

II. PROJECT DESCRIPTION

A. LOCATION AND BOUNDARIES

The site consists of a single 23.6-acre parcel bounded by Winnetka Avenue on the west, Prairie Street on the north, existing light industrial/corporate office park uses on the east and a Southern Pacific Railroad right-of-way on the south. A City of Los Angeles storm drain easement also runs along the western and southern perimeter of the site, ranging from 30 to 45 feet along Winnetka Avenue, and approximately 45-feet along the southern border of the site. Exclusive access to the site is provided off Prairie Street.

The project site is located in the Chatsworth-Porter Ranch community of the City of Los Angeles. A former printing facility for the Los Angeles Times occupies the central portion of the site, and is a multi-story (64 feet) building with 255,815 square feet of floor area. The location of the project site is shown in **Figure II-1, Project Location**.

Most of the project site (970,104 square feet) is currently zoned MR2-1, while 57,815 square feet along Winnetka Avenue is zoned P-1. The property is designated Light industrial by the Chatsworth-Porter Ranch Community Plan and is not located within any Specific Plan area. Residential uses are not allowed by the existing Community Plan designation/zoning. The site is also located in a Los Angeles State Enterprise Zone.

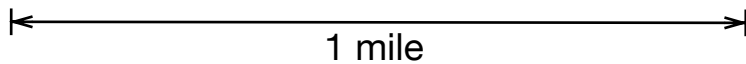
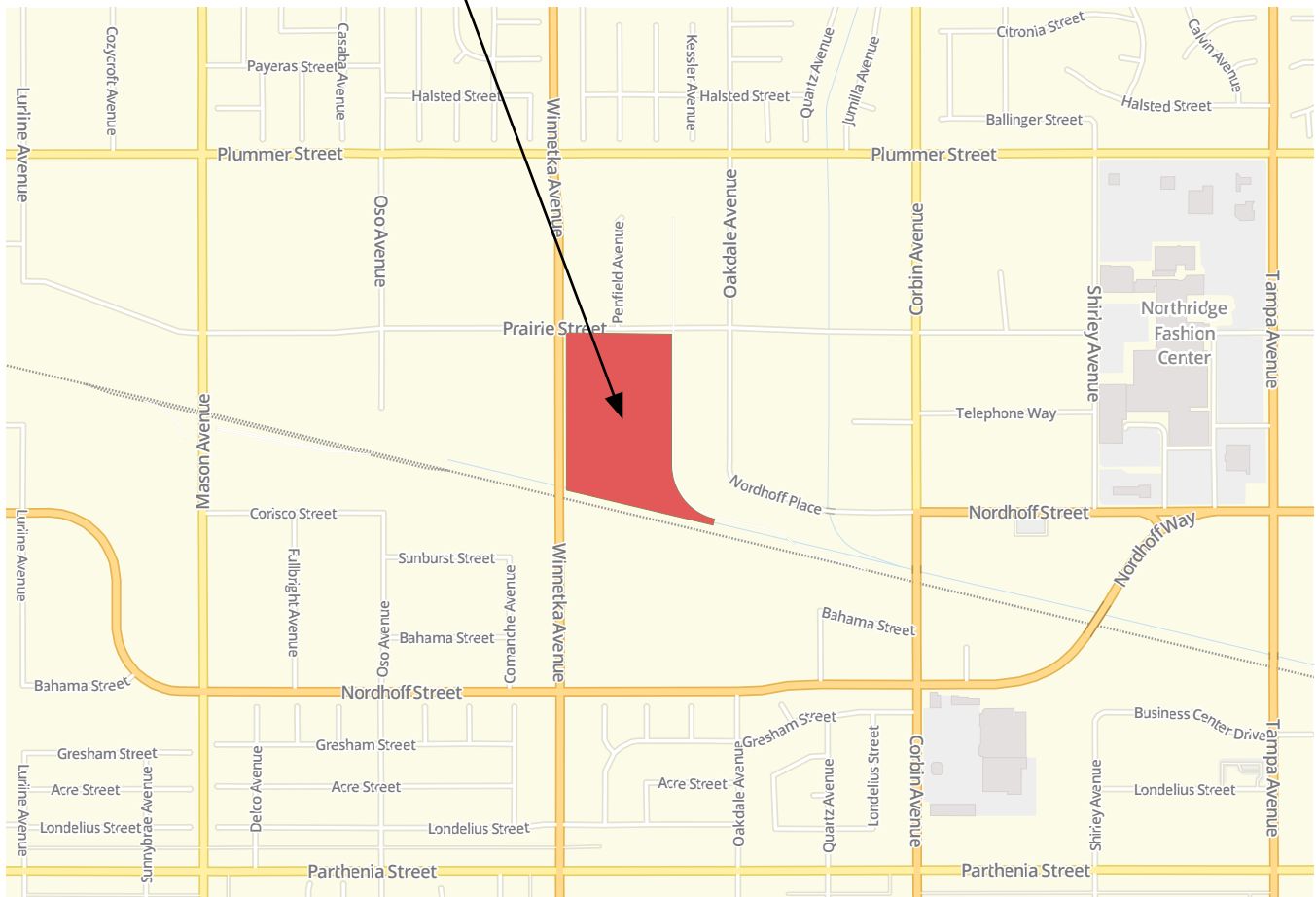
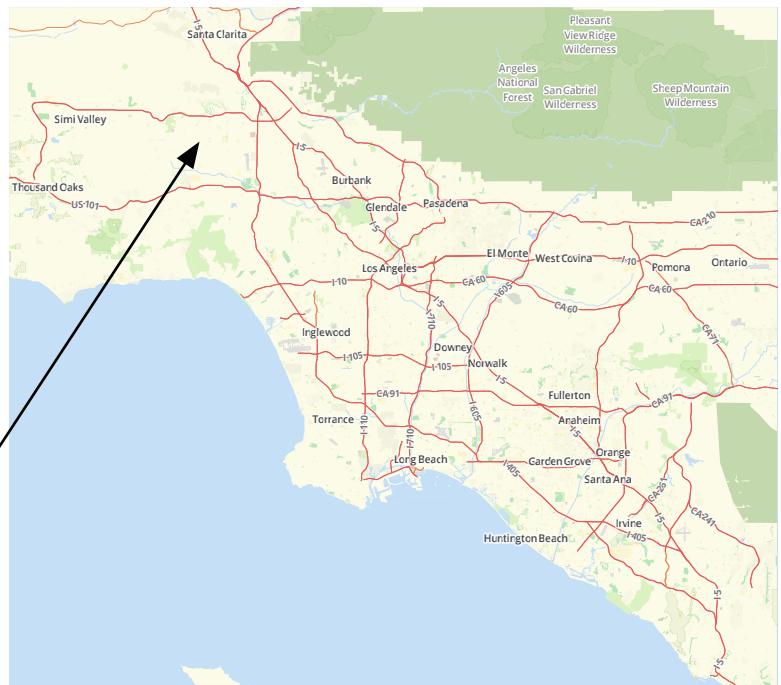
B. PROJECT CHARACTERISTICS

PROJECT OVERVIEW AND FEATURES

The proposed project would develop a corporate and residential mixed-use development totaling 1,212,515 million square feet of floor area. The project would consist of the following primary components: (1) adaptive re-use and rehabilitation of the existing light industrial/office building for the Applicant's corporate headquarters, light industrial functions and new creative office tenants, (2) development of 700 rental housing units in four main residential buildings with extensive shared recreational campus amenities, and (3) approximately 11,000 square feet of ancillary, campus and neighborhood serving retail uses and 3,000 square feet of restaurant uses. All uses would be integrated into a campus like setting, facilitating live-work opportunities for corporate employees and providing amenities for use by employees, residents and visitors. A total of 1,467 parking spaces would be provided in structured parking. Primary vehicular access would be from Winnetka Avenue and would involve construction of a bridge over the LACFC easement to provide a driveway from the street into the property. Two driveways would be provided off of Prairie Street. Excavation for the entire project would be approximately 38,000 cubic yards of excavated soil materials, allowing for partial subterranean parking (Buildings B and C). An ancillary (vacant) single-story 5,060 square foot structure, as well as a former gas station would be demolished to accommodate the project.

