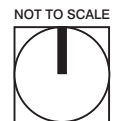
Intersection Lane Configurations with Mitigations



LEGEND

-  Traffic Signal
-  Stop Controlled
-  * Functional Turn Lane

Source: Fehr & Peers 2012



5. *Environmental Analysis*

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**Table 5.10-7
Impacted Intersection V/C and LOS With Mitigation**

Peak Hour	Existing 2011		Existing Plus Project		V/C Increase	After Mitigation		V/C Increase	Significant?
	V/C	LOS	V/C	LOS		V/C	LOS		
Existing and Existing Plus Project (2011)									
1. Van Nuys Boulevard and Saticoy Street (#12)									
AM	0.789	C	0.819	D	0.030	0.688	B	-0.101	No ¹
2. Van Nuys Boulevard and Sherman Way (#19)									
PM	0.697	B	0.739	C	0.042	No feasible mitigation is available.			Yes
3. Woodman Avenue and Sherman Way (#20)									
AM	0.822	D	0.845	D	0.023	0.791	C	-0.031	No ¹
Future and Future Plus Project (2014)									
1. Van Nuys Boulevard and Saticoy Street (#12)									
AM	0.878	D	0.908	E	0.030	0.758	C	-0.12	No ¹
2. Sepulveda Boulevard and Sherman Way (#17)									
AM	0.901	E	0.915	E	0.014	No feasible mitigation is available.			Yes
PM	0.943	E	0.961	E	0.018	No feasible mitigation is available.			Yes
3. Van Nuys Boulevard and Sherman Way (#19)									
PM	0.764	C	0.807	D	0.043	No feasible mitigation is available.			Yes
4. Woodman Avenue and Sherman Way (#20)									
AM	0.939	E	0.963	E	0.024	0.908	E	-0.031	No ¹

¹ A physical improvement was identified that would fully mitigate this impact. However, because implementation of this measure is subject to LADOT review and approval and is not under the sole control of the lead agency (County of Los Angeles), this impact is considered significant and unavoidable.



Daily Vehicle Miles of Travel

Estimates were made for existing and future daily vehicle miles of travel during the project's operational phase based on estimates of the number of daily trips and the length of those trips for employee home-to-work trips, employee work-based trips (e.g., trips from the site during the workday), clients/visitors home-to-site trips, and external trips generated by the retail component of the project. Details of the assumptions VMT calculations are provided in Tables F-1 through F-4 of the Traffic Study (Appendix I of the DEIR). The proposed project would result in a net employee home-to-work VMT reduction of approximately 4,800 VMT from the estimated 30,028 VMT for the current conditions to 25,228 VMT for the proposed project, a net client/visitor home-to-site VMT reduction of approximately 2,973 VMT from 11,667 VMT to 8,694 VMT, a net employee lunch trip increase of 42 VMT from 1,318 VMT to 1,360, and a net retail/restaurant VMT increase of 508 VMT. In total, the proposed project is estimated to result in a net decrease of approximately 7,223 daily VMT, thereby having an overall beneficial impact in the regional circulation system.

IMPACT 5.10-2: PROJECT CIRCULATION IMPROVEMENTS HAVE BEEN DESIGNED TO ADEQUATELY ADDRESS POTENTIALLY HAZARDOUS CONDITIONS (SHARP CURVES, ETC) AND POTENTIAL CONFLICTING USES. [THRESHOLD T-4]

Impact Analysis: The project site and its parking would be accessed mainly via two existing driveways along Van Nuys Boulevard. One driveway is located north of Covello Street and would allow access via right-in/right-out only permitted movements. The southern driveway on Van Nuys is located south of Covello Street and would provide full access with the installation of a traffic signal including a protected left-turn phasing for the northbound approach. Based on a signal warrant analysis conducted for this driveway confirmed that the signal is warranted under future with project conditions. The signal warrant analysis, included in Appendix I, confirmed that the peak hour signal warrant is met for this location. Another point of ingress/egress for the project site would be on Saticoy Street, which would be stop-controlled with full access. The project would

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be easily accessed from Saticoy Street and Van Nuys Boulevard and these driveways do not contain any sharp curves. Additionally, the southern driveway on Van Nuys Boulevard would be controlled by a traffic signal. Therefore, the proposed project would not result in inadequate circulation improvements.

IMPACT 5.10-3: THE PROPOSED PROJECT WOULD PROVIDE ADEQUATE EMERGENCY ACCESS. [THRESHOLD T-5]

Impact Analysis: The project site has two street frontages and access and circulation features at the project site would accommodate emergency and ingress and egress by emergency vehicles as required by the City of Los Angeles Fire Department. All access features are subject to and must satisfy the City's Fire Code (Municipal Code Sec. 57.09.03, Fire Department Access). Compliance with the required Fire Code would ensure that adequate emergency access is provided.

IMPACT 5.10-4: THE PROPOSED PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM. [THRESHOLD T-9]

Impact Analysis: The Congestion Management Program for Los Angeles County (CMP) requires that when an environmental impact report is prepared for a project, traffic and transit impact analysis be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project would add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project would add 150 or more trips, in either direction, during either the AM or PM peak hours.

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$)

If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity ($V/C \geq 0.02$).

CMP Arterial Monitoring

The CMP arterial monitoring station closest to the project site is Victory Boulevard & Sepulveda Boulevard. Based on the trip generation shown in Figure 5.10-4, the project is not expected to add more than 50 vehicle trips during the AM and PM peak hours at this intersection. Therefore, the project does not meet the CMP criteria.

CMP Freeways Monitoring

The project site is approximately one mile east of I-405 and 2.5 miles west of SR-170. The CMP freeway monitoring stations closest to the project site are I-405 at Roscoe Boulevard and SR-170 at Sherman Way. Based on the project distribution patterns, approximately 11 percent of the project trips would be distributed

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to I-405 to/from the north and 19 percent of the project trips would be distributed to SR-170 to/from the south. According to the trip generation estimates shown in Table 5.10-4 and trip distribution estimates presented in Figure 5.10-6, the proposed project would not result in an increase of 150 or more at these two CMP freeway monitoring stations. Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway segments is required.

IMPACT 5.10-5: PROJECT-RELATED TRIP GENERATION WOULD NOT IMPACT THE EXISTING REGIONAL TRANSIT SYSTEM AND NON-MOTORIZED TRAVEL SYSTEM [THRESHOLD T-12 AND T-13]

Impact Analysis:

Regional Transit System

Potential increases in transit person trips generated by the proposed project were estimated. Appendix B-4 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix B-4 of the 2004 CMP recommends observing the fixed-route local bus services within one-quarter mile of the project site and express bus routes and rail service within two miles of the project site.

Within one-quarter mile of the project site, Metro operates one Rapid bus lines and three local lines. Within two miles of the project site, Metro operates one Rapid bus line and Metrolink commuter rail service at the Van Nuys Metrolink/Amtrak Station.

The proposed project would have an estimated increase in vehicle trip generation of approximately 485 net vehicle trips during the AM peak hour and 463 during the PM peak hour. Applying the AVR factor of 1.4 to the estimated vehicle trips results in an increase of approximately 679 and 649 person trips during the AM and PM peak hours, respectively. The CMP provides that, of the total net person trips of a project, 3.5 percent of person trips generated by the project be assigned as transit riders. Following this approach, the project would generate an estimated increase in transit riders of 24 transit trips during the AM peak hour and 22 transit trips during the PM peak hour. Given the level of transit service in the project area, the proposed project would not result in significant impacts to the regional transit system.

Non-Motorized Facilities

The project area has a mature network of pedestrian facilities around the project site including sidewalks, crosswalks and pedestrian safety features. The project site currently features approximately eight feet of sidewalk with a 5-foot landscaped strip or tree wells between the roadway and the walkway on both the northern (Saticoy Street) and eastern edge (Van Nuys Boulevard) of the project site. The proposed project would enhance the pedestrian environment along the perimeter of the site. Additionally, bicycle facilities are along Woodman Avenue near Vanowen Street and the proposed project would not adversely impact the existing bicycle lanes. Development of the proposed project would not result in adverse impact to the existing pedestrian and bicycle systems.



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IMPACT 5.10-6: THE PROPOSED PROJECT WOULD PROVIDE ADEQUATE PARKING. [THRESHOLD T-14]

Impact Analysis: The City of Los Angeles Municipal Code Sec 12.21(4)(d) requires at least one automobile parking space for each 500 square feet of floor area contained in any philanthropic institution, governmental office building, or similar use. The proposed project would provide a total of 300,530 square feet of area, requiring 601 spaces. The proposed 1,705 parking spaces in a 2.25-level underground and 3-level above-grade parking structure would provide adequate parking capacity for the proposed use. The proposed project is consistent with the parking code of the City of Los Angeles.

IMPACT 5.10-7: THE PROPOSED PROJECT WOULD HAVE TEMPORARY ADVERSE IMPACT ON THE AREA TRANSPORTATION SYSTEM DURING CONSTRUCTION PHASE. [THRESHOLDS T-15 AND PART T-12]

Impact Analysis: Los Angeles CEQA Thresholds Guide states that the following factors should be assessed in determining whether a construction impact would be considered significant:

- Temporary traffic impacts – potential impacts on vehicular travelers on roadways
- Temporary loss of access – potential impacts on visitors entering and leaving sites
- Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
- Temporary loss of on-street parking – potential impacts on parkers

Per the guide, determination of significance is made on a case. The factors should be evaluated to determine if construction activities could create a potential inconvenience in the performance of one's daily activities (i.e., an impact on traffic operations) and/or a concern of public safety.

For the purpose of construction analysis, it was assumed that there would be 98,777 square feet of building area to be demolished and no more than 200,000 cubic yards of soil to be exported from the site. Therefore, up to approximately 25,000 truck trips would be required for the export of soil and 364 truck trips to remove building debris. Section 41.40 of the Los Angeles Municipal Code (LAMC) limits construction activities to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays, with no construction permitted on Sundays or holidays. Trucks would be staged onsite and/or at an ancillary offsite location on a temporary basis as needed.

Hauling Truck Trips

Assuming that project construction occurs from 7:00 AM to 5:00 PM, Monday through Friday (10 hours day), approximately 160 one-way truck trips per day with carrying capacity of 16 cubic yards (CY) are anticipated to carry export soil from the site. The loading time per truck is estimated to be approximately 15 minutes at two loading stations. On an average hourly basis, assuming a uniform distribution of haul trips over the workday, these daily trip totals would be approximately 16 one-way trips per hour. Additionally, hauling of debris from the demolished buildings would take approximately 364 one-way truck trips or 16 one-way trips over one month period.

Hauling Truck Routes

It is currently unknown where the soils and debris would be hauled to. However, among the potential receiving sites are several landfills within five miles east in Sun Valley. The City of Los Angeles allows major and secondary arterials to be used as truck routes. The City's policy is to allow trucks to travel in a reasonable fashion to and from a work site, including over collector and local streets. The City of Los Angeles reviews each haul-route permit from specific application of its general guidelines. Potential haul

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routes include segments of Saticoy Street and Haskell Avenue, both of which are classified as Secondary Highways, and Van Nuys Boulevard, Roscoe Boulevard, and Sherman Way, which are classified as Major Highways Class II. While the project site is nearby roadways that have functional classification as haul routes and have been designed to accommodate the estimated level of truck traffic, it is conservatively assumed that the truck traffic would result shortterm adverse impact on these roadways without mitigation.

Construction Worker Traffic

Construction worker traffic would depend on not only the level of effort during various construction phase, but also the mode and time of travel of the workers. Therefore, the number of construction workers needed is unknown at this time. Because the construction would likely begin before 7:00 AM, most workers would avoid AM peak hour traffic but may depart the site during the PM peak period. However, the number of worker trips is expected to be substantially less than the peak hour trip generation associated with the proposed project once it is in operation. Therefore, construction worker traffic would be less than those identified above for project operation. However, considering the level of baseline traffic at some of the study intersections, it is possible that the combination of haul truck trips and worker trips during construction could result in temporary adverse impacts at some intersections without mitigation.

