
III. ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

Regional Setting

The project site is located within the West Los Angeles community in the City of Los Angeles. Regional access to the project site is provided by Interstate 405 (I-405), located approximately 1.25 miles to the east, and Interstate 10 (I-10), located approximately 0.6 miles to the south.

Local Setting

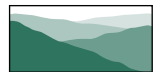
The project site is comprised of approximately 11.55 acres, or approximately 503,206 square feet, located north of Olympic Boulevard and south of Nebraska Avenue, between Bundy Avenue and Centinela Avenue. The addresses associated with the project site include 1901, 1925 and 1933 South Bundy Avenue and 12333 West Olympic Boulevard. As shown in Figure III-1, Aerial Photograph of Surrounding Land Uses, the project site is bordered by light industrial and commercial facilities to the north, Bundy Avenue to the east, an office building and a car dealership to the south, and a City of Los Angeles Department of Water and Power facility (LADWP Yard) and additional parking to the west. (See also Figure II-1, Regional and Project Vicinity Map, in Section II, Project Description.)

Project Site Land Uses

Photographs of the project site are depicted in Figures III-2 through III-7, Views of the Project Site. The project site is developed with four structures and two surface parking lot areas. The existing structures include a 166,283-square-foot office, manufacturing and research facility and three one-floor office buildings that occupy approximately 30,000, 20,000, and 34,000 square feet, respectively. The 166,283-square-foot building formerly occupied by Teledyne Controls provides approximately 29,600 square feet of office space, 42,942 square feet of research and development space, and 93,741 square feet of manufacturing/assembly space. The three single-floor buildings are located along Bundy Drive between La Grange Avenue and Missouri Avenue. The existing office, manufacturing and research facility is located west of these buildings and is separated by a surface parking area. This facility extends south in an L-shape configuration to Olympic Boulevard.

The 166,283-square-foot Teledyne Controls building, an office, manufacturing and research facility (see Figure III-2, View 1), extends south in an L-shape configuration to Olympic Boulevard. The Teledyne Controls building is served by an adjoining surface parking area (see Figure III-2, View 2 and View 3). Driveways on both Olympic Boulevard and Bundy Drive provide access to this building. Another surface parking lot is located just north and east of the Teledyne Controls building (see Figure III-3, Views 4 through 6 and Figure III-4, View 7). Additional views of this surface parking lot are shown in Figure III-5, Views 10 through 12. The western border of Parcel B (i.e., the boundary between the Teledyne Controls building and the Tribeca West buildings) is shown in Figure III-4, View 9.

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View 1: Looking northeast across Olympic Boulevard towards the Teledyne Controls building. The three-story Tribeca West buildings can be seen in the background.



View 2: Looking northwest across the southern portion of Parcel B, at a surface parking lot and the Teledyne Controls building. Entrance to this surface parking lot can be seen in the foreground, in addition to the LADWP Yard, which is located to the west (left) of the chain-linked fence.



View 3: Looking southeast across the southern portion of Parcel B, at a surface parking lot and the Teledyne Controls building. The LADWP Yard is located to the west (right) of the chain-linked fence.

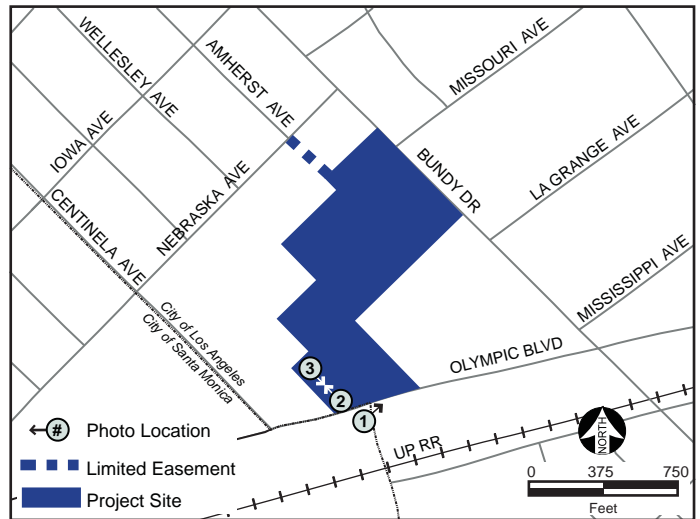


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-2
Views of the Project Site
Views 1, 2 and 3

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View 4: Looking south across the northern portion of Parcel B, at the surface parking lot and northern boundary of the Teledyne Controls building.



View 5: Looking southwest across the northern portion of Parcel B, at the northern boundary of the Teledyne Controls building.



View 6: Looking southeast across a surface parking lot towards one-story commercial brick buildings that front Bundy Drive. In addition, the high-rise office building located at the northeast corner of Bundy Drive and La Grange Avenue can be seen in the background.

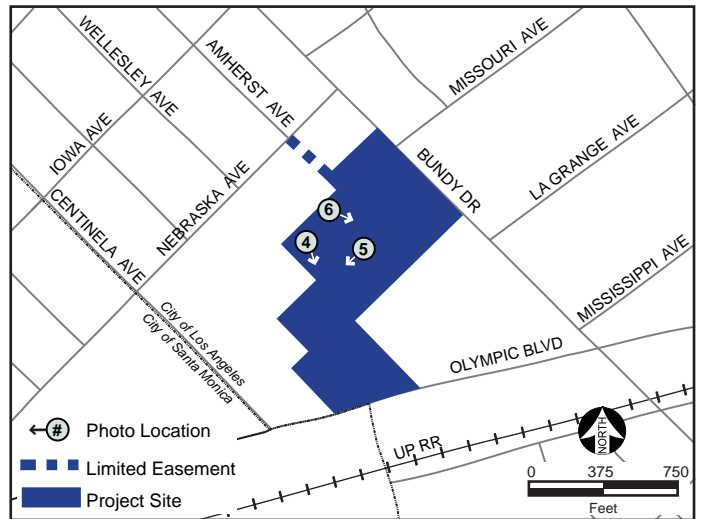


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-3
Views of the Project Site
Views 4, 5 and 6

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View 7: Looking southeast across Parcel A from the northern border of the project site. The Fox Studios and Tribeca West buildings can be seen in the background.



View 8: Looking north across the surface parking lot, located behind one-story commercial brick buildings that front Bundy Drive.



View 9: Looking northwest at the southern boundary between the Teledyne Controls building to the north (right) and the Tribeca West building to the south (left).

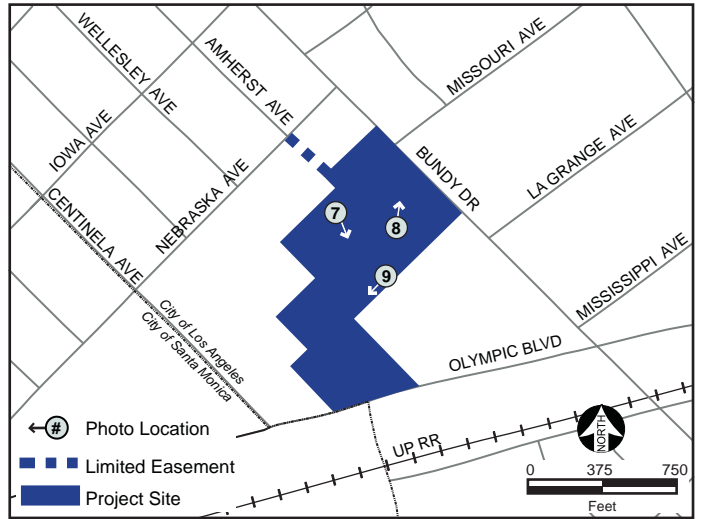


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-4
Views of the Project Site
Views 7, 8 and 9

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View 10: Looking north across a surface parking lot located in Parcel A between the Teledyne Controls building and the one-story commercial brick buildings that front Bundy Drive .