The applicant seeks approval of a vesting tentative tract map to create a single ground lot and four airspace parcels. The project would have a Floor Area Ratio (FAR) – the ratio of built area (as defined by the Los Angeles Municipal Code) to lot area -- of less than 1.22:1, while the existing FAR limit of 1.5 will be retained.

Project Location



SOURCE: OpenStreetMap, 2014

MGA Mixed-Use Campus Project ■

Figure II-1
Project Location

MGA CORPORATE HEADQUARTERS

The Applicant, MGA North LLC, intends to relocate approximately 250 permanent employees from its current Van Nuys offices to the project upon its completion. Specifically, MGA would utilize the 255,815 square foot building for a new corporate's headquarters, including limited assembly, production and showroom space (i.e., light industrial uses), corporate office, as well as leased creative space. The building would transform the current non-descript character of the structure into a centerpiece of the project with a theme reflective of MGA's products. An extensive outdoor patio space, significant water feature and landscaping would further define the front of the refurbished headquarters building. A day care center (5,500 square feet) and employee cafeteria (7,150 square feet) would also be provided in the building.

Approximately 43,000 square feet of the eastern portion of the building would be internally subdivided for lease to multiple creative office tenants. Employees¹ would have access to multiple campus amenities, including a pool and clubhouse atop the shared parking structure located along the southern perimeter of the site. Interior configuration and floor distribution is not known, but total usable floor area would not exceed the current total floor area of the structure. The southern elevation of the building would also be extensively landscaped with mature trees to mitigate solar heat gain and provide a walking path for employees and project residents.

RESIDENTIAL COMPONENT

The project will develop a residential component consisting of 700 total rental units in four main structures (Buildings A, B, C and D) surrounding the corporate headquarters building. Each building will be designed with access to shared amenities, and automobile and bicycle parking.

Building A would be located in the southeastern portion of the site with 189 units, totaling 245,000 square feet of floor area. Building A would be constructed to five stories (65 feet) at its highest point and would be buffered from the Southern Pacific Railroad tracks by a four-story (60 feet) parking structure. A clubhouse and gym (2,400 square feet) would be provided in Building A, as well as resident access to a pool, courtyard, approximately 40,000 square feet of common ground floor open space, 5,000 square feet of fourth floor open space and a roof deck totaling 32,000 square feet (the pool and clubhouse would also be accessible to the MGA headquarters building, as well as Building B).

Building B would include 124 units and 182,000 square feet of floor area, wrapped around a residential courtyard in the southwestern portion of the site, and would be built to seven stories and a maximum height of 75 feet (including a two-level podium). A gym/community room (2,400 square feet) for residents would be provided as well as a pool and clubhouse located immediately south of the structure, between Buildings A and B. Approximately 15,000 square feet of ground floor open space (including the nearby community garden area) would be provided. Other amenities near Building B would include the campus amphitheater accommodating up to 350 people (with projection screen) a dog park, boardwalk and "exercise stair" (amphitheater events would generally not exceed once a month, during off-peak hours)

Building C would include 209 rental units and 286,600 square feet of floor area. The seven-story, 85-foot structure (including a two level podium) would surround a residential parking structure in the northwest portion of the Site. A pool, community room (2,100 square feet) and

¹ Employment in this space is estimated to be 143 employees assuming 1 employee per 300 square feet.

landscaped recreation and courtyard areas would be adjacent to the building, which would have access to 34,000 square feet of ground floor open space as well as 17,500 square feet of roof deck open space on the second, fifth and sixth floors. Building C would cantilever over a 14,000 square foot “retail/restaurant plaza area” (11,000 square feet for retail and 3,000 square feet for restaurants) at the corner of Winnetka Avenue and Prairie Street connecting the residents with commercial uses while creating a shaded open courtyard for outdoor eating and dining.

Building D would be located in the northeast corner of the site and provide 178 units totaling 240,000 square feet of floor area. The building would be built to seven stories and a maximum height of 75 feet (including a two-level podium), wrapped around a two-story parking structure. An extensive landscaped berm would also be constructed along the Prairie Street frontage to mask the height of the parking structure as viewed from the street. Residential units would front a park and playground area that will be shared with MGA employees. Building D would also include its own gym and access to 35,000 square feet of common/private ground floor open space, as well as 12,000 square feet of roof-deck open space on the second and third floors.

Table II-1, MGA Mixed-Use Campus Project Program summarizes project components. **Figure II-2**, provides an overall site plan, while **Figures II-3** through **II-6** provide plans by level from floor to roof. **Figures II-7** shows typical unit plans. **Figures II-8** and **II-9** show project elevations. **Figures II-10** and **II-11** show cross sections through the project. The conceptual landscaping plan for the project is provided in **Figure II-12**.