Construction Worker Parking

Parking for construction workers will be provided onsite or at a designated offsite off-street location, which would be shown in the construction traffic management plans. Provided that designated off-street parking areas are provided and shown on a plan, no adverse construction worker parking would result from the proposed project.

Roadway and Sidewalk Access

Partial lane closures and temporary sidewalk closures during construction would be limited to those locations immediately adjacent to the project site. Segments of Van Nuys Boulevard and Saticoy Street would have short-term impacts at locations where curb cuts, curb landscaping, etc. are installed. However, access closures would be temporary and provision of adequate detours and signage would be necessary to minimize the access impacts.

5.10.4 Cumulative Impacts

The geographic area for cumulative analysis is shown in Figure 5.10-6, *Related Projects*. The project's cumulative impact has been analyzed with an ambient growth factor of 2 percent per year and 18 related projects. The cumulative analysis determined that the proposed project would result in a cumulative traffic impact on four area intersections of which two have feasible mitigation measures and two cannot be mitigated. Additionally, although there are feasible mitigation measures for two intersections, because right-of-way improvements are responsibility of the City of Los Angeles and the County does not have any jurisdiction over its implementation, all intersection impacts would remain significant and unavoidable. However, the consolidation of various County departments would result in a net decrease of approximately 7,223 VMT from the existing 43,013 VMT to 35,790 VMT with project implementation.

5.10.5 Existing Regulations and Standard Conditions

- **City of Los Angeles Municipal Code Sec 80.08 Installation of Traffic Signals** - The Department shall install and maintain official traffic signals at those intersections and other places where traffic conditions are such as to require that the flow of traffic be alternately interrupted and released in order to prevent or relieve traffic congestion or to protect life or property from exceptional hazard.



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- **City of Los Angeles Municipal Code Sec 57.08.03 Fire Department Access** - Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access in accordance with provisions of this section. If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-2, 5.10-3, 5.10-4, 5.10-5, and 5.10-6.

Without mitigation, the following impact would be **potentially significant**:

- Impact 5.10-1 Development of the proposed project would increase traffic volumes in the area circulation system.
- Impact 5.10-7 Development of the proposed project would result in temporary area transportation impact during construction phase.

5.10.7 Mitigation Measures

Impact 5.10-1

T-1 An eastbound approach at the Van Nuys Boulevard and Saticoy Street intersection shall be restriped to one left-turn lane, one through/left-turn lane and one right-turn lane from the existing one left-turn lane, one through lane and one right-turn lane. The eastbound approach restriping within the existing right-of-way requires the removal of the existing crosswalk across the northern leg of Van Nuys Boulevard and implementation of split signal phasing for the eastbound and westbound approaches.

T-2 A southbound approach at the Woodman Avenue and Sherman Way intersection shall be restriped to one left-turn lane, two through lanes and one through/right-turn lane from the existing one left-turn lane, two through lanes, and one right-turn lane. The southbound approach restriping can be accomplished within the existing right-of-way by restriping southbound approach and southbound departure, and the restriction of parking on the west side of Woodman Avenue south of Sherman Way.

Impact 5.10-7

T-3 Prior to the start of any construction work, construction traffic management plans shall be prepared and submitted to LADOT for review and approval. The plans should include elements such as street closure information, designation of haul routes for construction-related truck, location of access to the construction site, driveway turning movement restrictions, temporary traffic control devices or flagmen details, travel time restrictions (if any) for construction related traffic to avoid peak travel periods on selected roadway, consolidating construction truck deliveries, and designated staging and parking areas for workers and equipment. If oversized vehicles or loads are to be transported over state highways, a permit shall be required from Caltrans.

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- T-4 Where construction activities occur within a public street right-of-way around the project site, the following measures shall be implemented:
- A site-specific construction work site traffic control plan shall be prepared for each construction phase and submitted to LADOT for review and approval prior to the start of any construction work. This plan shall include such elements as the location of any lane closures, restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (e.g., barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas.
 - Provide safety precautions for pedestrian and bicyclists where existing facilities would be affected, including the sidewalks and pedestrian pathways around the perimeter of the project site. The safety precaution measures include, but are not limited to protection barriers and signage indicating alternative pedestrian and bicycle access routes.
 - Provide advance notice of planned construction activities to any affected residents, businesses and property owners in the vicinity of the construction site.
 - Coordinate with emergency service providers (police, fire, ambulance, and paramedic services) to provide advance notice of ongoing construction activity and construction hours.
 - Coordinate with public transit providers (Metro, LADOT DASH) to provide advance notice of ongoing construction and construction hours.



5.10.8 Level of Significance After Mitigation

Impact 5.10-1

Implementation of the proposed project would result in significant impacts to three study intersections under the existing plus project conditions and four intersections under the future plus project conditions. All three impacted intersections under the existing plus project conditions are included in the future impacted intersections. Implementation of Mitigation Measures T-1 and T-2 would reduce potential impacts associated with two of the four impacted intersections (ID#12, Van Nuys Boulevard & Saticoy Street and ID#20, Woodman Avenue & Sherman Way) and there are no feasible mitigation measures for the remaining two impacted intersections (ID#17, Sepulveda Boulevard & Sherman Way and ID#19, Van Nuys Boulevard & Sherman Way). However, although mitigation measures have been identified, if these mitigation measures are not implemented or accepted by the City of Los Angeles Department of Transportation with the responsibility to do so, the project's intersection impacts would remain significant and unavoidable. Therefore, impacts to all four of the impacted these intersections would remain significant and unavoidable, if the identified mitigation measures were not implemented by LADOT.

Impact 5.10-7

As part of Mitigation Measures T-3 and T-4, construction traffic management plans would be prepared prior to the start of any construction work and appropriate measures would be taken if construction activities would affect any of the public right-of-way. Therefore, the project's construction impacts would be reduced to a less than significant level and no significant and unavoidable adverse impact would remain.

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5.11 UTILITIES AND SERVICE SYSTEMS

5.11.1 Environmental Setting

Wastewater Treatment and Collection

Wastewater services to the City of Los Angeles, including the project site, are provided by the Bureau of Sanitation, Wastewater Engineering Services Division (WESD) of the City of Los Angeles Department of Public Works (LADPW). The LADPW is responsible for designing, building, inspecting, and maintaining the City's sewers, treatment plants, streets, and street lighting systems. Los Angeles has one of the largest sewer systems in the world including more than 6,600 miles of sewers, 140,000 maintenance holes, and 46 pump stations, serving a population of more than four million. The City's sewers are classified into two groups: primary sewers (greater than 15 inches in diameter) and secondary sewers (15 inches or smaller in diameter). Primary sewers have been divided into 26 basins and secondary sewers into 218 basins. All problem sewers are inspected as soon as possible, usually within 48 hours after the initial occurrence of an overflow, by closed circuit television (CCTV) to identify any necessary repairs or special maintenance needs. Flow monitoring and CCTV inspection records are reviewed to identify deficiencies and sewers that exhibit high flow levels or operational failure. These may trigger further reviews to determine cause and/or immediate or accelerated corrective actions and priorities and schedules are set based on the severity of the problem.

The sewer system consists of three separate sanitary sewer systems—Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and City of Los Angeles Regional Sanitary Sewer System. The project site is located in the Hyperion Service Area, where the generated sewer is treated at the Hyperion Treatment Plant located in Playa Del Rey. Hyperion Treatment Plant, operated by the City of Los Angeles Department of Public Works, Bureau of Sanitation, is the largest treatment facility in the Los Angeles Metropolitan Area and has a dry weather capacity of 450 million gallons per day (mgd) for full secondary treatment and an 850 mgd wet weather capacity with a current flow of 340 mgd (LASP 2011).



Water Supply and Distribution Systems

Water Supply

The Los Angeles Department of Water and Power (LADWP) provides water services to the project site. Primary sources of water for the LADWP service area are the Los Angeles Aqueducts (LAA), local groundwater, and purchased imported water from Metropolitan Water District (MWD), with recycling water increasingly becoming a larger source. Two of the supply sources, LAA and water purchased from MWD, are classified as imported as they are obtained from outside LADWP's service area. MWD is the regional wholesale water agency, importing water from the Bay-Delta via the State Water Project and from the Colorado River via the Colorado River Aqueduct. Groundwater is local and is obtained within the LADWP service area. Historical supply sources are under multiple constraints due to climate change, groundwater contamination, and reallocation of water for environmental concerns. Therefore, challenges of water management include the year-to-year variability in availability of surface water and environmental regulations that can result in temporary or permanent restrictions in certain water supplies. For example, recent pumping restrictions in the Bay-Delta resulted in reduction of MWD's water availability to LADWP. To mitigate these impacts on supply sources, LADWP is modifying its water supply portfolio through increased water use efficiency programs, water recycling, and stormwater capture. Table 5.11-1 and Table 5.11-2 tabulate the service area water supply reliability under average weather conditions and multiple dry year conditions through 2035.

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**Table 5.11-1
Service Area Reliability Assessment (Normal Weather Conditions)**

Demand and Supply Projections (ac-ft)	FY 09 -10	Average Weather Conditions				
		2015	2020	2025	2030	2035
Total Demand	555,477	614,800	652,000	675,600	701,200	710,800
Existing/Planned Supplies						
Los Angeles Aqueduct ¹	199,739	252,000	250,000	248,000	246,000	244,000
Groundwater ²	76,982	40,500	96,300	111,500	111,500	110,405
Conservation ³	8,178	14,180	27,260	40,340	53,419	64,368
Recycled Water						
- Irrigation and Industrial Use	6,703	20,000	20,400	27,000	29,000	29,000
- Groundwater Replenishment	0	0	0	15,000	22,500	30,000
Water Transfers	0	40,000	40,000	40,000	40,000	40,000
Subtotal	291,602	366,680	433,960	481,840	502,419	517,773
MWD Water Purchases						
With Existing/Planned Supplies	263,875	248,120	218,040	193,760	198,781	193,027
Total Supplies	555,477	614,800	652,000	675,600	701,200	710,800

¹ Los Angeles Aqueduct supply is estimated to decrease 0.1652% per year due to climate change impacts.

² North Hollywood/Rinaldi-Toluca Treatment Complex is expected to be in operation in FY 2019-20. Tujunga Groundwater Treatment Plant is expected to be in operation in 2020-21. Storage credit of 5,000 acre feet per year (afy) will be used to maximize the pumping in FY 2020-21 and thereafter. Sylmar Basin production was increased to 4,500 afy from FY 2014-15 to FY 2029-30 to avoid the expiration of stored water credits, then go back to its entitlement of 3,405 afy in FY 2030-31.

³ For these reliability tables, existing water conservation has been already subtracted from projected demands, but new water conservation is included as a supply source.

Source: Urban Water Management Plan (LADWP 2010)

**Table 5.11-2
Service Area Reliability Assessment (Multiple Dry Years)**

Demand and Supply Projections (ac-ft)	FY 09 -10	Average Weather Conditions				
		2015	2020	2025	2030	2035
Total Demand	555,477	627,100	665,100	689,100	715,200	725,000
Existing/Planned Supplies						
Los Angeles Aqueduct ¹	199,739	105,770	105,770	105,770	105,770	105,770
Groundwater ²	76,982	40,500	96,300	111,500	111,500	110,405
Conservation	8,178	14,180	27,260	40,340	53,420	64,368
Recycled Water						
- Irrigation and Industrial Use	6,703	20,000	20,400	27,000	29,000	29,000
- Groundwater Replenishment	0	0	0	15,000	22,500	30,000
Water Transfers	0	40,000	40,000	40,000	40,000	40,000
Subtotal	291,602	220,450	289,730	339,610	362,190	379,543
MWD Water Purchases						
With Existing/Planned Supplies	263,875	406,650	375,370	349,490	353,440	345,457
Total Supplies	555,477	627,100	665,100	689,100	715,200	725,000

¹ Los Angeles Aqueduct supply is estimated to decrease 0.1652% per year due to climate change impacts.