View 11: Looking southwest at the western boundary of the Teledyne Controls Building and adjoining surface parking lot, which is accessed via Bundy Drive.



View 12: Looking southwest across the surface parking lot located in Parcel A, with the Fox Studios and Tribeca West buildings in the background. The Teledyne Controls building is also located in the background, to the north (right).

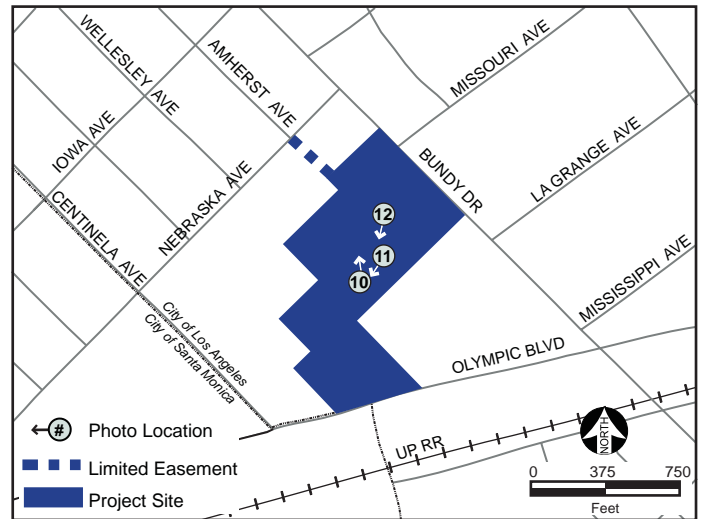


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-5
Views of the Project Site
Views 10, 11 and 12

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View 13: Looking northeast from the Bundy Drive entrance to the project site towards Bundy Drive and a high-rise office building. Commercial brick buildings on the project site are located to the north (left) and the Fox Studios building to the south (right).



View 14: Looking southward near the intersection of Bundy Drive and Missouri Avenue, toward the one-story commercial brick buildings on the project site.



View 15: Looking southwest across Bundy Drive at the Bundy Drive driveway entrance to the project site. The Fox Studios building (not part of the project site) is on the left.

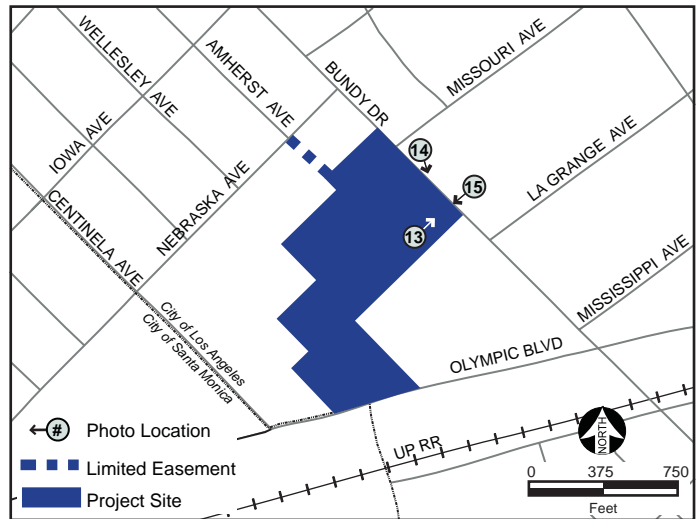


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-6
Views of the Project Site
Views 13, 14 and 15

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View 16: Looking northwest across Bundy Drive toward the eastern boundary of the project site.

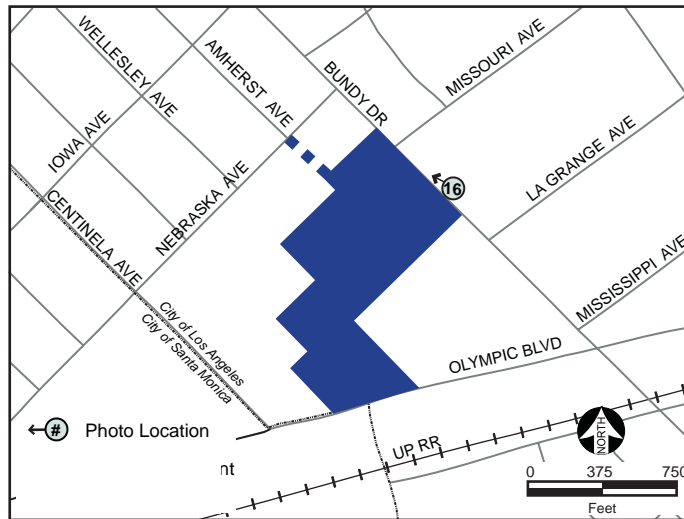


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-7
View of the Project Site
View 16

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Three single-floor buildings front Bundy Drive between La Grange Avenue and Missouri Avenue (see Figure III-4, View 8, Figure III-6, View 14 and Figure III-7, View 16). The Bundy Drive entrance to the surface parking lot that serves these three buildings is shown in Figure III-6, View 13 and View 15.

Surrounding Land Uses

The project vicinity is generally characterized by a mix of commercial and low-density residential uses, with a concentration of commercial and office uses located along Olympic Boulevard and Bundy Drive. Photographs of the land uses surrounding the project site are provided in Figures III-8 through III-13, Views of Surrounding Uses.

Commercial uses are located south of the project site across Olympic Boulevard, including the two-level Digital Media Center complex and the one-level Hornburg Jaguar Service Center (see Figure III-8, View 17 and View 18, respectively). Located adjacent and to the west of the Parcel B portion of the project site is the LADWP Yard and VCA Antech building (see Figure III-8, View 19). Located adjacent and to the east of the Parcel B portion of the project site are the three-level Tribeca West buildings (see Figure III-9, View 20).

The Los Angeles Department of Water and Power (LADWP) Yard is also located adjacent to the northwestern boundary of the project site (see Figure III-9, View 21 and Figure III-10, View 23 and View 24). One- and two-level single-family residences are located north of the project site (see Figure III-9, View 22), and multi-family residences are also located northeast of the project site, across Bundy Drive (see Figure III-10, View 25). One- and two-level commercial and retail uses are located adjacent to the northern boundaries of the project site, including the Roger Dunn Golf Shop and Siddha Yoga Meditation Center of Los Angeles (see Figure III-11, View 26).

Located adjacent and to the south of the Parcel A portion of the project site is the three-level Fox Studios building (see Figure III-11, View 27). The two-level Bally's Total Fitness, a nine-level office building, and City of Los Angeles Animal Shelter are located east of the project site, across Bundy Drive, between Missouri Avenue and La Grange Avenue (see Figure III-11, View 28). One- and two-level retail uses are located southeast of the project site, including an OSH Hardware store and a Lamps Plus store (see Figure III-12, View 29). A Cadillac car dealership and adjoining service center are located south of the Parcel A portion of the project site (see Figure III-12, View 30 and Figure III-13, View 32). Located south of the Cadillac car dealership, across Olympic Boulevard, is the four-level Westside Media Center (see Figure III-12, View 31 and Figure III-13, View 34). In addition, southeast of the Cadillac dealership is a Shell Gas Station and seven-level office building (see Figure III-13, View 33).