Open Space and Amenities

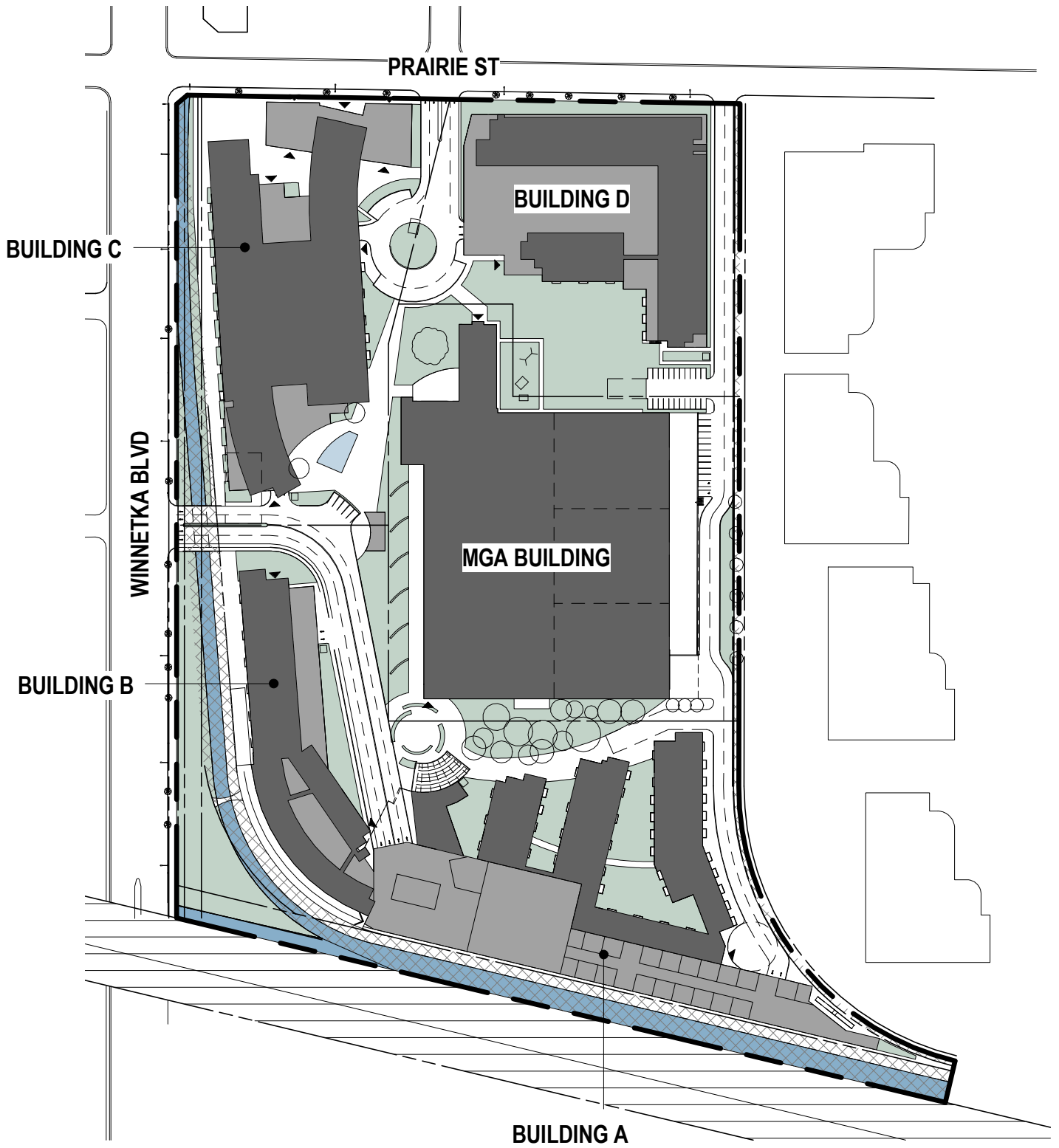
The proposed project would provide recreational amenities for use by both MGA employees and residents, including a playground, day care/learning center and patio cafes (the day care/learning center facilities would be integrated into the headquarters building). An outdoor amphitheater (with projection screen) is proposed near the MGA corporate facility (between Buildings A and B) for employee meetings and social gatherings. Events would occur no more frequently than monthly, and during off-peak periods. In total, approximately 219,500 square feet of open space would be provided throughout the entire site, including multiple pocket parks and “village green” areas. An exercise path would line the perimeter of the site with a separate “dog-park” located on the southwest corner of the site. As previously described, open space includes roof decks on all four residential buildings and community rooms and/or gyms in Buildings A, B and C.

Access

Currently, access to the site is provided from Prairie Street in alignment with Penfield Avenue. Access to the project will be provided by two driveways on Prairie Street (primary access in approximately the same location as exists currently, and a secondary location along the eastern property boundary) and one driveway on Winnetka Avenue (approximately mid-block). Primary access to the corporate office building and Buildings A and B would be from Winnetka Avenue. A bridge would be constructed over the LACFC easement to provide a driveway from Winnetka Avenue into the site. The main Prairie Street access would serve residents in Buildings C and D, as well as provide for an interior transit plaza facilitating enhanced access to public transportation for employees and residents. A privately funded shuttle would provide service to local transit including the Orange Line stations on Canoga Avenue and local Metro Bus stops. The easterly Prairie Street access would also facilitate commercial loading for the MGA headquarters.

TABLE II-1 MGA MIXED-USE CAMPUS PROJECT PROGRAM												
Use	Area/Units (Sq. Ft./Bedrooms)											PARKING
	Ground/ 1 st Floor ¹	2 nd Floor	3 rd Floor	4 th Floor	5 th Floor	6 th Floor	TOTAL	1 BR	2 BR	3 BR	TOTAL	
Building A	55,000	49,000	49,000	52,000	40,000	0	245,000	89	100	0	189	499 ²
Building B	16,000	32,000	32,000	37,000	37,000	28,000	182,000	49	70	5	124	
Building C	41,600 ³	52,000	49,000	49,000	57,000	38,000	286,600	88	112	9	209	353 ⁴
Building D	11,000	41,000	51,000	51,000	50,000	36,000	240,000	78	90	10	178	265 ⁵
Accessory ⁶							3,100					0
MGA Headquarters ⁷							255,815⁸					350 ⁹
TOTAL	123,600	174,000	181,000	189,000	184,000	102,000	1,212,515	304	372	24	700	1,467