² North Hollywood/Rinaldi-Toluca Treatment Complex is expected to be in operation in FY 2019-20. Tujunga Groundwater Treatment Plant is expected to be in operation in 2020-21. Storage credit of 5,000 afy will be used to maximize the pumping in FY 2020-21 and thereafter. Sylmar Basin production was increased to 4,500 AFY from FY 2014-15 to FY 2029-30 to avoid the expiration of stored water credits, then go back to its entitlement of 3,405 AFY in FY 2030-31.

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Distribution System

The LADWP owns, maintains, and operates a 12-inch water main in Saticoy Street and 8- and 12-inch water mains in Van Nuys Boulevard. There are a number of services and public fire hydrants serving the project site from these water mains. The nearest available source of recycled water is on Sherman Way at Van Nuys Boulevard, approximately 1,850 feet south of the project site.

Water Demand

Water demands are driven by a number of factors: demographics (population, housing and employment); implementation of water conservation programs; behavioral practices of water users; and weather. The population within LADWP's service area increased from 2.97 million in 1980 to 4.1 million in 2009, covering a slightly larger area than the legal boundary of the City of Los Angeles, including portions of West Hollywood, Culver City, Universal City, and small parts of the County of Los Angeles. Table 5.11-3 shows the historic breakdown in average total water use among LADWP's major billing categories and non-revenue water in five-year intervals. The City's residential use has historically and will continue to have the greatest water demand, comprising approximately 65 percent of the total demand. Commercial and government uses consist 18 percent and 6 percent of the average water demand, respectively. The water demand decreased from 2001-05 to 2005-10 year period due to various water conservation practices. Table 5.11-4 lists various water conserving strategies that LADWP has implemented to reduce potable water demands to compensate for water shortages.

**Table 5.11-3
LADWP Historic Average Water Demand**

	1986-90	1991-95	1996-00	2001-05	2005-10	25-yr
Single-Family	238,248	197,322	222,748	239,754	236,154	226,845
	35%	35%	35%	36%	38%	36%
Multi-Family	197,312	177,104	191,819	190,646	180,279	187,432
	29%	31%	30%	29%	29%	29%
Commercial	123,324	110,724	111,051	109,685	106,955	112,348
	18%	19%	18%	17%	17%	18%
Industrial	30,502	21,313	23,560	21,931	23,201	24,101
	4%	4%	4%	3%	4%	4%
Government	43,378	38,600	39,830	41,888	42,940	41,327
	6%	7%	6%	6%	7%	6%
Non-Revenue	52,830	24,100	43,617	58,299	31,929	42,155
	8%	4%	7%	9%	5%	7%
Total	685,594	569,164	632,626	662,203	621,458	634,209



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**Table 5.11-4
Water Conservation BMPs**

Category	Sub-Category	Practices
Foundational		
Utility Operations	Operations Practices	Maintain the position of a trained conservation coordinator
		Prevent water waste – enact, enforce or support legislation, regulations, and ordinances
		Wholesale agency assistance programs
	Water Loss Control	Conduct Standard Water Audit and Water Balance
		Measure performance using AWWA software
Metering with Commodity Rates	100% of existing unmetered accounts to be metered and billed by volume of use	
Conservation Pricing	Maintain a water conserving retail rate structure	
Education	Public Information Programs	Maintain active public information program to promote and educate customers about water conservation
	School Education Program	Maintain active program to educate students about water conservation and efficient water use
Programmatic		
Residential		Residential Assistance – provide leak detection assistance
		Landscape Water Surveys for residential accounts Implemented
		High efficiency clothes washer incentive program
		WaterSense Specification (WSS) for toilets
Commercial/ Industrial/ Institutional (CII)		Implement unique conservation programs to meet annual water savings goals for CII customers
Landscape		Implement Large Landscape custom programs
		Offer technical assistance and surveys upon request
		Implement and maintain incentive program(s) for irrigation equipment retrofits

Pursuant to SB 221, a Water Supply Assessment (WSA) is required where a proposed commercial office building employs more than 1,000 persons or has more than 250,000 square feet of floor space. The proposed project involves demolition of approximately 98,777 square feet of floor space. Consequently, the proposed project would result in a net increase of approximately 151,553 square feet of floor space. Further, there are a total of 1,180 employees located in 5 different locations, including the project site. After project construction, these employees would relocate to the project site; therefore, the proposed project would generate only a nominal number of net new employees. No WSA was prepared.

Storm Drainage Systems

Drainage for the project site is via sheet flow, swales, and catch basins that discharge to the storm drain system along Van Nuys Boulevard or culverts that connect to the Pacoima Wash Channel. There is one catch basin and numerous swales that discharge water to Van Nuys Boulevard within the project site, and two culverts along the southern edge of the property that discharge directly to the Pacoima Wash Channel. In addition, there are four catch basins for street drainage along the west side of Van Nuys Boulevard. These catch basins connect to a 66-inch pipeline that eventually discharges into the Pacoima Wash Channel.

Solid Waste

The LADWP Bureau of Sanitation (BOS), Solid Resources Division, provides solid waste service to the project site and is responsible for implementation and documentation of the citywide plan for a 70 percent reduction by the year 2015. The Solid Resources Division uses Sunshine Canyon Landfill at 14747 San Fernando Road, in Sylmar, for refuse. Sunshine Canyon Landfill is permitted to receive 12,100 tons of trash per day and receives an average of 8,900 to 9,500 tons of trash per day (SRCRD 2011). The anticipated closure date is December 31, 2037 (Calrecycle 2011).

Assembly Bill (AB) 939 requires that each county and city prepare a source reduction and recycling element (SRRE) showing how it will meet diversion of solid waste from landfills goals of 25 percent by the year 1995, and 50 percent by the year 2000 and every year after. Compliance with AB 939 is now measured in terms of actual disposal amounts per person compared to target amounts; actual disposal amounts at or below targets are in compliance with AB 939. The City of Los Angeles has a goal of 70 percent diversion of refuse from landfills by 2020 and, as of 2009, the City of Los Angeles has a recycling rate of 65 percent (LASR 2011).

Furthermore, the City of Los Angeles Solid Waste Management Policy Plan (CiSWMPP) (adopted November 1994) provides additional goals, objectives, and policies for solid waste management in the City. The Framework Element of the City of Los Angeles General Plan also supports AB 939 and its goals by encouraging “an integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.”

On March 5, 2010, the City Council approved Council File 09-3029 pertaining to a citywide Construction and Demolition (C&D) Waste Recycling Ordinance that requires all mixed C&D waste generated within City limits be taken to City Certified C&D waste processors. The BOS is responsible for this new C&D waste recycling policy that as of January 1, 2011. All haulers and contractors responsible for handling C&D waste must obtain a Private Solid Waste Hauler Permit from BOS prior to collecting, hauling and transporting C&D waste and C&D waste can only be taken to City Certified C&D Processing Facilities.



Electricity

LADWP provides electrical services to the project site. Energy service requirements are related to the size and type of projects, and the geographic area served. LADWP has a net dependable plant capability of 7,226 megawatts (mW) and the peak demand for Los Angeles for 2009 was at 5,895 mW. Customers in the City purchased about 24.8 million megawatt-hours (mWh) of electricity during 2009. As of 2009, business customers consumed about 59 percent of the LADWP's electricity, residential consumed about 31 percent, industrial consumed 9 percent, and other uses were attributed to less than one percent. A portion of the electrical consumption is also dedicated to street lighting and water supply distribution. The LADWP power system has a diverse mix of generating resources, coal and natural gas being the largest contributors at 39 percent and 31 percent, respectively, and eligible renewable (small hydro, wind, solar, biogas, and geothermal), large hydroelectric, and nuclear resources comprise 14 percent, 9 percent, and 7 percent, respectively.

Natural Gas

The project site lies entirely within the natural gas service territory of the Southern California Gas Company (“SCGC”). The SCGC serves more than 530 cities, including the City of Los Angeles, encompassing approximately 23,000 square miles of southern and central California. The availability of natural gas service is based upon present conditions gas supply and regulatory policies. SCGC projects

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total consumption of natural gas in its service area to be 7,422 million therms in 2011, and forecasts consumption to increase to 7,829 million therms by 2020 (CEC 2009). SCGC has existing gas facilities, including high pressure distribution line along Van Nuys Boulevard that delivers gas to the lower pressure distribution system in the area, located near the project site (Chuang 2011). SCGC has expressed that it has facilities in the area of the project site and that gas services to the proposed project could be provided.

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

- U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- U-2 Would 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.
- U-3 Would 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.
- U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.
- U-5 Would result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

Sewer

Additionally, the L.A. CEQA Thresholds Guide (2006, page M.2-3) states that a project would normally have a significant wastewater impact if:

- U-8 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
- U-9 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 or its elements.

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Water

The L.A. CEQA Thresholds Guide (page M.1-3) states that a determination of significance relative to water supply and infrastructure 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 project completion, and;
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based on all of these factors, the project would have a significant impact if:

Water Supply

- U-10 The total estimated water demand for the project at buildout would exceed available water supplies;
- U-11 The project would exceed the projected employment, housing or population growth projections of the Van Nuys–North Sherman Oaks Community Plan as assumed in the planning for future water infrastructure needs, or;



Water Conveyance System

- U-12 The estimated water demand for the project would exceed the available capacity within the distribution infrastructure that would serve the project site.

Solid Waste

The L.A. CEQA Thresholds Guide (page M.3-2) states that a determination of significance relative to solid waste 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, or Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Based on all of these factors, the project would have a significant impact if:

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- U-13 The project generates solid waste at a level that exceeds the available capacity of the existing and/or planned landfills or;
- U-14 The project conflicts with the diversion and recycling goals set forth in the CiSWMPP.

Electricity

The L.A. CEQA Thresholds Guide (page M.4-3) states that a determination of significance relative to energy consumption shall be made on a case-by-case basis, considering the following factors:

- The extent to which the project would require new (offsite) energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was 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.

Based on all of these factors, the project would have a significant impact if:

- U-15 The project would result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities or;
- U-16 The design of the project fails to incorporate energy conservation measures under Title 24 of the CCR.

Natural Gas

The L.A. CEQA Thresholds Guide (page M.4-3) states that a determination of significance relative to energy consumption shall be made on a case-by-case basis, considering the following factors:

- The extent to which the project would require new (offsite) energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was 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.

Based on all of these factors, the project would have a significant impact if:

- U-17 The project would result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities.
- U-18 The design of the project fails to incorporate energy Title 24 conservation measures.

5.11.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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IMPACT 5.11-1: PROJECT-GENERATED WASTEWATER COULD BE ADEQUATELY TREATED BY THE WASTEWATER SERVICE PROVIDER FOR THE PROJECT. [THRESHOLDS U-1, U-2 (PART), U-5, U-8, AND U-9]

Impact Analysis: The proposed project would increase the land use intensity on the project site and thereby increase the sewer average daily flow. As shown in Table 5.11-5, the proposed project would generate approximately 42,305 gallons of sewage per day (gpd), which is an increase of 34,775 gpd from the current conditions. However, considering the historic occupancies of the onsite buildings, the average daily flow increase would drop to 24,209 gpd of sewage.

**Table 5.11-5
New Wastewater Demand**

<i>Land Use</i>	<i>Unit</i>	<i>Generation Factor (GPD/Unit)</i>	<i>Avg Daily Flow (GPD)</i>
Office	243,580 SF	150 gpd/1,000 SF	36,537
Retail	4,000 SF	80 gpd/1,000 SF	320
Pharmacy	2,750 SF	80 gpd/1,000 SF	220
Subtotal	250,330 SF		37,077
<i>SFV Service Center¹</i>	<i>(15,347)</i>	150 gpd/1,000 SF	<i>(2,302)</i>
Total New			34,775
Existing Mid-Valley Comprehensive Health Center	50,200 SF	150 gpd/1,000 SF	7,530
Net Total Demand			42,305
Historic Use			
Mid-Valley Youth Center	<i>(55,602)</i>	150 gpd/1,000 SF	<i>(8,340)</i>
Bowling Alley	<i>(27,828)</i>	80 gpd/1,000 SF	<i>(2,226)</i>
Total New With Historic Use			24,209

Source: WESD, 2011.