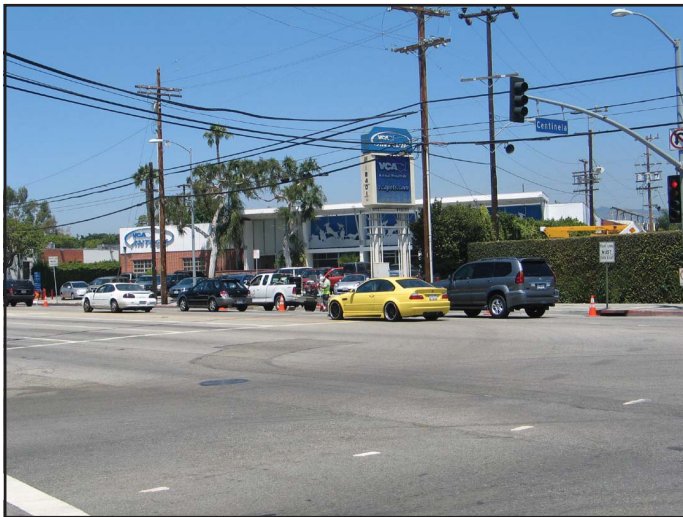
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View 17: Looking southwest across Olympic Boulevard towards the Digital Media Center complex.



View 18: Looking southwest from the intersection of Olympic Boulevard and Centinela Avenue towards the Hornburg Jaguar Service Center.



View 19: Looking northwest from the intersection of Olympic Boulevard and Centinela Avenue towards the LADWP Yard and VCA Antech building.

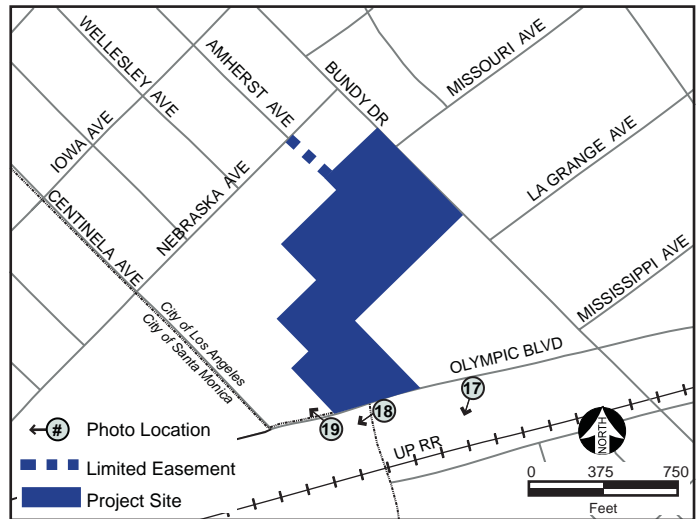


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-8
Views of Surrounding Uses
Views 17, 18 and 19

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View 20: Looking northeast across Olympic Boulevard towards the Teledyne Controls building and the three-story Tribeca West building.



View 21: Looking southeast across Nebraska Avenue towards the LADWP Yard.



View 22: Looking northwest along Wellesley Avenue from Nebraska Avenue toward the single-family residences, north of the project site.

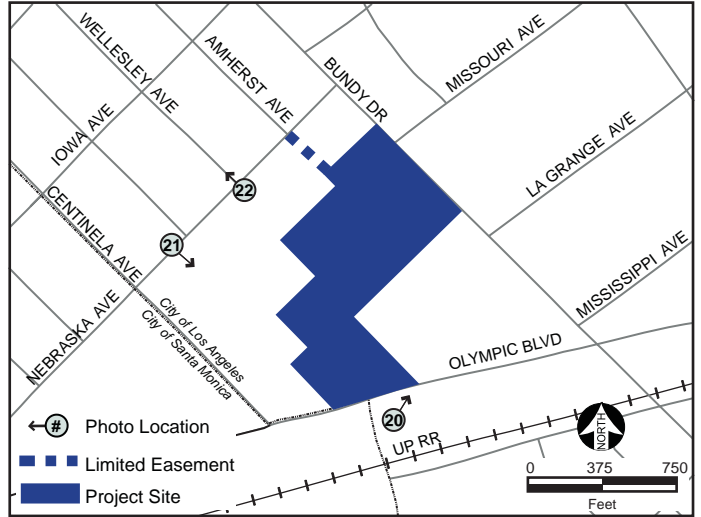


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-9
Views of Surrounding Uses
Views 20, 21 and 22

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View 23: Looking east across Nebraska Avenue towards the LADWP.



View 24: Looking northeast along Nebraska Avenue with the LADWP Yard to the south (left) and single-family residences uses to the north (right).



View 25: Looking north across Bundy Drive toward the multi-family residences, which are located northeast of the project site.

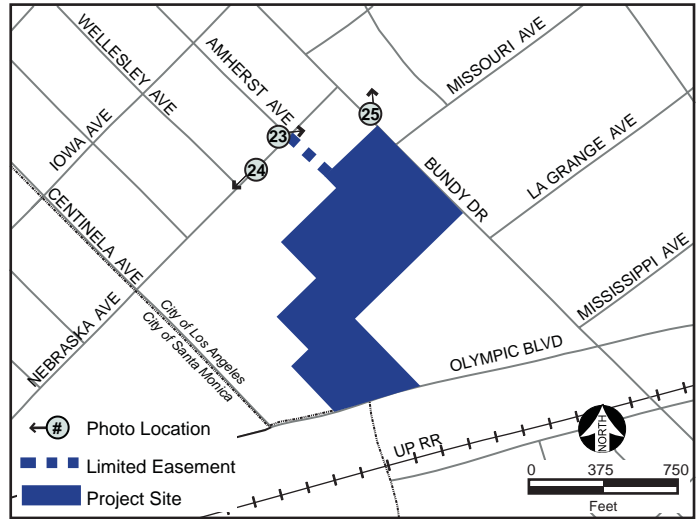


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-10
Views of Surrounding Uses
Views 23, 24 and 25

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View 26: Looking west across Bundy Drive toward a two-story commercial building, the two-story Siddha Yoga Meditation Center of Los Angeles, and the Roger Dunn Golf Shop, which are located adjacent to the northern boundary of the project site.



View 27: Looking southwest from La Grange Avenue, across Bundy Drive, toward the Fox Studios building, which is located adjacent to the southern boundary of the Parcel A portion of the project site.



View 28: Looking east across Bundy Drive towards a Bally's Total Fitness Center and a high-rise office building, which are located north of La Grange Avenue.