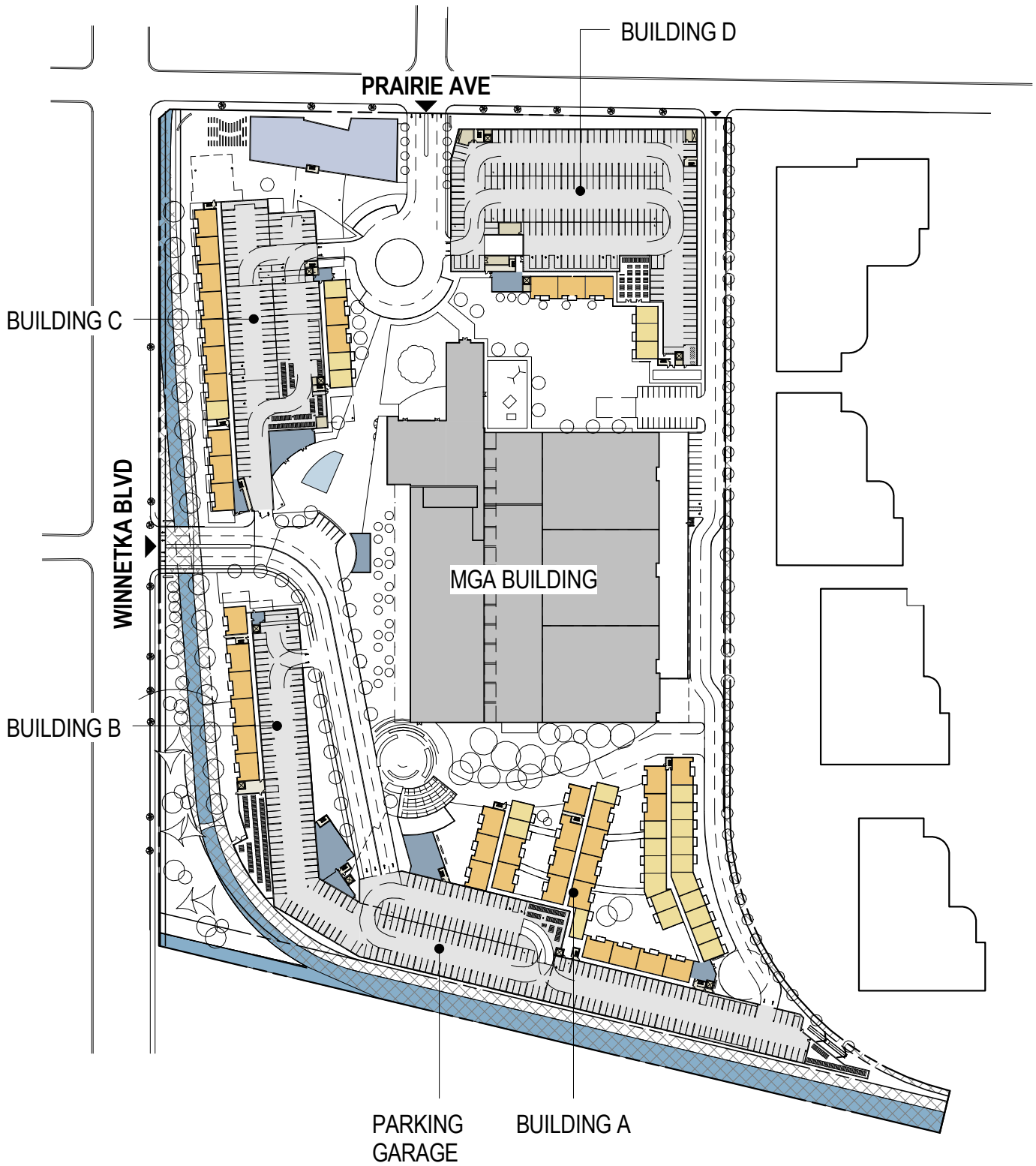
¹ Ground floor (Building A) or first floor above parking (Buildings B, C and D).
² Parking for Buildings A and B, and the MGA Headquarters building, would be located in one structure located east of Building A and south of the Headquarters building. Includes 345 reserved spaces and 154 shared/open spaces.
³ Includes an 11,000 square foot retail plaza with community serving retail uses, and restaurant space totaling 3,000 square feet.
⁴ 230 reserved spaces for residential uses, 22 reserved spaces for restaurant and 20 reserved spaces for retail, and 81 shared/open spaces.
⁵ 196 reserved spaces for residential uses 69 shared/open spaces.
⁶ Leasing office and clubhouse.
⁷ Adaptive reuse of existing 255,815 square foot, 64-foot tall structure. The existing structure would include MGA's 212,815 square foot corporate headquarters (to be used for various light industrial related functions (e.g., production, showroom and assembly) and corporate office space. Interior configuration and use allocation by floor has not yet been determined.
⁸ Approximately 43,000 square feet would be allocated to leased creative office space. The remaining 212,815 square feet would be MGA's corporate headquarters. Includes employee cafeteria and child care.
⁹ Reserved office spaces only. Structure includes residential and shared/open spaces per footnote 2.
SOURCE: Killefer Flamang Architects