¹Of the three existing buildings to be demolished, only SFV Service Center is currently occupied and demands sewer service.



The sewer infrastructure in the vicinity of the project site includes an existing 8-inch line on Saticoy Street, which feeds into an 18-inch line on Van Nuys Boulevard before splitting and discharging into 21- and 30-inch sewer lines on Hazeltine Avenue. Ultimately the waste is treated at the Hyperion Treatment Plant. Figure 5.11-1 shows the sewer system in the project area. The current approximate flow level (d/D) and the design capacities at d/D of 50 percent in the sewer system are shown in Table 5.11-6. As shown, the 21-inch and 30-inch lines on Hazeltine Avenue are operating at 30 percent and 32 percent of their capacities, respectively, and the 18-inch sewer line on Van Nuys Boulevard is operating at 69 percent of its capacity. Implementation of the proposed project would increase the current sewer demand by less than 1 percent of the respective design capacities and impacts would not be significant. The proposed project would contribute an increase of approximately 8 percent to the secondary 8-inch line on Saticoy Street that has a 50 percent design capacity of 229,323 gpd. Although the current flow rate at this sewer line is not available, a detailed gauging and evaluation would be conducted at the time of permit process to identify a specific sewer connection point; if an insufficient capacity is identified at that time, the project proponent is required to build sewer lines to a point in the sewer system with sufficient capacity.

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**Table 5.11-6
Sewer Availability**

Pipe Location	Pipe Diameter	Current Gauging d/D	50% Design Capacity	Percent Increase
Saticoy St	8-in	Not Available	229,323 gpd	8%
Van Nuys Blvd	18-in	69%	2.67 mgd	0.65%
Hazeltine Ave	21-in	30%	3.29 mgd	0.55%
Hazeltine Ave	30-in	32%	9.77 mgd	0.15%

Source: WESD, 2011.

Hyperion Treatment Plant has a current flow rate of 340 mgd and as a maximum dry weather capacity of 450 mgd. An increase of 34,775 gpd of wastewater represents approximately 0.01 percent of the existing average daily flow. Since the maximum dry weather capacity is 450 mgd, there is adequate treatment capacity to serve the proposed project. No facility expansion or new construction would be necessary to serve the proposed project and project-generated sewer would be adequately treated.

IMPACT 5.11-2: ADEQUATE WATER SUPPLY AND DELIVERY SYSTEMS ARE ADEQUATE TO MEET PROJECT REQUIREMENTS. [THRESHOLDS U-2 (PART) AND U-4, U-10, U-11, AND U-12]

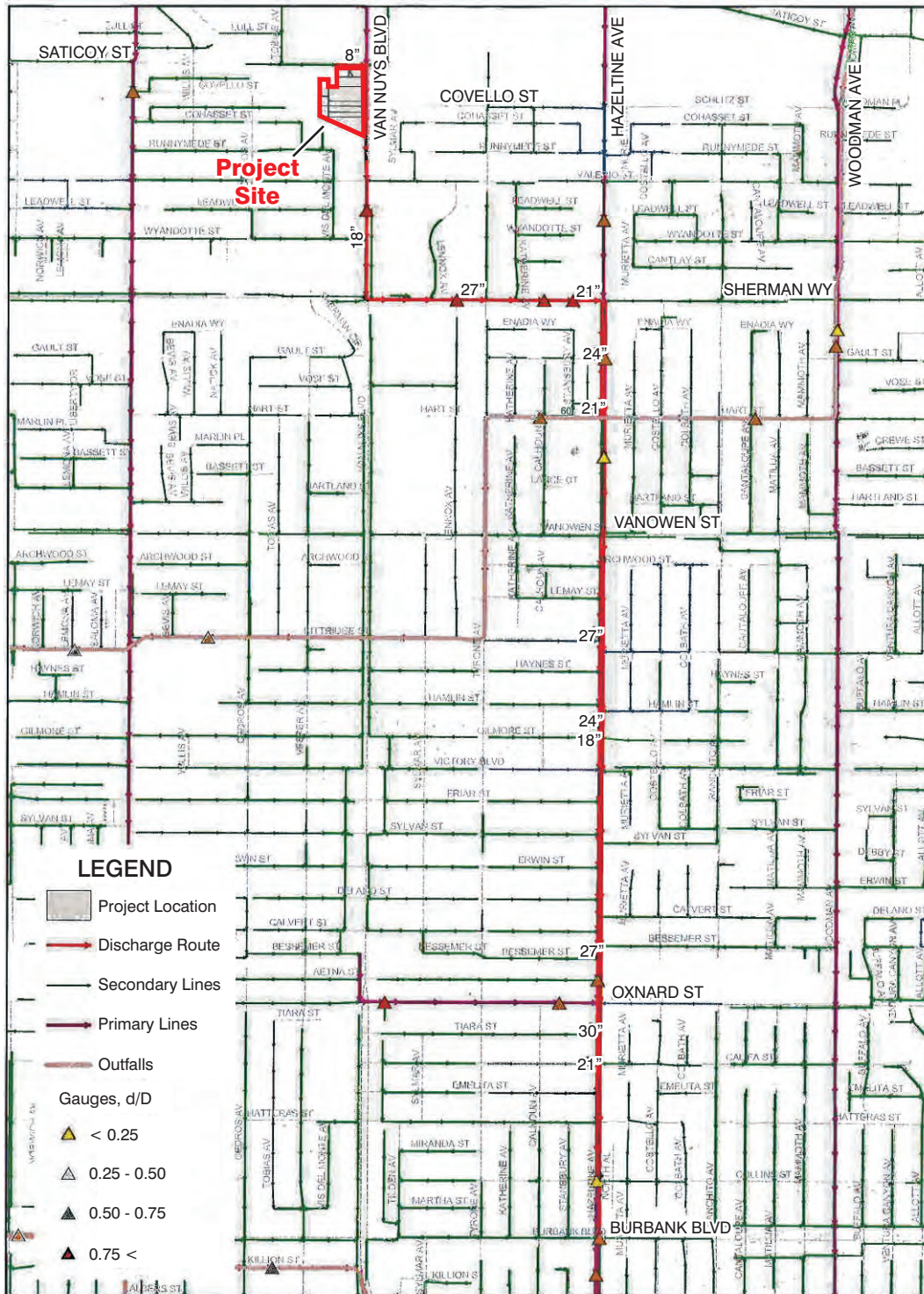
Impact Analysis: The reliability of the LADWP's water supply is dependent on the reliability of imported water sources, supplemented by groundwater, recycled water, and water conservation. The project site currently consumes approximately 10,815 gpd of water.¹ However, historically, the project site consumed an additional 11,623 gpd (assuming that the bowling alley and Mid-Valley Youth Center are occupied), for a total of 22,438 gpd. Construction of the 250,330-square-foot San Fernando Valley Family Support Center building would create a demand of 40,784.7 gpd for a total of 46,536 gpd for the project site, assuming the existing Mid-Valley Comprehensive Health Center would remain. Therefore, implementation of the proposed project would result in an increase 35,720 gpd or 40.01 acre feet per year (afy) of water demand from the current conditions or 24,098 gpd (26.99 afy) of water demand from historic uses.

LADWP's service area covers 473 square miles and serves over 4 million residents. As shown in Table 5.11-1, under normal weather conditions, 614,800 afy of water supply is available in 2015 and 725,000 afy in 2035. The water supply availability was based on the SCAG demographic and growth projections for the City. The proposed project involves relocation of existing government offices within the City and is not a growth inducing project that would affect the SCAG's demographic projections. The project site is in Van Nuys-North Sherman Oaks Community Plan. Approximately 50 percent of the project-related demand currently occurring within the Mission Hills-Panorama City-North Hills Community Plan and approximately 20 percent occurring within the Chatsworth-Porter Ranch Community Plan would be relocated to the project site. The project site has been previously developed and some buildings on the site are currently vacant. In addition, the proposed project would serve the existing County population and is not a growth inducing project; therefore, project implementation is not anticipated to exceed the growth projections of the Van Nuys-North Sherman Oaks Community Plan.

¹ Based on the 110 percent of total wastewater generation calculation for Mid-Valley Comprehensive Health Center and SFV Service Center.

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Local Sewer System



Source: City of Los Angeles Bureau of Sanitation
 San Fernando Valley Family Support Center EIR

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IMPACT 5.11-3: EXISTING AND/OR PROPOSED STORM DRAINAGE SYSTEMS ARE ADEQUATE TO SERVE THE DRAINAGE REQUIREMENTS OF THE PROPOSED PROJECT. [THRESHOLD U-3]

Impact Analysis: The project site is fully developed and approximately 96 percent impervious. The drainage occurs via sheet flow, swales, and catch basins that discharge to the storm drain system along Van Nuys Boulevard to the east or culverts that connect to the Pacoima Wash to the south. As further discussed in Section 5.6, *Hydrology and Water Quality*, the percentage of impervious site would not change substantially. According to the hydrology study prepared for the proposed project (Appendix F of the EIR) that compared the peak runoff rates under existing and post-development conditions for the 25-year storm event, the existing runoff flow rate would be generally the same.

Implementation of standard urban stormwater mitigation plan (SUSMP) and design standards for BMPs, as required under the NPDES General Permit for Municipal Separate Storm Sewer Systems (MS4) permit, would require modification to the existing drainage facilities. The modification would be required to be reviewed and approved by the Los Angeles Regional Water Quality Control Board and impacts would not be significant.

IMPACT 5.11-4: EXISTING AND/OR PROPOSED FACILITIES WOULD BE ABLE TO ACCOMMODATE PROJECT-GENERATED SOLID WASTE AND COMPLY WITH RELATED SOLID WASTE REGULATIONS. [THRESHOLDS U-6, U-7, U-13, AND U-14]

Impact Analysis: Operation of the proposed project would generate the typical range of recyclable and non-recyclable wastes such as green waste (e.g., landscape maintenance), cardboard, paper, glass, plastic, aluminum cans, janitorial cleaning products, etc. The proposed project would increase the land use intensity at the project site, and would thereby increase the demand for solid waste services. As shown in Table 5.11-7, the proposed project would generate 2,267.1 lbs per day, which is an increase of 1,808.3 lbs/day compared to the existing conditions. The project site currently generates 458.8 lbs/day of refuse but historically generated 1,042.8 lbs/day. The average daily rate of disposal for the Sunshine Canyon Landfill is 8,900 to 9,500 tons of trash per day with a maximum daily permitted capacity of 12,100 tons (SRCRD 2011). Implementation of the proposed project would result in a negligible (approximately 0.01 percent) amount of increase to the average daily rate and even less to the maximum daily permitted capacity. Therefore, Sunshine Canyon Landfill can accommodate the solid waste generated by the proposed project.



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**Table 5.11-7
Estimated Solid Waste Demand**

Land Use	Quantity (SF)	Generation, lbs/sf/day	Existing	Proposed, lbs/day	
Institutional ¹	243,580	.007	n/a	1,705.1	
Commercial	6,750	3.12 lbs/100 sf/day	n/a	210.6	
Mid Valley Comprehensive Health Center	50,200	.007		351.4	
Total	300,530			2,267.1	
				Existing	Historic
Mid Valley Comprehensive Health Center	50,200	.007	Occupied	351.4	351.4
SFV Service Center	(15,347)	.007	Occupied	107.4	107.4
Mid-Valley Youth Center	(55,602)	.007	Vacated	0	389.2
Bowling Alley - Recreational	(27,828)	.007	Vacated	0	194.8
Subtotal	(98,777)			(458.8)	(1,042.8)
Total Increased Demand				1,808.3	1,224.3

Institutional waste generation factor and public facility generation factor are the same.