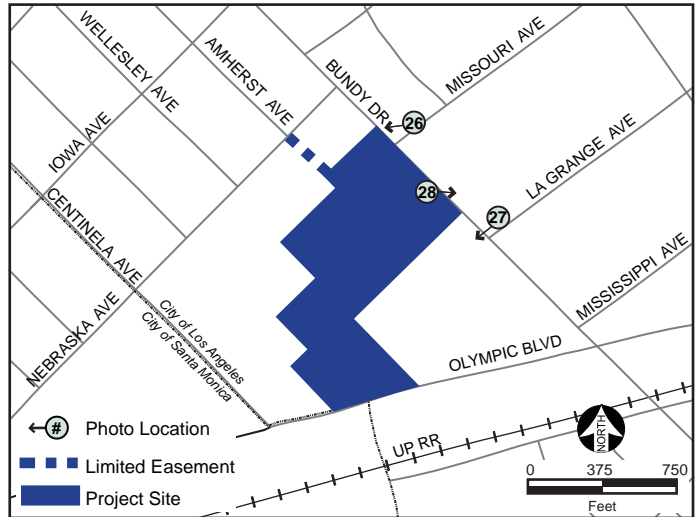


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-11
Views of Surrounding Uses
Views 26, 27 and 28

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View 29: Looking southeast across Bundy Drive towards the commercial uses surrounding the project site, including Orchard Supply Hardware, Lamps Plus and Staples.



View 30: Looking southeast along Bundy Drive towards the Cadillac car dealership and adjoining service center. In addition, the Westside Media Center building can be seen in the background.



View 31: Looking southwest from the intersection of Olympic Boulevard and Bundy Drive towards the Westside Media Center building.

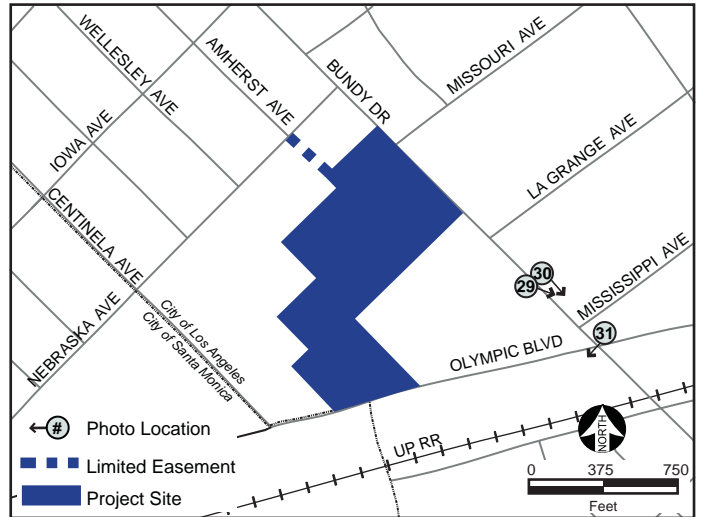


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-12
Views of Surrounding Uses
Views 29, 30 and 31

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View 32: Looking northwest from the intersection of Olympic Boulevard and Bundy Drive along Bundy Drive, towards the Cadillac car dealership.



View 33: Looking southeast from the intersection of Olympic Boulevard and Bundy Drive toward a Shell Gas Station and a seven-story office building.



View 34: Looking southwest along Olympic Boulevard toward the western portion of the Westside Media Center building.

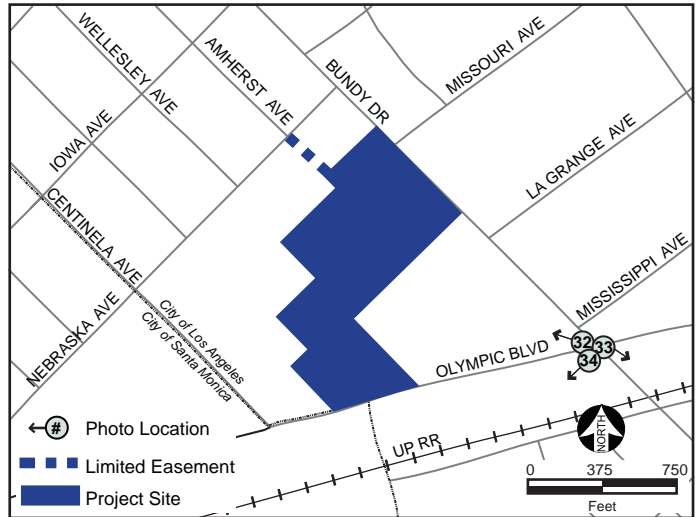


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2006.



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Figure III-13
Views of Surrounding Uses
Views 32, 33 and 34

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Existing Environmental Setting

Aesthetics

Visual Characteristics and Views

As discussed previously, the project site is occupied with four existing commercial buildings and a surface parking lot. The project site and surrounding area are characterized by dense urban development, with obstructed views of the Santa Monica Mountains toward the north. The project site is surrounded by a mix of two- and three-level multi-family and one- and two-level single-family residential land uses, commercial land uses, and the LADWP Yard. The existing visual character and views are described in detail in Section IV.B.1, Visual Character and Views.

Light and Glare

Relatively high levels of nighttime lighting exist in the project area, generated from vehicle headlights and streetlights on surrounding streets, architectural lighting, security lighting, and building illumination (light emanating from the interior of structures through windows) from surrounding commercial uses. The project site generates minimal nighttime lighting. Glare in the project area is generated by reflective materials on the surrounding commercial buildings and glare from vehicles passing along surrounding streets, with minimal glare generated on the project site itself. Existing light and glare are described in detail in Section IV.B.2, Light and Glare.

Shading

Buildings in the project area generally range from one to nine levels; therefore, the project area does not experience substantial shading associated with existing buildings on the project site or on surrounding properties. Existing shading in the project area is described in detail in Section IV.B.3, Aesthetics.

Air Quality

The project site is located within the Los Angeles County portion of the South Coast Air Basin (Basin). The Basin is an area of high air pollution potential due to its climate and topography. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The entire Basin is designated as a national-level extreme non-attainment area for ozone, meaning that national ambient air quality standards are not expected to be met for more than 17 years, and a non-attainment area for CO and PM₁₀. The area is also within a designated non-attainment area for NO_x and PM_{2.5}, as determined by the USEPA. The Basin is a State-level extreme non-attainment area for ozone,

and is a non-attainment area for PM_{2.5} and PM₁₀. It is in attainment for the State CO standard, and it is in attainment of both the national and State ambient air quality standards for SO₂, lead, and NO₂, which is a pure form of NO_x.

Some population groups are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive receptors for air quality include children, the elderly, and the acutely and chronically ill, especially those with cardio-respiratory diseases including, but not limited to, angina. Residential areas, schools, and religious centers are also considered sensitive receptors. Air pollution-sensitive receptors in the immediate vicinity of the project site include the following: Multi-family residences located approximately 85 feet to the east; Single-family residences located approximately 380 feet to the north; Westside Christian Fellowship located approximately 2,640 feet to the northwest; and Emanuel Community Church located approximately 2,640 feet to the northwest.

Existing air quality conditions at the project site and in the surrounding area are described in detail in Section IV.C, Air Quality.

Energy

Electricity

The project site consumes electricity in association with office, research and development, and manufacturing/assembly activities within the occupied on-site structures. The LADWP serves the project site with power via existing circuits located under and over the roadways surrounding the project site, including an underground and overhead 34.5 kilovolt (kV) circuit and an overhead 4.8-kV circuit along Olympic Boulevard and an underground 34.5-kV circuit and an overhead 4.8-kV circuit along Bundy Drive.¹ LADWP obtains electricity from various generating sources that utilize coal, nuclear, natural gas, hydroelectric, and renewable resources to generate power. Major power generating sources for LADWP include the following: four municipally-owned power plants within the Los Angeles Basin; LADWP Hydrogenerators on the Los Angeles Aqueduct; shared-ownership generating facilities in the Southwest; and purchases of power from the Southwest and Pacific Northwest regions. LADWP provides electricity service to the project site via existing electricity lines in the project vicinity which connect to existing distribution circuits on the project site to serve existing uses. Electricity consumption for the project area is described in detail in Section IV.D, Electricity.