SOURCE: Killefer Flammang Architects, 2014

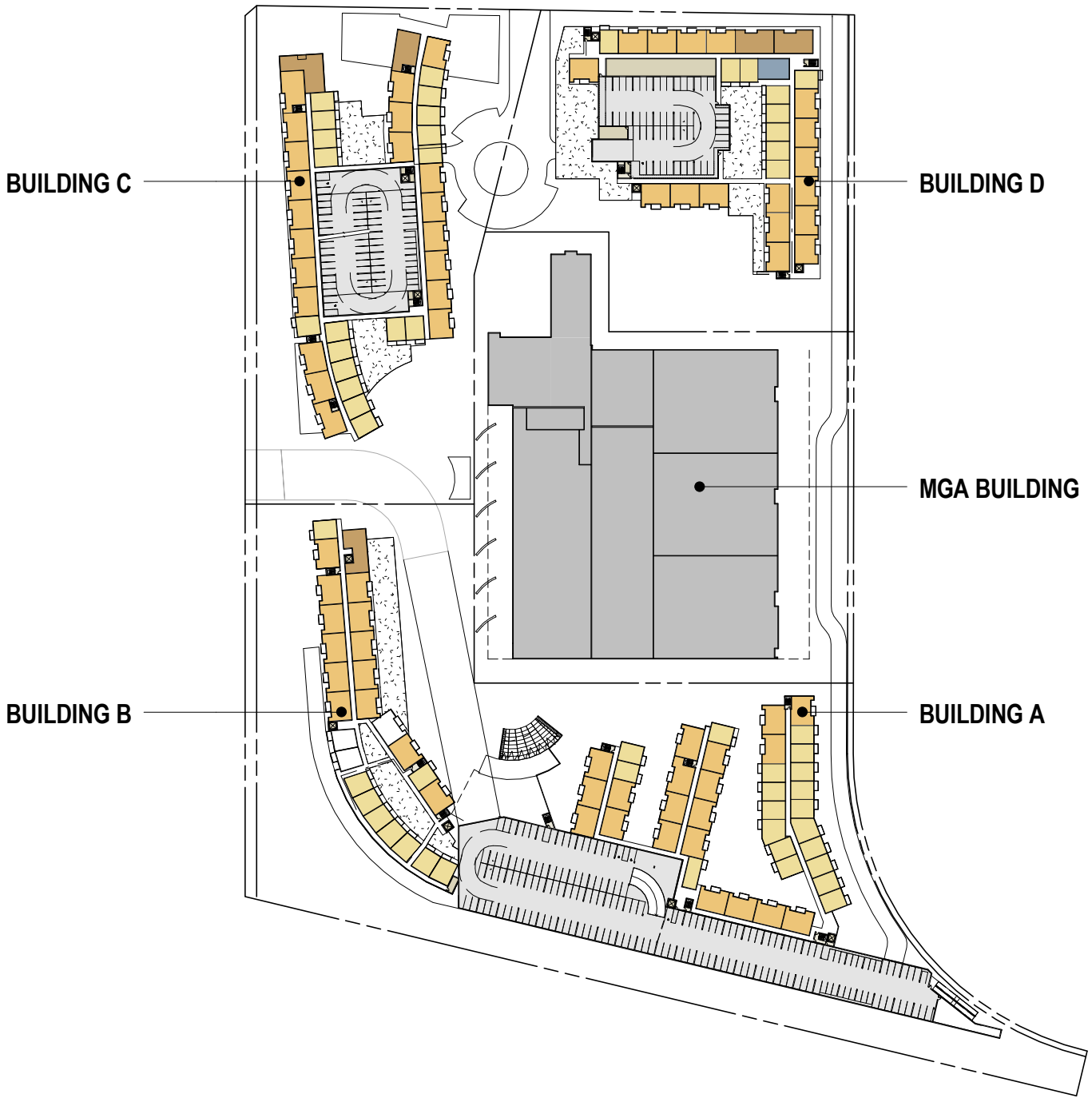
MGA Mixed-Use Campus Project ■

Figure II-2
Project Site Plan



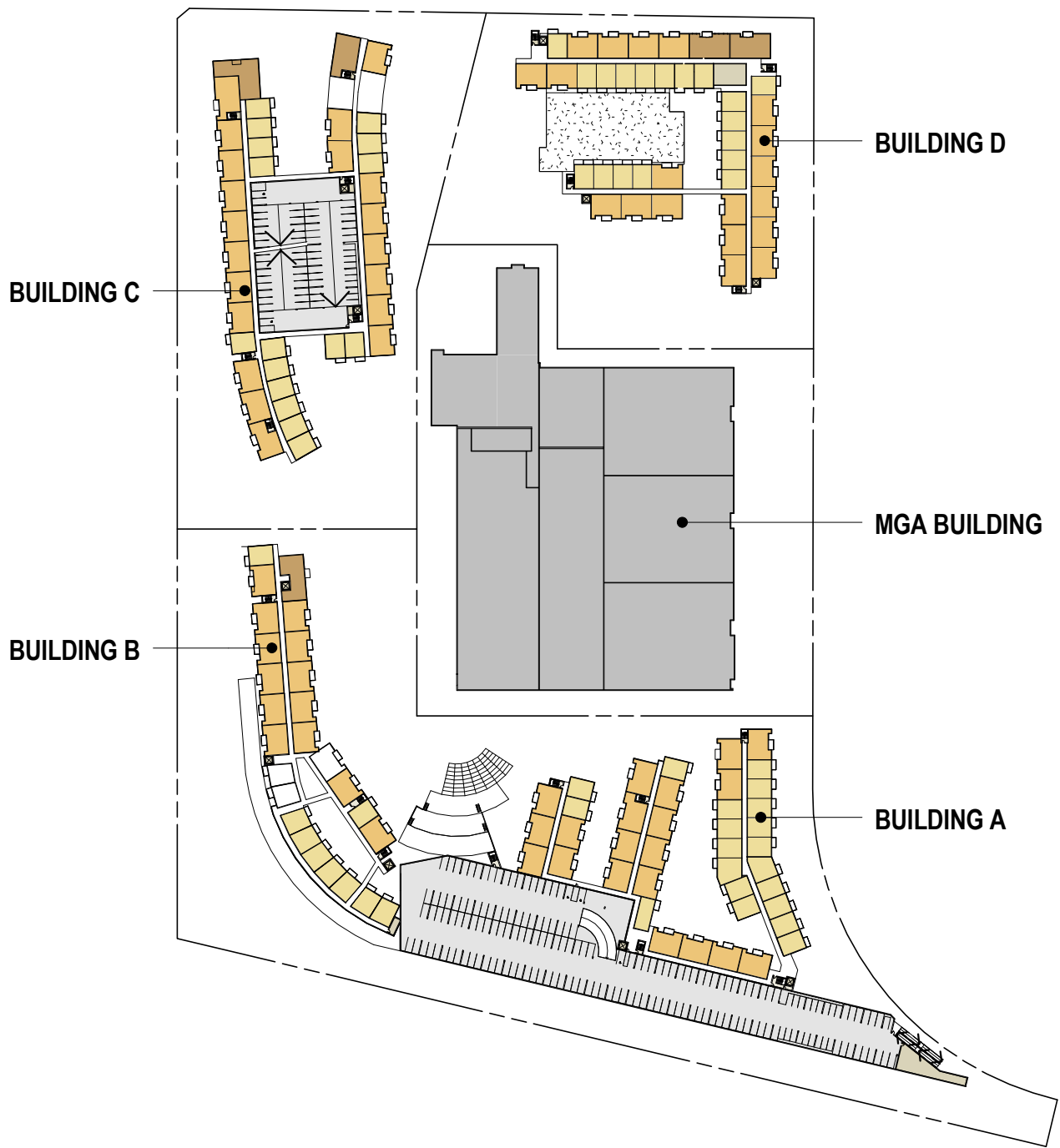
SOURCE: Killefer Flammang Architects, 2014