Mid-Valley Youth Center was a residential treatment facility providing 84 beds (per capita electricity generation rate is 13.7).

The proposed project would generate short term construction waste. On March 5, 2010, the City Council approved Council File 09-3029 pertaining to a Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. Therefore, as of January 1, 2011, all mixed construction and demolition waste generated within City limits are required to be taken to City Certified C&D waste processors. All haulers and contractors responsible for handling C&D waste must obtain a Private Solid Waste Hauler Permit from BOS prior to collecting, hauling, and transporting C&D waste, and C&D waste can only be taken to City Certified C&D Processing Facilities. The required compliance with this ordinance would ensure that the project-generated C&D are adequately handled.

The EPA administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In the State of California, Assembly Bill 939 (Integrated Solid Waste Management Act of 1989; PRC 40050 et seq.) requires every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a countywide siting element specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects. The project would comply with all laws and regulations governing solid waste, and the County's strategies for waste reduction.

IMPACT 5.11-5: EXISTING AND/OR PROPOSED FACILITIES WOULD BE ABLE TO ACCOMMODATE PROJECT-GENERATED UTILITY DEMANDS. [THRESHOLDS U-15, U-16, U-17, AND U-18]

Impact Analysis:

Electricity

The project site was improved with transformers, switchboards, and underground conduits as part of Mid-Valley Comprehensive Health Center construction in 2000. A description of the proposed project

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was provided to the LADWP and LADWP indicated that there is sufficient supply to serve the proposed project. The demand for electricity would depend on the type of building materials, space and water cooling and heating systems, insulation method, number and type of lighting fixtures, and electric machinery and equipment. Therefore, the actual demand evaluation would be assessed once the building has been designed and details have been finalized. However, an estimate has been made, and is shown in Table 5.11-8, based on the energy generation rates available from the Database for Energy Efficient Resources (DEER) issued by the California Public Utilities Commission (CPUC 2008). Because the proposed project would increase the land use intensity at the project site, the corresponding electricity demand would increase and affect the energy distribution infrastructure. As shown, the proposed project would generate a demand for 4,073.05 mWh/yr of electricity, an increase of 3,864.27 mWh/yr from current conditions. However, if accounting for the historic uses of the project site, the increase would be only 2,913.21 mWh/yr. Based on the consumption of 24.8 million mWh within the LADWP service area in 2009, the increased electricity demand would comprise approximately 0.01 percent of the annual consumption. Such a minor increase would not adversely affect the LADWP's supply capacity. Additionally, the new building would be required to comply with the 2008 Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations) that establishes energy conservation standards that are approximately 15 percent more energy efficient than the previous 2005 Building and Energy Efficiency standards. Further, since the new building would be built to meet the LEED silver status, it is assumed that the proposed project would exceed the required 15 percent energy efficiency standard to further reduce energy use.

**Table 5.11-8
Estimated Electricity Demand**

Land Use	Quantity (SF)	Generation (kWh/SF)	Existing	Proposed (kWh/year)		Proposed (mWh/year)	
Institutional ¹ (new)	243,580	13.604	n/a	3,313,662.32		3,313.66	
Commercial (new)	6,750	11.329	n/a	76,470.75		76.47	
Mid-Valley Comp Health Center (existing)	50,200	13.604		682,920.8		682.92	
Total	300,530			4,073,053.87		4,073.05	
				<i>Existing</i>	<i>Historic</i>	<i>Existing</i>	<i>Historic</i>
SFV Service Center	(15,347)	13.604		208,780.59	208,780.59	208.78	208.78
Mid-Valley Center ²	(55,602)	13.604	Vacated	0	756,409.61	0	756.41
Bowling Alley ³	(27,828)	6.995	Vacated	0	194,656.86	0	194.66
Subtotal	(98,777)			208,780.59	1,159,847.06	0.21	1,159.85
Total Increased Demand				3,864,273.282	2,913,206.814	3,864.27	2,913.21

¹ Electricity generation factor for office use (13.604 kWh/SF) was used instead of Institutional (6.995 kWh/SF) as worst case scenario.

² Mid-Valley Youth Center was a residential treatment facility providing 84 beds. (per capita gas generation rate is 13.7). Residential rates: USDOE 2008. No rates for different residential unit types were available.

³ Rate for recreation was used.

While there is adequate electricity supply to accommodate the proposed project, new or modified facilities such as transformers, switchboards, conductors, and underground conduits would be necessary. These facilities would be provided by LADWP in coordination with the County. With necessary infrastructure improvements, LADWP has the capacity to supply electricity to meet the demand for electricity projected for the proposed project. Therefore, the proposed project would not create a significant impact with respect to electricity facilities and services.



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Natural Gas

A description of the proposed development was sent to the SCGC and the SCGC indicated that there are sufficient natural gas facilities and supply to service the proposed project (Chuang 2011). The demand for natural gas service would widely vary depending on the type of building materials, insulation method, and number of gas equipments because the highest natural gas usage would be for space heating and cooling, and water heating. Therefore, the actual calculations would be made once the building has been designed and details have been finalized. However, based on the California Commercial End-Use Survey prepared for California Energy Commission, the proposed project could be forecast to demand approximately 8,181,232 thousand British thermal units (kBTU) of natural gas per year, as shown below in Table 5.11-9. However, because the project site is already developed, the total increase of gas demand would be approximately 4,116,420.7 kBTU, and if historic uses of the vacated buildings were taken into account, the increase would be 1,035,367.9 kBTU.

It is anticipated that with necessary system upgrades and facility improvements, SCGC would be able to service the project site with natural gas, which would be provided in accordance with the SCGC's policies and extension rules on file with the Public Utilities Commission when the contractual arrangements are made. The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. As a public utility, SCGC is under the jurisdiction of the California Public Utilities Commission and federal regulatory agencies. Should these agencies take any action that affects gas supply, or the conditions under which service is available, gas service would be provided in accordance with revised conditions.

Although the proposed project would create additional demands on natural gas supplies and distribution infrastructure, the increased demands are projected to be within the service capabilities of SCGC provided necessary improvements are made in coordination with SCGC.

**Table 5.11-9
Estimated Natural Gas Demand**

Land Uses	Area (SF)	Demand Generation (kBTU/SF/yr)	Proposed, kBTU/yr	
New				
Institutional ¹	243,580	17.90	4,360,082	
Commercial ²	6,750	4.60	31,050	
Subtotal	250,330		4,391,132	
Existing				
Mid-Valley Comp Health Cntr	50,200	75.50	3,790,100	
Total Proposed	300,530		8,181,232	
Building Demo			Existing	Historic
SFV Service Center ¹	(15,347)	17.90	274,711.3	274,711.3
Mid-Valley Youth Center ⁴	(55,602)	42.40	Vacated	2,357,524.8
Bowling Alley ⁵	(27,828)	26	Vacated	723,528
Subtotal	(98,777)		(274,711.3)	(3,355,764.1)
Total Increase			4,116,420.7	1,035,367.9

Source: Itron 2006.

SF=square feet kBTU=Thousand British Thermal Unit

¹ The rate for "All Offices" was used.

² The rate for "Retail" was used for the 4,000 SF retail and 2,750 SF pharmacy uses.

³ The rate for "Health" was used.

⁴ The rate for "Lodging" was used because Mid-Valley Youth Center was a residential treatment facility.

⁵ The rate for "All Commercial" was used.

5.11.4 Cumulative Impacts

The geographic area for cumulative analysis of each of the utilities services is the respective agency's service area: LADPW service area for sewer and solid waste services, LADWP for water and electricity services, and SCGC for natural gas service. As discussed in the appropriate sections, the proposed project would result in an increased services demand in the areas of sewer, stormwater, water, solid waste, gas, and electricity. Impacts to utilities and service systems would occur incrementally to cause cumulative impacts and upgrades to existing systems and new construction would be necessary. However, such increase is projected and appropriate payment mechanisms are available to fund the necessary utility improvements as planned by each utility service provider. Necessary utility and service systems improvements would be required as part of the project development and permit process, and any remaining measures have been included as part of additional mitigation measures. Therefore, since impacts to utility systems can be mitigated to less than significant level without exceeding service levels, cumulative impacts would be considered less than significant.

5.11.5 Existing Regulations and Standard Conditions

- Los Angeles Municipal Code (LAMC) (1) Chapter VI, Article 4 – Sewers, Watercourses, and Drains codify the City's policy for the design and construction of sewers and connections. The LAMC requires that all sewers constructed in the City comply with Bureau of Engineering's standard plans, specifications, policies and practices. The Code gives the authority and responsibility to the City Engineer to develop and enforce standards. These standards are continuously updated to incorporate new materials and construction methods to ensure that the completed installations meet the high performance standards of the City. Construction plans and technical specifications are prepared for each new or rehabilitation projects that document the standard of performance for the construction and the standards for acceptance. Service connections are required to be designed and construction to meet the Los Angeles Plumbing Code.
- Assembly Bill 939 (Sher, Chapter 1095, Statutes of 1989). The Integrated Waste Management Act requires every California city and county to divert 50 percent of its waste from landfills by the year 2000. In addition, AB 939 requires each county to prepare a Source Reduction and Recycling Element for its unincorporated areas, identifying waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. In addition, each county must prepare a countywide siting element, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the jurisdiction which cannot be reduced or recycled for 15 years.
- 2008 Building and Energy Efficiency Standards (CCR Title 24). Prior to the issuance of a building permit, development plans shall be required to demonstrate that the project meets the 2008 Building and Energy Efficiency Standards. Commonly known as Title 24, these standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2008 standards are approximately 15 percent more energy efficient than the 2005 Building and Energy Efficiency Standards. Plans submitted for building permits shall include written notes demonstrating compliance with the 2008 energy standards and shall be reviewed and approved by the Public Utilities Department prior to issuance of building permits. Design strategies to meet this standard may include maximizing solar orientation for daylighting and passive heating/cooling, installing appropriate shading devices and landscaping, utilizing natural ventilation, and installing cool roofs. Other techniques include



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installing insulation (high R value) and radiant heat barriers, low-e window glazing, or double-paned windows.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-2, 5.11-3, 5.11-4, and 5.11-5.

Without mitigation, the following impact would be **potentially significant**:

- Impact 5.11-1 The proposed project would increase the sewer services demand in the area

5.11.7 Mitigation Measure

Impact 5.11-1 (Sewer)

USS-1 Prior to issuance of a building permit, the County of Los Angeles shall be required to install the sanitary sewer facilities or participate in the appropriate infrastructure improvement program, if applicable, as required by the City of Los Angeles, which may include fees, credits, reimbursement, construction, or a combination thereof, to mitigate the impacts of the proposed project.

5.11.8 Level of Significance After Mitigation

Mitigation measure 11-1 would reduce potential impacts associated with sewer service to a level that is less than significant and all other utilities and service systems have less than significant impacts without mitigation measures. Therefore, no significant unavoidable adverse impacts relating to utilities remain.

6. Significant Unavoidable Adverse Impacts

Chapter 1, *Executive Summary*, contains Table 1-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

- Air Quality
- Noise
- Transportation and Traffic

6.1 AIR QUALITY

Impact 5.2-2

Mitigation Measure AQ-1 would reduce NO_x generated by exhaust and fugitive dust while Mitigation Measure AQ-3 would require use of low-VOC paints. Table 6-1 shows construction emissions with adherence to Mitigation Measures AQ-1 through AQ-3. Use of low-VOC paints during architectural coating would ensure the VOCs do not exceed South Coast Air Quality Management District's (SCAQMD) thresholds. Use of newer construction equipment would reduce construction emissions onsite. However, onsite emissions in addition to offsite emissions generated by haul trucks would generate substantial quantities of NO_x and would continue to exceed SCAQMD's regional significance threshold. Therefore, Impact 5.2-2 would remain significant and unavoidable.