Natural Gas

The project site consumes natural gas in association with office, research and development, and manufacturing/assembly activities within the occupied on-site structures. The project site is located in

¹ Written correspondence from Charles Holloway, Los Angeles Department of Water and Power, December 7, 2006.

Southern California Gas Company's (SoCalGas) Pacific Region, and SoCalGas's Pacific Region Technical Services Department is responsible for operating and maintaining various high and medium pressure gas mains within the limits of the project site. SoCalGas serves the project area through existing 6-inch and 4-inch steel gas mains located underneath Olympic Boulevard and a 4-inch and 3-inch steel gas main underneath South Bundy Drive.² Natural gas consumption for the project area is described in detail in Section IV.D.2, Natural Gas.

Geology/Soils

The project site is located in the western portion of the Los Angeles County Coastal Plain. The Coastal Plain is characterized by a deep northwest trending depositional basin bounded to the northeast by the Puente Hills and Whittier faults, to the southwest by the Newport-Inglewood fault zone, and to the southeast by the Santa Ana Mountains. The United States Geological Survey (USGS) topographic quadrangle for the region shows the project site elevation sloping southwest from approximately 160 to 155 feet above mean sea level (msl).³

The project site is underlain by alternating layers of silty to clayey sands with gravel to a depth of approximately 35 to 40 feet below ground surface (bgs), at which depth a confining layer of clayey silt is encountered.⁴ These soils are underlain by marine and non-marine terrace deposits of the Lakewood Formation.⁵

The nearest fault is the Santa Monica Fault, which is located approximately 2.1 miles (3.4 kilometers) from the project site. The geology and soil conditions for the project area are described in detail in Section IV.E, Geology/Soils.

Hazards and Hazardous Materials

The Phase I ESA and the Previous Preliminary Site Assessment Report prepared for the project site included site reconnaissance for hazardous materials and substances at and surrounding the project site. The following is an abridged list of observations made during the site reconnaissance.

² *Written correspondence from Aaron Bell, Southern California Gas Company, February 1, 2007.*

³ *United States Department of the Interior, United States Geological Survey, Beverly Hills Quadrangle, California-Los Angeles Co, 7.5 Minute Series (Topographic), 1995.*

⁴ *Environmental Resources Management, Phase II Site Investigation Report, Westside Medical Park, West Los Angeles, California, September 9, 2004.*

⁵ *Environmental Resources Management, Phase I Environmental Site Assessment, Westside Medical Park, 1901, 1925, 1933 South Bundy Drive, Los Angeles, California, September 2004.*

Asbestos-Containing Materials (ACMs)

ACMs were found to be present in the 12333 Olympic Boulevard building. There are no known ACMs at any of the three Bundy Drive buildings. However, historical records indicate that all four buildings on the project site were constructed prior to 1980 and, therefore, ACMs may have been used during building construction.

Lead-Based Paint

Based on the age of the four buildings, it is likely that Lead-based paint (LBP) was used during construction. Given the extensive history and modifications made to the buildings since the date of original construction, it is likely that any LBP that may have been used in the buildings has been painted over and/or covered (encapsulated) by subsequent painting and/or building renovations.

Hazardous Material Databases

The database search results showed that the portions of the project site that include the 1901, 1925, and 1933 Bundy Drive buildings are not included on any hazardous waste listings searched. The 12333 Olympic Boulevard building is listed on the Resource Conservation and Recovery Information System - Large Quantity Generator (RCRIS-LQG) list as a large quantity generator of hazardous waste including chlorinated solvents, and is listed on the Facility Index System (FINDS) database. The 12333 Olympic Boulevard building is also known to be a source of industrial wastewater discharge and is known to maintain regulatory permits with the SCAQMD for air emissions.

The database search results showed several sites within a one-mile radius of the project site that are also located at a higher elevation than the project site. Of these various hazardous sites listed within the project vicinity, several sites were identified that may have the potential to be of environmental concern to future development of the project site due to their distance to the project site, the expected depth and direction of ground water and surface water flow, the expected storm water flow directions; and the presence/absence of documented contaminant releases that have not been remedied.

Subsurface Investigations

The Phase II Site Investigation Report, Westside Medical Park, West Los Angeles, California (the “Phase II Report”) was prepared to assess the potential presence of metals, pesticides, PCBs, and TPHs in the shallow soil; evaluate the presence of VOCs in soil vapor in the vadose zone; and further characterize perched groundwater conditions for the project site. The Phase II Report concluded that elevated PCE and TCE concentrations in soil and soil vapor beneath the portion of the project site along Bundy Drive can be addressed by traditional soil vapor extraction (SVE) coupled with vaporphase granular activated carbon for abatement of extracted vapors prior to discharge to the atmosphere.

A detailed discussion of the hazardous materials on the project site and subsurface investigations are provided in Section IV.F, Hazards and Hazardous Materials.

Land Use and Planning

At the regional level, the project site is located within the planning area of the Southern California Association of Governments (SCAG), the region's federally-designated metropolitan planning organization. SCAG's regional planning policies are contained within the Regional Comprehensive Plan and Guide (RCPG). The project site is also located within the South Coast Air Basin (Basin) and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As such, development within the project site is subject to SCAQMD's Air Quality Management Plan (AQMP). In addition, the project site is subject to the Congestion Management Plan (CMP) for Los Angeles County.

At the local level, development of the project site is guided by the City of Los Angeles General Plan (the "General Plan"), which provides broad guidelines on land use issues and planning policy for the entire City. Within the General Plan, the project site is located within the West Los Angeles Community Plan Area (CPA) and, thus, is subject to the provisions of the West Los Angeles Community Plan (the "Community Plan"). The Community Plan designates the project site for Light Industrial land uses.

All development activity on-site is subject to the City of Los Angeles Planning and Zoning Code (City Planning and Zoning Code). The project site is zoned for Manufacturing M2-1. The M2 zone allows light industrial land uses, animal keeping and storage yards. The "1" associated with the zoning for the project site refers to Height District 1, which allows a maximum floor area ratio (FAR) of 1.5:1 within the Manufacturing zone and has no set height limit restriction. As discussed further in Section IV.G, Land Use and Planning, the proposed project would require a zone change, general plan amendment, tract map, and conditional use permit. A detail discussion of the proposed project's consistency with applicable land use plans are provided in Section IV.G, Land Use and Planning.

Noise

The primary sources of noise at, and around the project site, consist of vehicular traffic on the surrounding roadways. Day-to-day operations and pedestrian activities associated with these land uses also contribute to the ambient noise level. The ambient noise levels in the vicinity of the project site range from 46.6 dBA Leq near the single-family residences on Nebraska Avenue to 92.4 dBA Leq adjacent to southeast corner of project site on Olympic Boulevard. This does not fall within the normally acceptable range for multi-family residential uses and commercial uses in the City. The average existing daily noise levels along the roadway segments in the surrounding area range from 51.2 dBA CNEL on Nebraska Avenue east of South Bundy Drive to 69.5 dBA CNEL on Olympic Boulevard east of Sepulveda Boulevard.