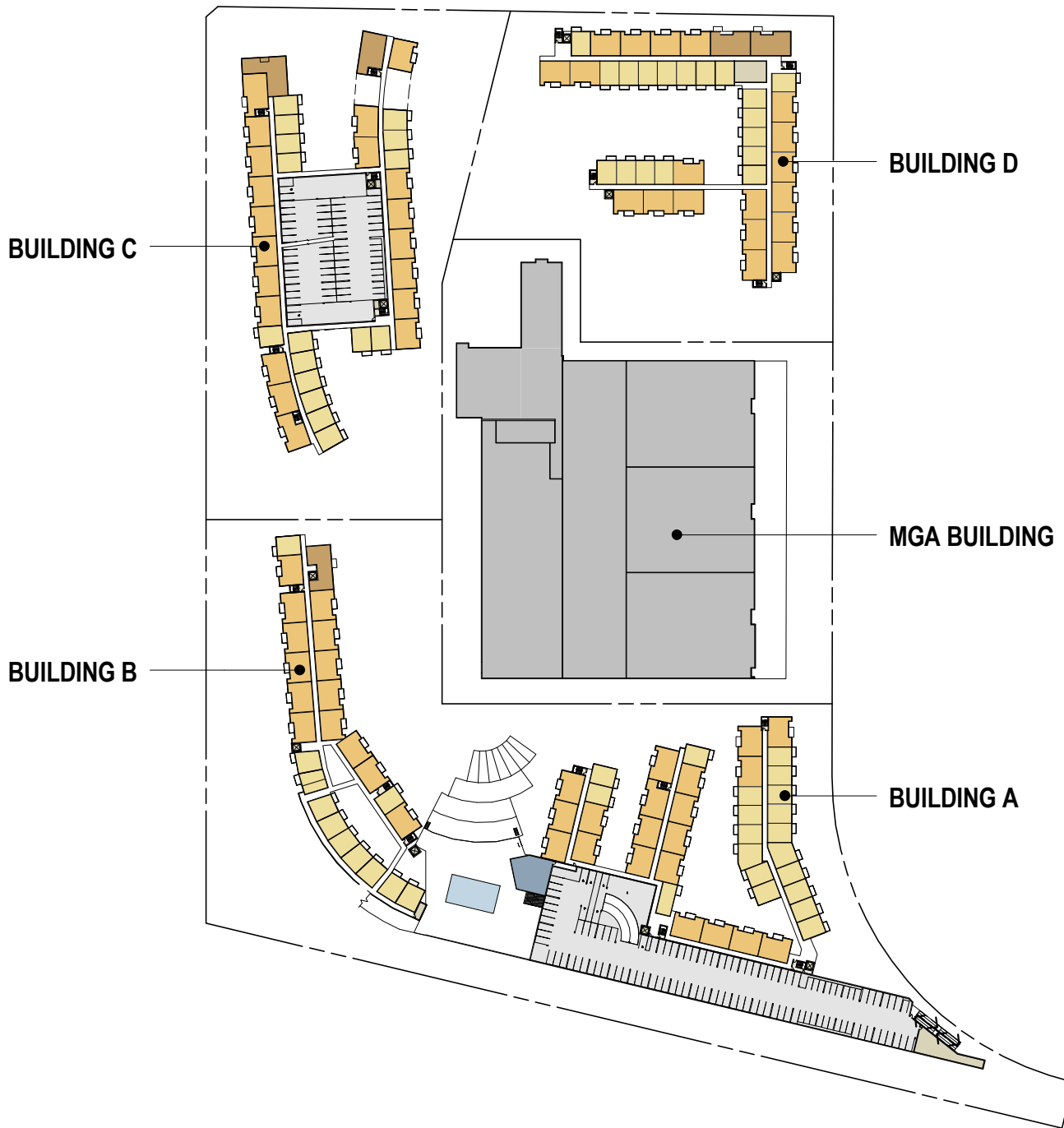
Figure II-3
First Floor Plan



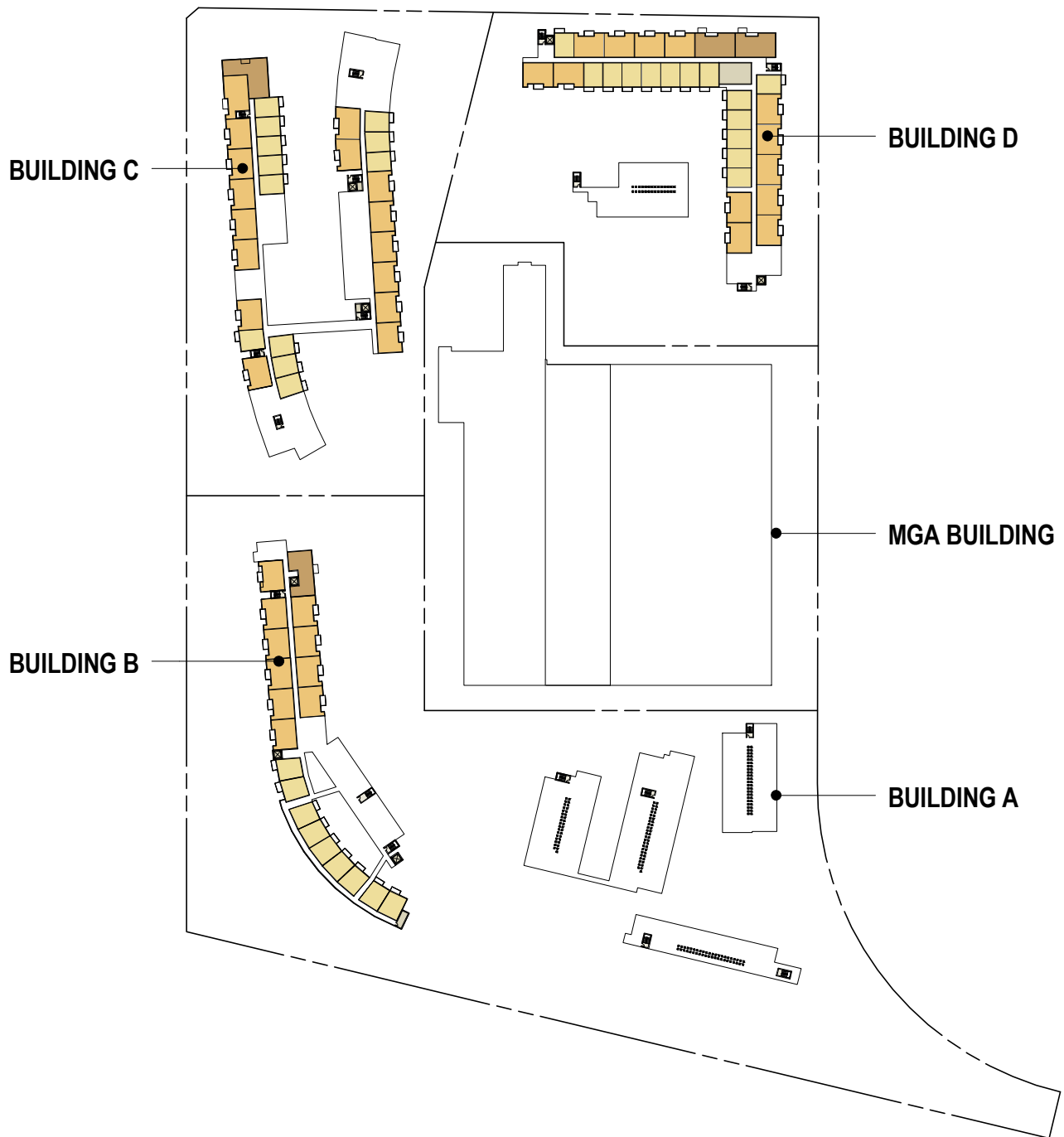
SOURCE: Killefer Flammang Architects, 2014