Table 6-1
Maximum Daily Construction Regional Emissions – With Mitigation
(in pounds per day)

Construction Phase	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
2012	23	192	152	<1	22	14
2013	23	124	158	<1	17	9
2014	61	79	104	<1	11	6
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: CalEEMod, Version 2011.1.1.

Notes:

Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

Modeling corrected for an error in CalEEMod that calculates PM₁₀ fugitive dust from hauling over the entire haul duration to occur on one day.

Assumes overlap of the parking structure and the San Fernando Family Support Center building construction, and overlap of the San Fernando Family Support Center building construction with paving and coating operations.

PM₁₀ and PM_{2.5} fugitive dust emissions assume application of Rule 403, which includes watering exposed surfaces at least three times daily (Mitigation Measure 2-2), managing haul road dust by watering two times daily, street sweeping, and restricting speeds onsite to 15 miles per hour.

Includes implementation of Mitigation Measures 2-1, 2-2, and 2-3, which requires use of Tier 3 construction equipment, watering three times daily, and use of low-VOC architectural coatings.

6. Significant Unavoidable Adverse Impacts

Impact 5.2-3

Operation of the San Fernando Family Support Center would generate long-term emissions that exceed SCAQMD's regional significance thresholds for NO_x. The majority of air pollutants are generated by trips to and from the site. Mitigation Measures AQ-4 through AQ-6 would reduce criteria air pollutants generated by the proposed project. However, emissions would continue to exceed SCAQMD's regional operational significance threshold for NO_x. Impact 5.2-3 would remain significant and unavoidable.

Cumulative Impacts

Construction

Project-related construction emissions would exceed the SCAQMD significance thresholds. Consequently, the project's contribution to cumulative air quality impacts would be significant and unavoidable.

Operation

Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for NO_x long-term operation. Therefore, the project's air pollutant emissions would be cumulatively significant and unavoidable.

6.2 NOISE

Impact 5.8-1

The proposed project would cause construction activities to result in temporary noise increase in the vicinity of the project site. The predicted increases over existing conditions would range from 5.0 to 22.0 dB. Because of the low ambient noise levels at receptors to the west and south of the project site, it is anticipated that noise from heavy equipment during site preparation, demolition, building construction, the construction of the parking structure, and asphalt paving would sporadically exceed the 5 dB threshold. Although implementation of Mitigation Measures N-1 and N-2 would reduce potential noise impacts, the reduction would be less than 17 dB and it would not reduce noise levels below threshold level. This impact would remain significant and unavoidable.

6.3 TRANSPORTATION AND TRAFFIC

Impact 5.10-1

Implementation of the proposed project would result in significant impacts to three study intersections under the existing plus project conditions and four intersections under the future plus project conditions. All three impacted intersections under the existing plus project conditions are included in the future impacted intersections. Implementation of Mitigation Measures T-1 and T-2 would reduce potential impacts associated with two of the four impacted intersections (ID#12, Van Nuys Boulevard & Saticoy Street and ID#20, Woodman Avenue & Sherman Way) and there are no feasible mitigation measures for the remaining two impacted intersections (ID#17, Sepulveda Boulevard & Sherman Way and ID#19, Van Nuys Boulevard & Sherman Way). However, although mitigation measures have been identified, if these mitigation measures are not implemented or accepted by the City of Los Angeles Department of Transportation with the responsibility to do so, the project's intersection impacts would remain significant and unavoidable. Therefore, impacts to all four of the impacted these intersections would remain significant and unavoidable.

6. Significant Unavoidable Adverse Impacts

Cumulative Impacts

The proposed project would result in a cumulative traffic impact on four area intersections of which two have feasible mitigation measures and two cannot be mitigated. Although there are feasible mitigation measures for two impacted intersections, because the right-of-way improvements are within the jurisdiction of the City of Los Angeles, all cumulative intersection impacts are considered significant and unavoidable.



6. Significant Unavoidable Adverse Impacts

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7. *Alternatives to the Proposed Project*

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- “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” (15126.6[b]).
- “The specific alternative of ‘no project’ shall also be evaluated along with its impact” (15126.6[e][1]).
- “The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what 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. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (15126.6[e][2]).
- “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” (15126.6[f]).
- “Among the 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 (or the site is already owned by the proponent)” (15126.6[f][1]).
- “For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (15126.6[f][2][A]).
- “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (15126.6[f][3]).



7. Alternatives to the Proposed Project

For each development alternative, this analysis:

- Describes the alternative,
- Analyzes the impact of the alternative as compared to the proposed project,
- Identifies the impacts of the project that would be avoided or lessened by the alternative,
- Assesses whether the alternative would meet most of the basic project objectives, and
- Evaluates the comparative merits of the alternative and the project.

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

- Redevelop an existing underutilized site with sufficient office space to consolidate seven existing County departments at one centralized location to enhance accessibility by community residents.
- Allow for redevelopment of the project site to improve the provision of County services to San Fernando Valley residents.
- Provide ancillary on-site retail space to reduce vehicle trips.
- Provide adequate on-site parking to avoid parking impacts to the surrounding community.
- Consolidate family support services currently being provided in multiple locations to reduce regional vehicle miles travelled.
- Substantially improve the visual appearance of the site through the development of a new building and improved landscaping.
- Provide additional recreational facilities to serve future visitors to the site as well as the surrounding residents.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this Draft EIR (EIR).

7.2.1 Alternative Sites

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). The project site contains the existing Mid-Valley Comprehensive Health Center (50,200

7. *Alternatives to the Proposed Project*

square feet), which would remain active and is integral to the project design and improvements. Therefore, selecting an alternative site would likely require construction of an additional 52,200 square feet of area in addition to the proposed 250,330 square feet being proposed or be located on a site with the comparable square footage. The four locations that currently house each of County Departments being proposed for relocation (see previous Figure 5.10-2) were examined as a potential alternative location for the proposed project. All of these locations are currently built out and would require demolition and redesign in order to allow development of the project. Therefore, these sites would have similar construction-related impacts related to air quality and greenhouse gas (GHG), and noise impacts. Further, based on the current inventory within the County there are no vacant buildings available of the size needed to accommodate the proposed project. In general, any development of the size and type proposed by the project would have increased impacts on aesthetics, air quality, greenhouse gas (GHG), noise, public services, traffic, and utilities/service systems. Without a site specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, and mineral resource cannot be evaluated.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Adaptive Reuse Alternative
- No Underground Parking Alternative
- Reduced Intensity Alternative

Table 7-1 provides a summary of the relative impacts and feasibility of each alternative. A complete discussion of each alternative is provided below.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify an environmentally superior alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Impacts involving air quality, noise, and traffic were found to be significant and unavoidable. Section 7.7 identifies the Environmentally Superior Alternative.



7. Alternatives to the Proposed Project

**Table 7-1
Summary of Development Alternatives**

Alternative	Description	Basis for Selection and Summary of Analysis
Proposed Project		
	<ul style="list-style-type: none"> Construct a new 250,330 SF office building with limited retail and pharmacy use (3 to 5 levels). Relocate 7 County family support services departments to the project site. Provide 8,180 SF green space and 3,600 SF children's play area Construct 5-level parking structure (1.7 levels below grade and 3 levels above grade) totaling 1,705 parking spaces. Demolish Mid-Valley Youth Center (55,602 SF), San Fernando Valley Service Center (15,347 SF), and a bowling alley (27,828 SF) totaling approximately 98,777 Sf. Export up to 200,000 CY of soil. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	
Project Alternatives		
1) No Project/Adaptive Reuse Alternative	<ul style="list-style-type: none"> No demolition Repurpose 98,777 SF of onsite buildings for office use. Interior remodeling only. No 200,000 CY of soil export No green space and children's play area. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> Required by CEQA Avoids construction-related impacts, especially significant air quality and noise impacts. Avoids significant transportation and traffic impacts. Does not meet the project objectives. Would not be able to provide green space and children's playground.
2) No Underground Parking Alternative	<ul style="list-style-type: none"> No 200,000 CY of soil export Demolish existing buildings (98,777 SF). Construct a new 250,330 SF office building with limited retail and pharmacy use. Construct two parking structures, one 5-level above-ground parking structure and second 2-level parking structure; or one 7-level parking structure totaling 1,705 spaces). House all 7 County family support services departments. No green space and children's play area. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> Reduces construction-related impacts, especially air quality impacts. Does not avoid significant transportation and traffic impacts. Meets most of the project objectives but not to the degree of the proposed project. Would not be able to provide green space and children's playground. No reduction in operational impacts.
3) Reduced Intensity Alternative	<ul style="list-style-type: none"> Reduces development intensity by one-third. <ul style="list-style-type: none"> Construct a new 166,887 SF office building. 133,333 CY of soil export Construct 1 level underground and 1.5 above-ground parking structure (1,137 parking spaces) Demolish existing buildings (98,777 SF) Provide green space and children's play area. Existing Mid-Valley Comprehensive Health Center (50,200 SF) would remain. 	<ul style="list-style-type: none"> Reduces construction impacts. Reduces operational impacts, including significant and unavoidable air quality and traffic impacts. Meets some of the project objectives but not to the degree of the proposed project.

7. *Alternatives to the Proposed Project*

7.4 NO PROJECT/ADAPTIVE REUSE OF ONSITE BUILDINGS ALTERNATIVE

This alternative assumes that the existing onsite buildings, including currently vacant buildings (i.e., 55,602 square feet of Mid-Valley Youth Center, 15,347 square feet of San Fernando Valley Service Center, and 27,828 square feet of bowling alley) are repurposed as office buildings to accommodate the County departments. Under this alternative, no demolitions and site layout modifications would occur. No additional parking would be provided and the soil export of 200,000 cubic yards (CY) would also be eliminated. This alternative would remodel the interiors of the buildings and paint the exteriors. Because onsite buildings provide only 98,777 square feet of total building area instead of the currently proposed 250,330 square feet, less than half of the seven County departments would be able to relocate to the project site. No green space area or children's play area would be provided. The existing Mid-Valley Comprehensive Health Center would remain active as proposed by the proposed project.

7.4.1 Aesthetics

No structural changes to the existing buildings and the site layout would occur. Therefore, no changes to the existing aesthetic quality of the site or its surrounding would result from this alternative. No lighting and glare impacts are anticipated because there would not be any changes in lighting and building materials. Moreover, since the building height and mass would not change, no changes to the shadow impacts would occur. This alternative is environmentally superior to the proposed project. However, aesthetics impacts were not identified as significant for the proposed project.

7.4.2 Air Quality

Under this alternative, no demolition, grading, soil export, and building construction would occur; therefore, construction-related air quality impacts would not be significant. Additionally, because onsite buildings would house less than half of the seven County departments that are currently planned to relocate, the related-mobile source air quality impacts would also be reduced by approximately half from the proposed project. This alternative would have less air quality impacts than the proposed project and avoids significant air quality impacts.

7.4.3 Geology and Soils

No new buildings would be constructed and no onsite soils would be disturbed. It is anticipated that the existing buildings were constructed in compliance with the applicable building regulations and no adverse impacts related to substandard geologic units would result under this alternative. This alternative would have less geology and soils impacts than the proposed project. However, geology and soils impacts were not identified as significant for the proposed project.

7.4.4 Greenhouse Gas Emissions

Under this alternative, no additional building area would be constructed and less than half of the County's departments would be consolidated. Therefore, while the projected GHG from onsite energy uses would be less than the proposed project, more GHG would be generated from visitors still having to drive to various locations for County services instead of driving to one location to obtain all of the required services. This results in an increase in inter-departmental trips as compared to the proposed project and increased VMT. Overall, this alternative would have similar impacts as proposed project.



7. Alternatives to the Proposed Project

7.4.5 Hazards and Hazardous Materials

Because no demolition would occur, no potentially contaminated onsite building materials or soils would be disturbed and transported offsite. Moreover, because only interior modifications would be necessary, no impacts related to on- or offsite emergency response or evacuation plan would result from the proposed project. This alternative would have less hazards impacts than the proposed project. However, hazards and hazardous materials impacts were not identified as significant for the proposed project.