The greatest regular source of groundborne vibration at the project site and immediate vicinity is from roadway truck and bus traffic. Trucks and buses typically generate groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road. The existing ambient noise conditions are described in detail in Section IV.H, Noise.

Population and Housing

The project site and surrounding area are subject to the population and housing projections provided by SCAG, the City's General Plan Framework Element and the Community Plan. SCAG forecasts that the City of Los Angeles Subregion will increase from the year 2005 estimates of approximately 3,955,392 persons and 1,369,590 residences, to approximately 4,128,125 persons (an 4.4 percent increase), and 1,493,244 residences (a 9.0 percent increase) by 2015. According to the Community Plan, the CPA in which the project site is located provided approximately 71,944 persons and 36,687 residences in 2000.⁶ It is estimated that the CPA will reach approximately 83,331 persons and 42,977 residences by 2010 based on Community Plan projections.⁷ This represents a 16 percent increase in persons and a 17 percent increases in residences from the 2000 estimates. The project site does not contain any existing housing. The population and housing forecasts for the project area are described in detail in Section IV.I, Population and Housing.

Public Services

Fire Protection

The project site is served by the City of Los Angeles Fire Department (LAFD). The project site is designated within Fire District No. 2.⁸ Properties in Fire District No. 2 are subject to additional developmental regulations to mitigate fire hazard related risks based upon the zoning designation. The nearest fire station to the project site is Fire Station 59, located at 11505 West Olympic Boulevard, which is located approximately 0.79 miles east of the project site. Additional fire protection services are provided by Fire Station 19 and Fire Station 92. Existing fire services in the project area are described in detail in Section IV.J.1, Fire Protection.

Police Protection

The project site is served by the City of Los Angeles Police Department (LAPD). The project site is located within the LAPD's West Bureau, and is served by the West Los Angeles Community Police Station. The West Los Angeles Community Police Station serves a population of approximately 228,000 persons within a 65.14-square-mile area that includes the neighborhoods of Bel Air, Pacific Palisades,

⁶ City of Los Angeles, *West Los Angeles Community Plan Profile*, updated September 2006, website: <http://cityplanning.lacity.org/>, September 18, 2006.

⁷ *Ibid.*

⁸ City of Los Angeles Department of City Planning, *Parcel Profile Report, 12333 Olympic Boulevard*, website: <http://cityplanning.lacity.org/>, January 29, 2007.

Brentwood and Century City.⁹ Existing police services in the project area are described in detail in Section IV.J.2, Police Protection.

Schools

The project site is served by the Los Angeles Unified School District (LAUSD). The LAUSD schools that serve the project site include, Brockton Elementary School, Webster Middle School and University High School.¹⁰ Brockton Elementary School is located at 1309 Armacost Avenue, Webster Middle School is located at 11330 West Graham Place and University High School is located 11800 Texas Avenue. Existing schools serving the project area are described in greater detail in Section IV.J.3, Schools.

Parks and Recreational Facilities

The project site is served by the City of Los Angeles Department of Recreation and Parks (LADRP). Within a two-mile radius of the project site there are nine parks, one golf course, and one community facility within two miles. Existing parks and recreational facilities in the project area are described in detail in Section IV.J.4, Parks and Recreational Facilities.

Libraries

The project site is served by the City of Los Angeles Public Library (LAPL). The West Los Angeles Regional Branch Library, located at 11360 Santa Monica Boulevard would serve the project site. The West Los Angeles Regional Branch Library serves a population of 37,097 persons, is approximately 13,740 square feet in area, contains 69,011 volumes, and maintains 18 staff positions.¹¹ Existing library services are described in greater detail in Section IV.J.5, Libraries.

Traffic and Transportation

The project site is L-shaped and is generally bounded by Nebraska Avenue to the north, Bundy Avenue to the east, Olympic Boulevard to the south, and Centinela Avenue to the west. Regional access to the project site is provided by Interstate 405 (I-405) located 1.25 miles to the east and Interstate 10 (I-10) located 0.6 miles to the south.

⁹ *City of Los Angeles Police Department, Our Communities, West Los Angeles Community Police Station, website: http://www.lapdonline.org/west_la_community_police_station/content_basic_view/1630, September 1, 2006.*

¹⁰ *Los Angeles Unified School District, website: <http://search.lausd.k12.ca.us/cgi-bin/fccgi.exe?w3exec=schfinder0>, September 1, 2006.*

¹¹ *Ibid.*

The existing and forecast future traffic conditions during both the AM and PM peak hours were studied at a total of 64 intersections in the project vicinity, including locations in both the City of Los Angeles and the adjacent City of Santa Monica. Most of the 64 study intersections are operating at acceptable urban levels (LOS D or better) during both peak commute hours. However, a total of 17 locations exhibit LOS E or LOS F operations during one or both of the peak hours. In addition to these 64 intersections, the proposed project could affect traffic conditions within the nearby residential neighborhoods located to the north and east of the project site. Therefore, existing and future conditions were also evaluated for 10 street segments, to identify the project's potential effects on nearby local neighborhood traffic circulation. Existing traffic conditions in the project area are described in detail in Section IV.K, Traffic and Transportation.

Transit Service

Two bus routes travel within convenient walking distance (i.e., one-quarter mile) of the project site, both operated by Santa Monica Big Blue Bus Lines (BBB), which is the primary service provider in the West Los Angeles/City of Santa Monica area. Both of these routes (Routes 5 and 14) provide stops immediately adjacent to the project, at the intersection of Olympic Boulevard and Bundy Drive. Existing public transit in the project area is described in detail in Section IV.K, Traffic and Transportation.

Parking and Access

Several areas of the project site are used as surface parking lots to accommodate the on-site commercial uses. Limited street parking is also available along the streets surrounding the project site. Current City Planning and Zoning Code requirements for parking in the project area are described in detail in Section IV.K, Traffic and Transportation.

Access to the project site is provided by three existing driveways located on Olympic Boulevard, Bundy Avenue, and Nebraska Avenue.

Utilities and Service Systems

Wastewater

The project site is served by the City of Los Angeles Department of Public Works Bureau of Sanitation (Bureau of Sanitation). The Bureau of Sanitation provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles, including the project area. The project site is served by an existing 8-inch and 18-inch sewers located in Bundy Drive and Olympic Boulevard. The sewage from the 8-inch line flows to a 24-inch pipe in Centinela Avenue, then into a 24-inch pipe in Carmelina Avenue before discharging to a 30-inch pipe in Granville Avenue. The 18-inch sewer lines flow to a 24-inch pipe in Bundy Drive Alley, then discharge into a 30-inch pipe in Granville Avenue. The current flow level in the 8-inch line cannot be determined at this time. The current flow of the 18-inch line in Bundy Drive is approximately 50 percent full, 55 percent full in the 24-inch line in Carmelina Avenue, 45 percent full in the 24-inch line in Bundy Drive, and approximately 53 percent full in the 30-

inch lines. The design capacity for 50 percent flow level is 229,000 gallons per day (gpd) for the 8-inch line, 2.4 million gpd for the 18-inch line, 2.7 million gpd for the 24-inch line, and 9.6 million gpd for the 30-inch line. These lines, together with the larger network of sewer infrastructure, provide conveyance of wastewater flows from the project site to the Hyperion Treatment Plant located south of Los Angeles International Airport. Existing wastewater treatment facilities and local wastewater infrastructure are described in detail in Section IV.L.1, Wastewater.

Water Supply

The project site is served by LADWP, which provides water service to the City of Los Angeles, including the project area. Water supply for western Los Angeles is provided from water conveyed through the Los Angeles Aqueduct (LAA) and water purchased from the MWD. Water service to the three existing Bundy Drive buildings is provided by a 12-inch water line in Bundy Drive. Water service to the existing 12333 Olympic Boulevard building is provided by the 6-inch water line in Olympic Boulevard. The project site consumes water in association with office, research and development, and manufacturing/assembly activities within the occupied on-site structures. Based on water consumption rates provided by the City of Los Angeles Bureau of Engineering, existing uses on the project site consume approximately 40,386 gpd of water. Existing water supply and local water infrastructure are described in detail in Section IV.L.2, Water Supply.

Solid Waste

In the City of Los Angeles, construction waste and waste generated by most multi-family residential sources and all commercial and industrial sources, is collected by private contractors. Construction waste is also collected by private contractors. Private waste collection contractors carry solid waste primarily to the Sunshine Canyon Landfill in Granada Hills, which is privately operated. The project site generates approximately 8,224 pounds per day of solid waste in association with office, research and development, and manufacturing/assembly activities within the occupied on-site structures. Existing landfills and solid waste collection in the project area are described in detail in Section IV.L.3, Solid Waste.

B. RELATED PROJECTS

Section 15130 of the State CEQA Guidelines requires that an EIR consider the significant environmental effects of a proposed project as well as the project's "cumulative impacts." CEQA defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts (State CEQA Guidelines Section 15355). As stated in State CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from the project evaluated in the EIR. Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State CEQA Guidelines Section 15130(b)(1)(A)).

All projects that are proposed (i.e., with pending applications), recently approved, under construction, or reasonably foreseeable that could contribute to a cumulative impact on the local environment when

considered in conjunction with the proposed project are included in an EIR. These projects can include, if necessary, projects outside of the control of the lead agency. If a concise list of related projects is not available, cumulative impacts may be analyzed using the regional or area-wide growth projections contained in an adopted or certified general plan or related planning document.

In this Draft EIR, cumulative impact analyses are provided for each environmental issue discussed in Section IV, Environmental Impact Analysis, and can be found in each respective subsection (e.g., Air Quality, Transportation/Traffic, etc.). Table III-1, Related Projects List, provides the related projects that were considered in each cumulative impact analysis. The related project list was compiled based on information provided by the City of Los Angeles Department of Transportation and the City of Santa Monica and consists of all known potential projects located within an approximate two-mile study radius around the project site.¹² The locations of the related projects are depicted in Figure III-14, Related Projects Location Map. Furthermore, a growth factor of one percent per year¹³ has been added to the cumulative analyses in each respective subsection, as relevant, to reflect future ambient conditions in West Los Angeles between the present and the time of project buildout (i.e., 2008 to 2011). So as not to inordinately deteriorate future conditions and to more accurately analyze environmental impacts (especially, future traffic volumes), related projects generating fewer than 20 net new peak hour trips, or developments located outside the two-mile study radius, were assumed to be included within the ambient growth increases, and were not included as related projects.

¹² *The City of Los Angeles L.A. CEQA Thresholds Guide states that “the sphere of influence for cumulative projects, based on their proposed size and likely influence on traffic patterns, [is] generally within one or two miles of the proposed project.”*

¹³ *For the traffic study intersections located beyond the area directly affected by the related projects (i.e., Venice Boulevard and Lincoln Boulevard, and Venice Boulevard and Centinela Avenue), the annual ambient growth factor was conservatively doubled to two percent to account for unidentified related projects outside the immediate study area.*

**Table III-1
Related Projects List**

Map No.	Land Use/Project Name	Size	Address
1	UCLA Long Range Development Program ^a		UCLA Westwood Campus
	SW Campus Housing	2,000 beds	
	NW Campus Phase II Development	296,700 sf	
	Intramural Field Parking Structure	1,500 spaces	
	Physics and Astronomy Building	191,900 sf	
	Luck Research Center, Thermal Energy Storage	95,000 sf	
	California NanoSystems Institute	166,000 sf	
	Academic Health Center Replacement	----	
	Remaining 2002 LRDP Growth	1,710,000 sf	
2	Le Conte Commercial		Broxton Avenue/Le Conte Avenue
	Theater	1,500 seats	
	Retail	40,000 sf	
	Office	150,000 sf	
3	Theater Expansion	106 seats	10886 Le Conte Avenue
4	Palazzo Westwood		Kinross Avenue/Glendon Avenue
	Shopping Center	50,000 sf	
	Apartments	350 units	
5	Apartments	19 units	10852 Lindbrook Avenue
	Specialty Retail	6,100 sf	
	<i>Existing Specialty Retail</i>	<i>16,100 sf</i>	
6	Condominiums	85 units	10804 Wilshire Boulevard
7	Century Landmark Condominiums		10776 Wilshire Boulevard
	Condominiums	119 units	
	Existing Hotel	66 rooms	
8	Westside Pavilion Remodel		Pico Boulevard/Westwood Boulevard
	Retail	723,466 sf	
	Theater Expansion	1,994 seats	
9	Fast Food Restaurant	2,300 sf	11021 W. Pico Boulevard
10	Barrington Landmark		11677 Wilshire Boulevard
	Office	32,000 sf	
	Retail	32,000 sf	
11	Fast Food Restaurant	1,900 sf	11712 San Vicente Boulevard
12	New West Middle School	250 students	11625 Pico Boulevard
13	Bed, Bath and Beyond	90,000 sf	11854 Olympic Boulevard
14	Brentwood "The Park"		11711 San Vicente Boulevard
	Restaurant	10,000 sf	
	Office	2,000 sf	
	Retail	30,000 sf	
15	Kelton Avenue Condominiums	24 units	1841-1851 Kelton Avenue
16	Condominiums	29 units	10604-10612 National Boulevard
	Retail	1,250 sf	
	Office	2,000 sf	
17	Condominiums	44 units	11978-11980 Walnut Lane
18	Condominiums	72 units	1700 Sawtelle Boulevard
	Live/Work	22 units	