7.4.6 Hydrology and Water Quality

No onsite soil disturbance would result under this alternative; therefore, no construction-related water quality impact would occur. No changes to the volume or velocity of stormwater would occur because the area of impervious surfaces would not change. However, it should be noted that the proposed project would be constructed in LEED standards and would increase the onsite pervious area with green space and additional landscaping, which would have overall beneficial water quality impact. Although short-term construction-related water quality impacts would be eliminated under this alternative, long-term water quality would improve under the proposed project. Therefore, this alternative would have similar hydrology and water quality impacts as the proposed project. Hydrology and water quality impacts were not identified as significant for the proposed project.

7.4.7 Land Use and Relevant Planning

Under this alternative, the onsite buildings would be repurposed to accommodate County departments. However, because of the limited space availability, approximately 40 percent of the initially planned departments would be accommodated. The existing site does not provide the green space and children's playground areas. Therefore, although this alternative would be consistent with the applicable general plan and zoning regulations and policies, the proposed project would provide more quality design and recreational opportunities as promoted by the existing general plan policies. This alternative would have greater land use impacts than the proposed project.

7.4.8 Noise

Under this alternative, no heavy construction equipment would be used, therefore, no adverse construction-related noise would occur. Noise generated from the interior remodeling and exterior painting would be minimal and allowed only during least noise sensitive hours. The mobile source noise impact would also be reduced from the reduced operational traffic. Therefore, this alternative would have less noise impacts than the proposed project and the significant construction-related noise impact would be avoided.

7.4.9 Public Services

Under this alternative, no additional construction would be necessary. This alternative would reuse the existing facilities and no substantial increase in public services impact would occur. This alternative would have less public services impacts than the proposed project. However, public services impacts were not identified as significant for the proposed project.

7.4.10 Transportation and Traffic

This alternative would have approximately 40 percent of the development intensity compared to the proposed project; therefore, it would generate approximately 194 AM peak hour trips and 185 PM peak hour

7. Alternatives to the Proposed Project

trips.¹ No changes to the site layout that could cause design safety would result under this alternative. Because no additional building areas would be constructed, the traffic impacts would not be significant, and this alternative would not require mitigation measures that are responsibility of other agencies. Therefore, this alternative would have less traffic impacts than the proposed project and the significant traffic impacts of the project would be avoided under this alternative.

7.4.11 Utilities and Service Systems

This alternative assumes that the existing buildings are repurposed as office buildings. Therefore, while there would be some increase in utilities and services systems demands, no additional building square footages would be added and the increase would be accommodated by the existing service providers. This alternative would generate 22,360.8 gpd of wastewater, 24,596.88 gpd of water, 1117.68 lbs/day of solid waste, 2038.97 mWh/yr of electricity, and 5,546,552.8 kBTU/yr of natural gas demands. The utilities and services impacts would be approximately 40 percent less than the proposed project; therefore, this alternative would have less impacts than proposed project. However, utilities and service systems impacts were not identified as significant for the proposed project.

7.4.12 Conclusion

This alternative is environmentally superior to the proposed project in eight of the eleven resource areas analyzed in Chapter 5: aesthetics, air quality, geology and soils, hazards and hazardous materials, noise, public services, transportation and traffic, and utilities and service systems.

Although this alternative would reduce impacts related to construction, it would not meet most of the project objectives described in Section 7.1.2 and Section 3.2: this alternative would not have adequate retail space, would not be able to consolidate family services currently being provided in multiple locations to reduce regional vehicle miles traveled, would not improve the visual appearance of the site through design and landscaping, and would not provide additional recreational facilities to serve future visitors.



7.5 NO UNDERGROUND PARKING ALTERNATIVE

Under this alternative, a new 250,330-square-foot office building would be constructed with all above-grade parking to avoid 200,000 CY of soil export. Therefore, instead of 2.25 levels below-grade and 3 levels above-grade parking structure, 1,602 structure parking spaces would be provided in a 9-level above-grade parking structure or two parking structures would be constructed, one 5-level structure and one 4-level structure. The existing 103 surface parking spaces would be unchanged. Without the underground parking, the 8,180-square-foot green space area and a 3,600-square-foot children's play area would be eliminated. This alternative would house seven County departments as proposed by the project.

7.5.1 Aesthetics

Under this alternative, all above-grade parking structure(s) would be constructed. Therefore, the height and bulk of the onsite buildings would increase and the adjacent residential uses would be exposed to greater light and shadow impacts. No green space and children's playground areas would be provided to soften the visual quality of the site. Therefore, this alternative would have less aesthetic impacts than the proposed project. However, aesthetics impacts were not identified as significant for the proposed project.

¹ Assumed 40 percent of the projected trips for the proposed project (485 AM and 463 PM peak hour trips).

7. Alternatives to the Proposed Project

7.5.2 Air Quality

This alternative would require less grading and soil export volume and reduce construction-related air quality impacts. However, this alternative would still construct 250,330 square feet building and 9-level (or two 5-level and 4-level) parking structure. Therefore, this alternative would result in potentially significant air quality impacts. This alternative would also result in similar operational mobile source air quality impact. This alternative would have less air quality impacts than the proposed project. However, while grading-related air quality impact would be reduced, other construction related impact would likely remain significant and similar mitigation measures would be required.

7.5.3 Geology and Soils

Under this alternative, the soil disturbance area would be reduced and the impacted soils would be less than the proposed project. Therefore, this alternative would have less geology and soils impacts than the proposed project. However, under both project options, soil engineering and structural foundation mitigation measures would be required, and compliance with the existing grading codes and California building code would ensure that impacts related to onsite geology and soils are less than significant. In addition, geology and soils impacts were not identified as significant for the proposed project.

7.5.4 Greenhouse Gas Emissions

Under this alternative, no reduction in development intensity would occur, therefore, similar energy demands are anticipated. Moreover, all seven County departments would be consolidated to reduce regional vehicle miles travelled. This alternative would result in similar GHG impacts as the proposed project.

7.5.5 Hazards and Hazardous Materials

Under this alternative, the same onsite buildings would be demolished and similar area would be disturbed. The site layout would also be modified and the on- and offsite emergency access would require review and approval by the City's fire department. Therefore, this alternative would result in similar hazard and hazardous materials impacts as the proposed project.

7.5.6 Hydrology and Water Quality

Under this alternative, hydrology and water quality impact related to approximately 200,000 CY of onsite soil excavation would be eliminated. However, other grading- and construction-related water quality impact would still remain and all site design and other treatment control BMPs would still be applicable. The site would still be designed to meet LEED standards. This would have less hydrology and water quality impacts than the proposed project. However, hydrology and water quality impacts were not identified as significant for the proposed project.

7.5.7 Land Use and Relevant Planning

The use of the site would be the same as the proposed project and serve the County's seven services department. However, construction of the above-grade parking structure would eliminate the green space and children's playground due to lack of available space. Therefore, although this alternative would be consistent with the applicable general plan and zoning regulations and policies, the proposed project would provide more quality design and recreational opportunities as promoted by the existing policies. Therefore, under this alternative, land use and relevant planning impacts would be greater than the proposed project.

7. Alternatives to the Proposed Project

7.5.8 Noise

This alternative would reduce noise related to excavation and grading but worsen the noise impact related to taller parking structure construction. Although the number of mobile sources and visitors would not change from the proposed project, the above-grade parking structure would expose more cars to the open environment, thus become a greater stationary noise source compared to the enclosed underground parking structure. Therefore, this alternative would result in greater noise impacts than the proposed project.

7.5.9 Public Services

This alternative would not change the proposed building square footage. Therefore, this alternative would have similar public services impacts as the proposed project, although impacts were not found to be significant.

7.5.10 Transportation and Traffic

Under this alternative, the use and square footage of the new building would not change. Therefore, this alternative would continue to generate 485 AM peak hour trips and 463 PM peak hour trips the same as the proposed project. This alternative has comparable traffic impacts as the proposed project and would require the same mitigation measures. Therefore, the significant traffic impacts of the proposed project would not be avoided under this alternative.

7.5.11 Utilities and Service Systems

Under this alternative, the square footage of the new building would not change; therefore, similar wastewater, water, stormwater, solid waste, electricity, and gas impacts are anticipated as the proposed project. This alternative is neither environmentally superior nor inferior to the proposed project. Utilities and services system impacts were not identified as significant for the proposed project.

7.5.12 Conclusion

This alternative is environmentally superior to the proposed project in three of the eleven resource areas analyzed in Chapter 5 (air quality, geology and soils, and hydrology); neutral in six resource areas (GHG, hazards and hazardous materials, noise, public services, transportation and traffic, and utilities and services systems); and inferior in two resource areas (aesthetics and land use).

Although this alternative would reduce some impacts related to soil export, it is not capable of eliminating any significant adverse effects associated with the development nor reduce the level of significance of identified resource areas without incorporating the equivalent mitigation measures as the proposed project. Furthermore, it would not meet all of the project objectives because it would not have adequate retail space, would not be able to consolidate family services currently being provided in multiple locations to reduce regional vehicle miles traveled, would not improve the visual appearance of the site through design and landscaping, and would not provide additional recreational facilities to serve future visitors.

7.6 REDUCED INTENSITY ALTERNATIVE

Under this alternative, all project aspects would be reduced by one-third. This alternative assumes 166,887 square feet of new office building, 1,137 parking spaces, and 133,333 CY of soil export. The existing structures (98,777 square feet) would be demolished and the green space and children's play area would be provided. The reduced development intensity would reduce the building heights by one-third; therefore, 1-level below-grade and 2-level above-grade parking structure, and 2- to 3-level office building would be



7. Alternatives to the Proposed Project

constructed instead of 2.25-level below-grade and 3-level above-grade parking structure, and 2.25-level below-grade and 3- to 5-level above-grade office building.

7.6.1 Aesthetics

Under this alternative, the height of the new building would be reduced from a 3- to 5-level building to a 2- to 3-level building, and the existing 5-level Mid-Valley Comprehensive Health Center would remain as is. Because of the reduced height of the new building, aesthetic impacts would be less than the proposed project. However, aesthetic impacts were not identified as significant for the proposed project.

7.6.2 Air Quality

This alternative would reduce the soil export volume and the building area. Therefore, this alternative would result in reduction of construction- and operational-related air quality impacts by approximately one-third. This impact is environmentally superior to the proposed project. While construction and operational air quality impacts would be reduced, other similar mitigation measures would be required to be implemented and impacts would likely still remain significant.

7.6.3 Geology and Soils

Under this alternative, the volume of soil export and the area of disturbed soils would be less than the proposed project. Therefore, the degree of impacts would be slightly less than the proposed project. Compliance with the existing grading codes and California Building Code and recommendations set forth in a site-specific geotechnical report would be required. This alternative would have less geology and soils impacts than the proposed project. However, geology and soils impacts were not significant for the proposed project.

7.6.4 Greenhouse Gas Emissions

Reduced building area under this alternative would reduce the energy demands generated at the project site. However, similar GHG emissions are occurring at other County department locations. Therefore, from a regional perspective, no actual reduction is anticipated. In addition, the reduced project size would preclude all family support services departments to be consolidated at one place. Therefore, visitors would still be required to travel to other locations to obtain some family support services, increasing vehicle miles travelled as compared to the proposed project. This alternative would have less GHG impacts than the proposed project.

7.6.5 Hazards and Hazardous Materials

Under this alternative, buildings would still be demolished and soils would continue to be excavated and would have similar impacts as the proposed project. On- and offsite emergency access would be reviewed and approved by the City's fire department similar to the proposed project. This alternative would have similar impacts as the proposed project.

7.6.6 Hydrology and Water Quality

Under this alternative, the soil excavation and export would be reduced by only 1/3 (approximately 133,333 cy). However, this alternative would require compliance and implementation of appropriate BMPs. The site would still be designed to meet LEED standards. This alternative would have less hydrology and water

7. Alternatives to the Proposed Project

quality impacts than the proposed project. Hydrology and water quality impacts were not identified as significant for the proposed project.

7.6.7 Land Use and Relevant Planning

Under this alternative, about two-thirds of the County's seven family support services would be relocated. The use would also include a green space and children's playground. This alternative would be consistent with the applicable general plan and zoning regulations and policies. Land use and relevant planning impacts are similar to the proposed project.

7.6.8 Noise

Under this alternative, both construction and operational noise impacts would be reduced due to reduced building size of the project and a corresponding decrease in related traffic. This alternative would have less noise impacts than the proposed project. However, construction-related noise impacts would still be significant and unavoidable.

7.6.9 Public Services

The building area would be reduced by one-third, therefore, employees and clients using the facility area also anticipated to be reduced by one-third. Under this alternative, impacts to fire, police, school, and library services would be reduced by one-third. This alternative would have less public service impacts than the proposed project.

7.6.10 Transportation and Traffic

This alternative would reduce the size of the project by one-third, and would decrease the traffic volumes by one-third from 485 AM peak hour traffic to 323 trips and 463 PM peak hour trips to 309 trips. Traffic impacts from this alternative would be less than the proposed project. However, with the increased traffic, it is anticipated that the street improvements would be necessary, which are responsibility of another agency, the City of Los Angeles. Therefore, traffic impacts would remain significant and unavoidable.

7.6.11 Utilities and Service Systems

There would be approximately one-third less employees and clients under this alternative. Therefore, this alternative would generate approximately 30,713.33 gpd of wastewater and consume approximately 33,785 gpd of water. The solid waste and electricity demands would also be reduced to 1,628.53 lbs/day and 2,943 mWh/year. Because the reduced intensity alternative would have no impact on the impervious area coverage, no changes to the stormwater volume would result under this alternative. Utilities and service systems demands would decrease by approximately one-third, except for the stormwater service system, compared to the proposed project. This alternative would have less utilities and service system impacts than the proposed project. Utilities and service systems impacts were not identified as significant for the proposed project.

7.6.12 Conclusion

This alternative is environmentally superior to the proposed project in eight of the eleven resource areas analyzed in Chapter 5 (aesthetics, air quality, geology and soils, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems); neutral in two resource areas (hazards and hazardous materials and land use); and inferior in one area (GHG).



7. Alternatives to the Proposed Project

This alternative would reduce impacts related to construction and operation, and meet some of the project objectives described in Section 7.1.2 and Section 3.2 but not to the same extent as the proposed project. The alternative would provide slightly reduced retail space, would consolidate a few of the family services currently being provided in multiple locations to reduce regional vehicle miles traveled, would improve the visual appearance of the site through design and landscaping, and would provide additional recreational facilities to serve future visitors. Under this alternative, while the impacts would be reduced, no significant unavoidable impacts would be avoided and similar mitigation measures as with the proposed project would need to be implemented.

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” and the following alternatives have been identified as “environmentally superior” to the proposed project:

- No Project/Adaptive Reuse Alternative
- Reduced Intensity Alternative

The No Project/Adaptive Reuse alternative has been identified as the environmentally superior alternative. Table 7-2 provides a summary of the alternatives impact analysis. Although two alternatives, the No Project/Adaptive Reuse and Reduced Intensity alternatives are environmentally superior to the proposed project in eight of the eleven resource areas analyzed, neutral in two resource areas, and inferior in one area, while lessen the impacts, the Reduced Intensity alternative is not capable of eliminating the significant adverse effects associated with air quality, noise and traffic. Therefore, the No Project/Adaptive Reuse alternative has been identified as the environmentally superior alternative. However, the No Project/Adaptive Reuse alternative would not meet most of the project objectives: It would not have adequate retail and pharmacy space, would not be able to consolidate family services currently being provided in multiple locations to reduce regional vehicle miles traveled, would not improve the visual appearance of the site through design and landscaping, and would not provide additional recreational facilities to serve future visitors; therefore, is not preferable.

**Table 7-2
Comparison of Alternatives to the Proposed Project**

<i>Environmental Resource Area</i>	<i>No Project/Adaptive Reuse</i>	<i>No Underground Parking</i>	<i>Reduced Intensity</i>
Aesthetics	+	-	+
Air Quality	+	+	+
Geology and Soils	+	+	+
GHG	0	0	-
Hazards and Hazardous Materials	+	0	0
Hydrology and Water Quality	0	+	+
Land Use	-	-	0
Noise	+	0	+
Public Services	+	0	+
Transportation and Traffic	+	0	+
Utilities and Service Systems	+	0	+

(+) = Impact considered superior when compared with the proposed project.

(0) = Impact considered neutral when compared with the proposed project.

(-) = Impact considered inferior when compared with the proposed project.

7. Alternatives to the Proposed Project

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts” [Guidelines Sec. 15126.6(c)]. These are factors which will be considered by the County decision makers in determining whether to approve the proposed project or one of the alternatives identified above.



7. Alternatives to the Proposed Project

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8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "...it is the policy of the state that...[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR 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 Draft EIR (DEIR).

8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in March 2011 determined that impacts listed below would be less than significant. Consequently, they have not been further analyzed in this DEIR. Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study.



**Table 8-1
Impacts Found Not to Be Significant**

<i>Environmental Issues</i>	<i>Initial Study Determination</i>
I. AESTHETICS. Would the project:	
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
II. AGRICULTURE AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.	
Would the project:	
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
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

8. Impacts Found Not to Be Significant

**Table 8-1
Impacts Found Not to Be Significant**

Environmental Issues	Initial Study Determination
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact
III. 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:	
e) Create objectionable odors affecting a substantial number of people?	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:	
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?	No Impact
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 U.S. Fish and Wildlife Service?	No Impact
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?	No Impact
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?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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
V. CULTURAL RESOURCES. Would the project:	
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less Than Significant Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant Impact

8. Impacts Found Not to Be Significant

**Table 8-1
Impacts Found Not to Be Significant**

<i>Environmental Issues</i>	<i>Initial Study Determination</i>
VI. GEOLOGY AND SOILS. Would the project:	
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.	Less Than Significant Impact
iv) Landslides?	No Impact
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?	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	
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
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
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?	Less Than Significant Impact
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?	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:	
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?	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Less Than Significant Impact
j) Inundation by seiche, tsunami, or mudflow?	Less Than Significant Impact
IX. LAND USE AND PLANNING. Would the project:	
a) Physically divide an established community?	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact
X. MINERAL RESOURCES. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
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
XI. NOISE. Would the project result in:	
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?	Less Than Significant Impact



8. Impacts Found Not to Be Significant

**Table 8-1
Impacts Found Not to Be Significant**

<i>Environmental Issues</i>	<i>Initial Study Determination</i>
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
XII. POPULATION AND HOUSING. Would the project:	
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 Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact
XIII. PUBLIC SERVICES. 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:	
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact
XIV. RECREATION.	
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?	No Impact
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?	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the 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
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Less Than Significant 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?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project area considerable when viewed in connection with the effects of past projects, the effects of other current projects and effects of probably future projects)?	Potentially Significant Impact. Cumulative impacts have been addressed throughout this EIR. Specifically, refer to Sections 4.4, 5.1.4, 5.2.4, 5.3.4, 5.4.4, 5.5.4, 5.6.4, 5.7.4, 5.8.4, 5.9.4, 5.10.4, 5.11.4.
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's environmental impacts on human beings has been addressed throughout Section 5 of this EIR.

9. *Significant Irreversible Changes Due to the Proposed Project*

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The project involves demolition and construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy sources such as gasoline, diesel fuel, electricity, human resources, and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metal, and water. An increased commitment of social services and public maintenance services (e.g., police, fire, and sewer and water services) would also be required. The project would also require an increased commitment of public maintenance services (e.g., sewer, water, solid waste, and natural gas services). Such commitments are currently required for the operation of the existing facility but would be increased due to the increased development intensities. While not irreversible, and not requiring new infrastructure, the increased commitment of public maintenance services would be a long-term obligation.

Growth related to implementation of the proposed project would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone and particulate matter (PM₁₀ and PM_{2.5}).

Future development in accordance with the Proposed Master Plan is a long-term irreversible commitment of existing developed land in the City of Los Angeles.

Given the low likelihood that the project site would revert to a less intense land use requiring less services, energy, or physical resources in the future, implementation of the proposed project would generally commit future generations to these environmental changes.



9. Significant Irreversible Changes Due to the Proposed Project

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10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?
- Would this project result in the need to expand one or more public services to maintain desired levels of service?
- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?



Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The project site and its area are already developed and as discussed in Section 5.14, Utilities and Service Systems, existing utility and service systems are available to provide service to the proposed project with upgrades. Although upgrades to the existing utilities are necessary, major infrastructures are already present in the area and there are no known obstacles to growth. The proposed project also does not include changes to land use regulations that would induce growth.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in Section 5.12, Public Services, the increased development intensity at the project site would require further commitment of public services in the form of fire and police protection. Additional density at the project would require an increased commitment to public services, which would be considered a long-term commitment in order to maintain a desired level of service. However, as discussed in Sections 5.12, none of the public service agencies consulted during the preparation of this DEIR has indicated that the proposed project would necessitate the immediate expansion of its existing services and facilities in order to

10. Growth-Inducing Impacts of the Proposed Project

maintain desired levels of service. Additionally, implementation of the existing fees requirement and mitigation measures would ensure that the service capability will grow proportionate to the increase in uses and will not result in a significant environmental impact. The proposed project would not, therefore, have significant growth-inducing consequences with respect to public services.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction, a number of design, engineering, and construction-related jobs would be created. This would last until project construction is completed in 2014 and would be a direct, but temporary, growth-inducing impact of the project. Additionally, the increased number of employees and general public visiting the proposed Family Support Center on an annual basis would potentially spur new economic investment in commercial uses serving visitors to the facility. This would represent an increased demand for economic goods and services and could, therefore, encourage the creation of new businesses, and/or the expansion of existing businesses which address these economic needs. However, this effect would be less than significant due to the site's existing use as the location of offices housing public services, including the existing San Fernando Valley Service Center and existing youth center. The proposed project's location on Van Nuys Boulevard will also mitigate any additional need to accommodate local business growth since the corridor features a diverse range of existing retail and service commercial uses including restaurants, grocery stores, pharmacies, and banks. Despite this commercial diversity, the corridor features numerous underutilized parcels. Therefore, while the proposed project will have an indirect growth-inducing effect, this will be accommodated by the surrounding neighborhood's current land uses and its ability to absorb local business growth.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The proposed project does not include a zone reclassification and is therefore not a precedent setting action in regards to land use. No changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this project. As stated above, the site is already home to government offices, so the proposed project would not alter the character of the neighborhood. Replacing the existing San Fernando Valley Service Center facility with a new Center that would host a different range of public services is consistent with the site's existing use and will not facilitate new activities that would significantly affect the environment.

11. Organizations and Persons Consulted

County of Los Angeles

Chief Executive Office

Jan Takata
Dawn McDivitt
Christine Frias

City of Los Angeles

Fire Department

Stephen Ruda
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Police Department

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Valley Service Planning

Luis Nuno
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Wastewater Engineering Services Division, Bureau of Sanitation

Ali Poosti
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James Chuang
Environmental Specialist, Land Planner



11. Organizations and Persons Consulted

Department of Toxic Substances Control

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Dave Singleton
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12. *Qualifications of Persons Preparing EIR*

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12. Qualifications of Persons Preparing EIR

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Appendix A
Notice of Preparation/Initial Study



Appendices

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Appendix B
Comments on Notice of Preparation



Appendices

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Appendix C
Air Quality and GHG Technical Data



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Appendix D
Geotechnical Study



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Appendix E
Phase I Environmental Site Assessment



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Appendix F
Hydrology Study



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Appendix G
Noise Modeling Data



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Appendix H
Public Services Correspondence



Appendices

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Appendix I
Traffic Study



Appendices

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