**Table III-1 (Continued)
Related Projects List**

Map No.	Land Use/Project Name	Size	Address
19	Office	151,000 sf	12233 Olympic Boulevard
20	Condominiums	20 units	1619 Barry Avenue
21	Fire Station #29 Training Facility	N/A	SWC Bulter Avenue/Mississippi Avenue
22	EZ Storage Facility Expansion	55,003 sf	11470 Tennessee Avenue
23	West LA Animal Services Center	N/A	NWC Purdue Avenue/Pico Boulevard
24	Office	49,000 sf	11663 Wilshire Boulevard
	Condominiums	49 units	
25	Condominiums	95 units	1164 Barrington Avenue
	Retail/Office	15,000 sf	
26	Condominiums	20 units	12026 Wilshire Boulevard
27	Condominiums	22 units	1517 Bentley Avenue
28	Retail	86,000 sf	11840 Olympic Boulevard
	<i>Existing Office/Warehouse</i>	<i>37,027 sf</i>	
29	Carwash	1,950 sf	11852 Santa Monica
30	Apartments	111 units	1767 Westwood Boulevard
	Retail	7,000 sf	
31	Condominiums	28 units	11857 Santa Monica Boulevard
	Retail	4,669 sf	
32	Condominiums	60 units	10763 Wilshire Boulevard
33	Condominiums	36 units	1301 Brockton Avenue
34	Condominiums	28 units	1331 Amherst Avenue
35	Condominiums	20 units	1414 Bundy Drive
36	Retail	28,000 sf	N/S Olympic Boulevard, between Granville Avenue and Stoner Avenue
	<i>Existing Restaurant</i>	<i>2,000 sf</i>	
	<i>Existing Auto Repair Shop</i>	<i>6,5000 sf</i>	
37	Condominiums	91 units	11950 Idaho Avenue
38	Apartments	30 units	1511 15 th Street
39	Affordable Housing	101 units	1671 20 th Street
40	St. John's Medical Center		1328 22 nd Street
	Phase I	475,000 sf	
	Phase II	799,000 sf	
41	Alzheimer's Facility	65 beds	1131 Arizona Avenue
42	Affordable Housing	41 units	1424 Broadway
43	Condominiums	32 units	1502 Broadway
44	Multi-Family Residential	32 units	1906 Broadway
45	Self-Storage Facility Expansion	14,400 sf	1707 Cloverfield Boulevard
46	Condominiums	145 units	2834 Colorado Avenue
47	Lantana South		3131 Exposition Boulevard
	Production/Post Production	99,456 sf	
	Office	30,594 sf	
48	Private High School	14,500 sf	2230 Michigan Avenue
49	Residential	184 units	3025 Olympic Boulevard
	Live/Work	56 units	
	Retail/Restaurant	5,000 sf	

**Table III-1 (Continued)
Related Projects List**

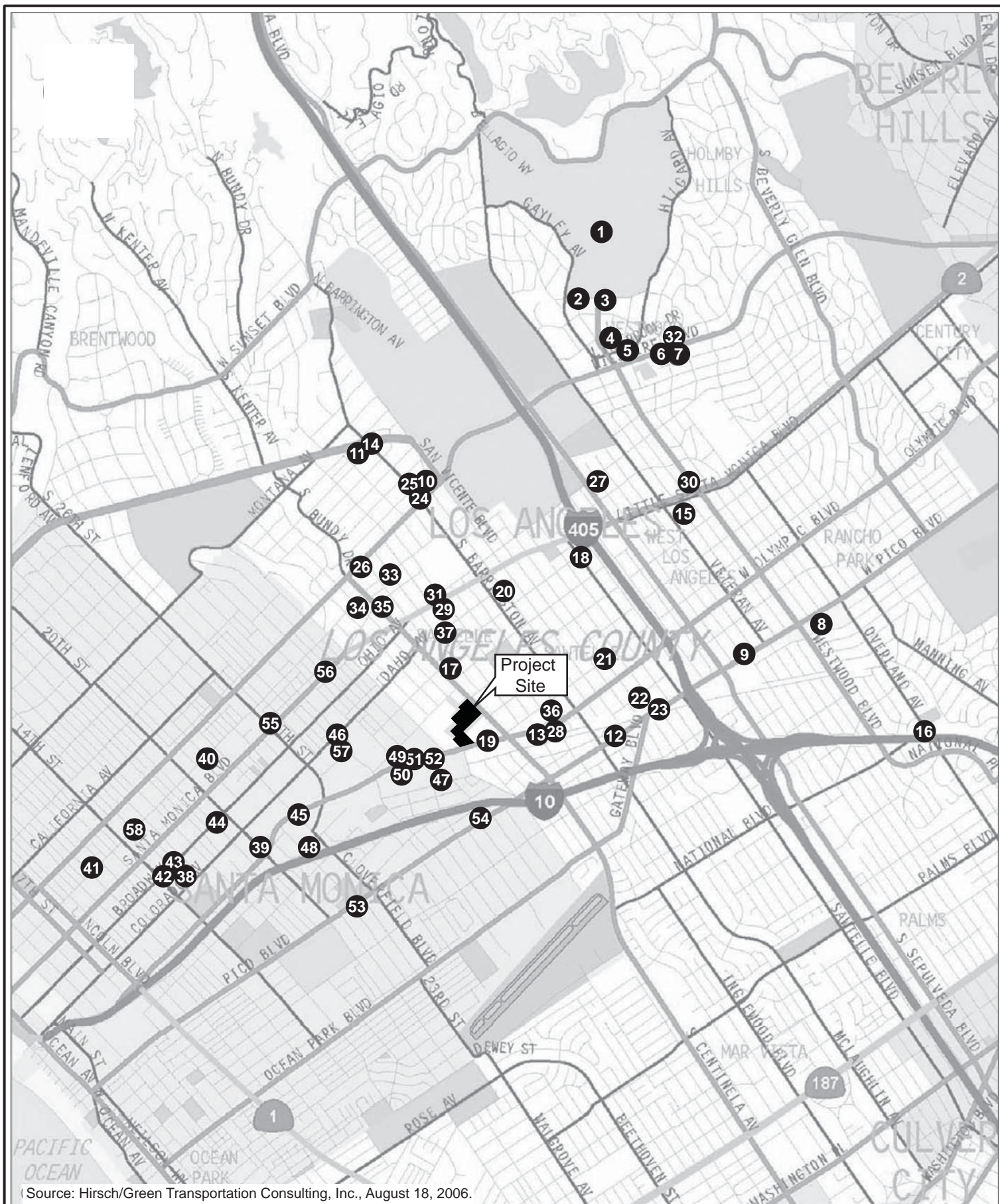
Map No.	Land Use/Project Name	Size	Address
50	Lantana East		3030 Olympic Boulevard
	Production/Post Production	54,489 sf	
	Office	9,619 sf	
51	New Roads School	115,300 sf	3131 Olympic Boulevard
52	Auto Dealership Expansion		3300 Olympic Boulevard
	Sales Floor	9,618 sf	
	Storage	10,021 sf	
53	Condominiums	2 units	2222 Pico Boulevard
	Retail	2,399 sf	
54	Condominiums	1 unit	3205 Pico Boulevard
	Retail	710 sf	
55	Affordable Housing	44 units	2601 Santa Monica Boulevard
56	Residential	10 units	3107 Santa Monica Boulevard
	Commercial	12,280 sf	
57	Production Office	9,438 sf	1630 Stewart Street
	Residential	10 units	
58	Santa Monica/UCLA Hospital		15 th Street/Arizona Avenue
	Construct New Hospital Facility	280 beds	
	Existing Hospital Facility	363 beds	

Note: sf = square feet.

^a Overland Traffic Consultants, *Traffic Impact Analysis for a Proposed Residential Development, 2055 Avenue of the Stars, Los Angeles, August 2005*

Source: Hirsch/Green Transportation Consulting, Inc., *Traffic Impact Analysis Report, Proposed Mixed-Use Medical Office, Retail, Residential, Near Olympic and Bundy Drive in West Los Angeles, California, June 2006.*

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(Source: Hirsch/Green Transportation Consulting, Inc., August 18, 2006.)



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Figure III-14
Related Projects Location Map

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