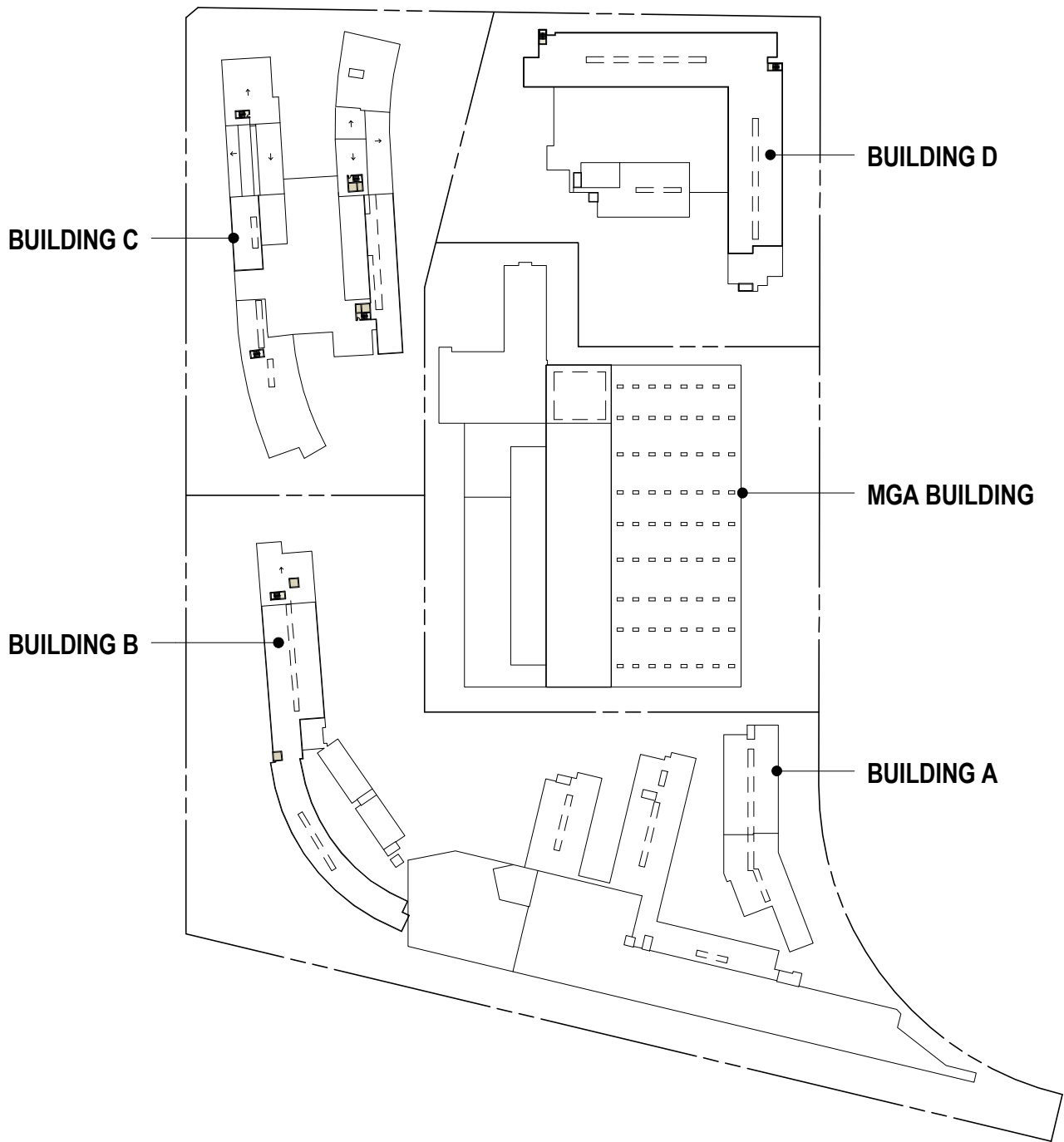
Figure II-4
Second Floor Plan

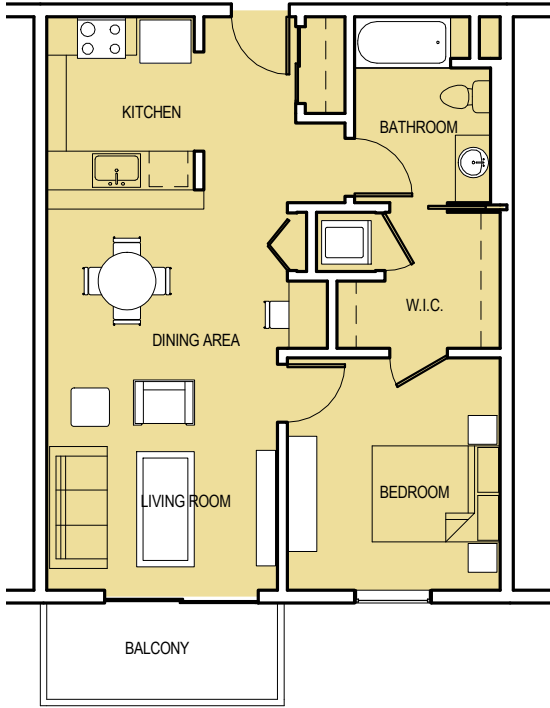




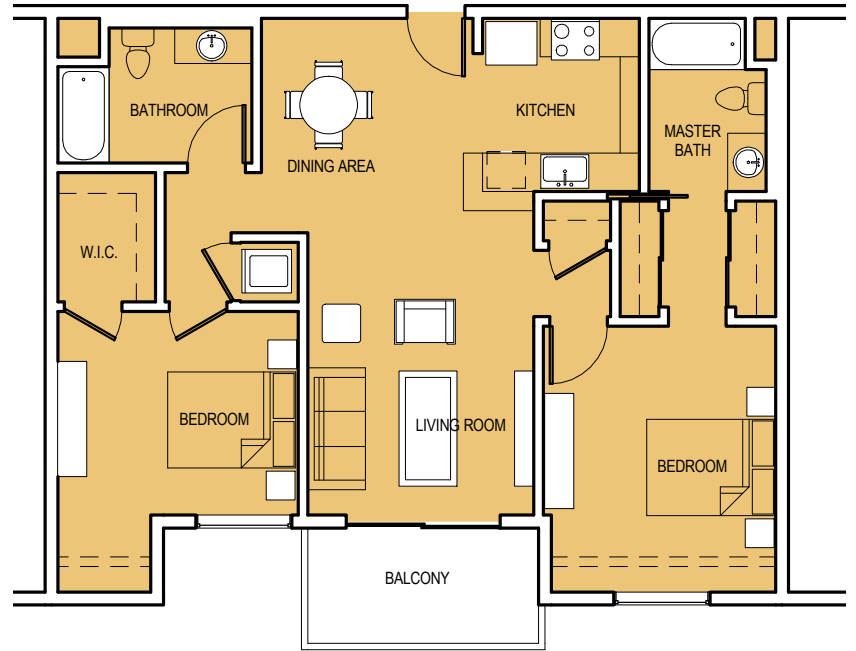








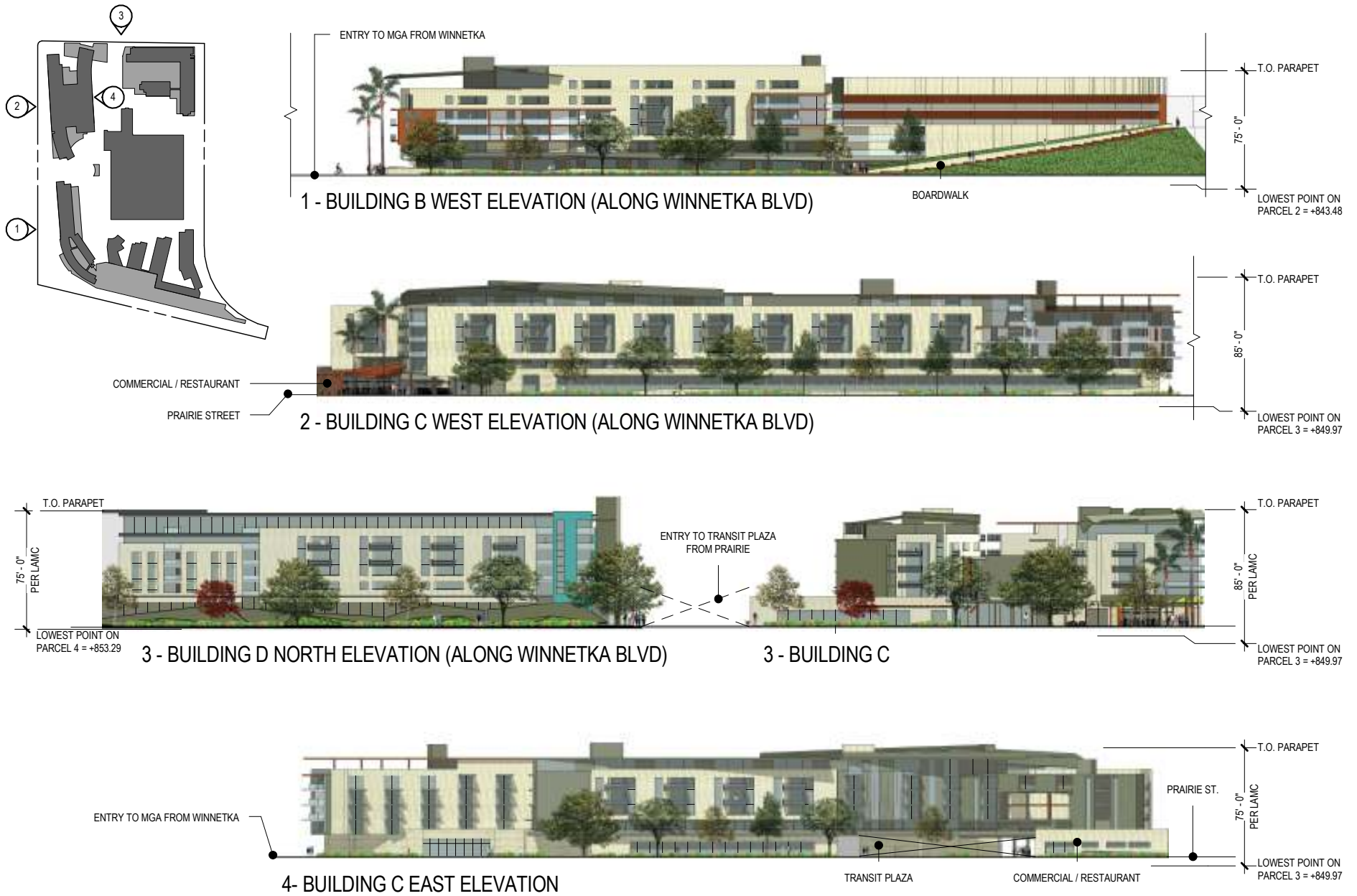
Typical 1 Bedroom



Typical 2 Bedroom



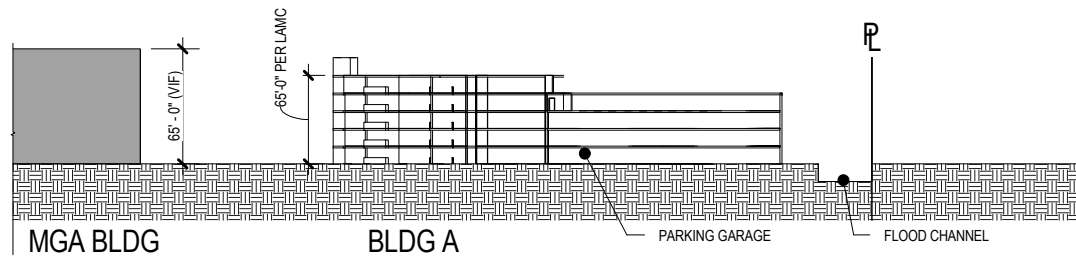
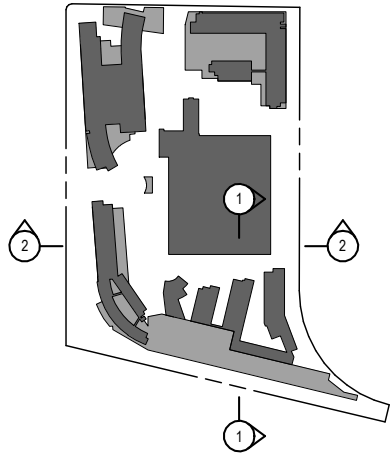
Typical 3 Bedroom



SOURCE: Killefer Flammang Architects, 2014

MGA Mixed-Use Campus Project ■

Figure II-11
Project Elevations

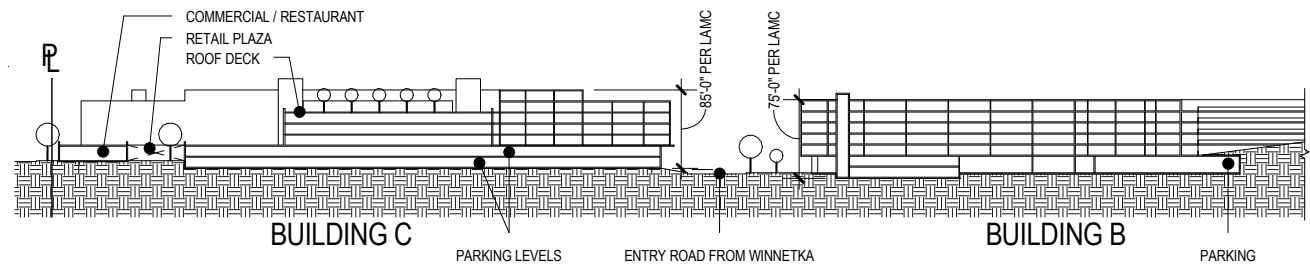
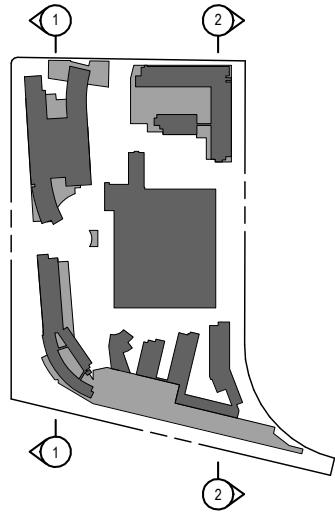


1 - North / South Section

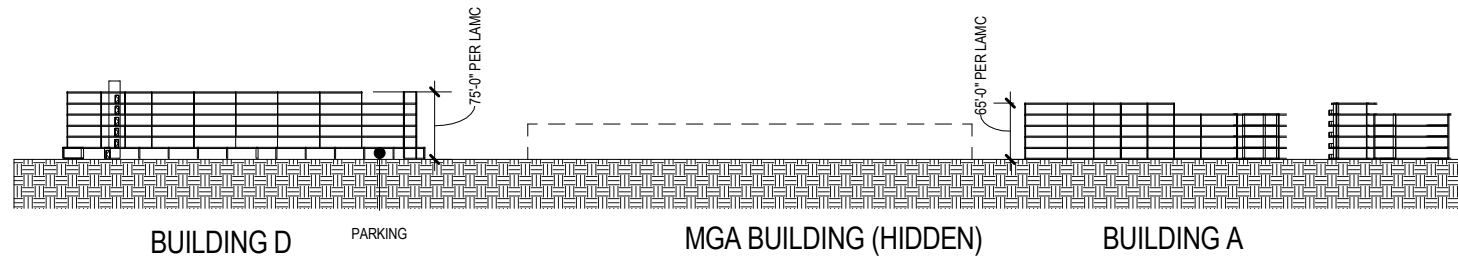
SCALE - 1:160



2 - East / West Section



1 - North / South Section
SCALE - 1:160



2 - North / South Section
SCALE - 1:160



SOURCE: Killefer Flammang Architects, 2014

MGA Mixed-Use Campus Project ■

Figure II-13
Conceptual Landscape Plan

Parking

Los Angeles Municipal Code (LAMC) Section 13.15 authorizes the City to establish a special Modified Parking Requirement District (MPR District) for unique properties at least 5 acres in size). The proposed project includes a mix of residential, commercial and light industrial uses with various shared amenities across the 23.6-acre site. As such, the Applicant proposes an MPR District to allow for appropriately tailored, demand-based parking ratios and shared parking usage throughout the project.

Four levels of structured parking would serve Buildings A, B and D and five levels of structured parking would serve Building C. Specifically, one four-level structure would serve the MGA headquarters and Buildings A and B in the southern portion of the site. This structure would also serve to buffer residential units in Building A, and the interior of the site, from the adjacent Southern Pacific rail line, and would provide a total of 849 spaces. The five-level structure serving Building C would provide 353 spaces. Parking for Building D would provide 265 spaces in a four-level structure. A total 1,467 spaces would be provided for the project. Bicycle amenities will also be provided including 859 bicycle spaces, on-site service/repair and parts station, shared bicycle program, and showers for commercial employees.

Sustainability Features

Effective January 1, 2011, new construction was required to meet California Green Building Code (CALGreen). The project will exceed CALGreen standards where possible and be built to meet US Green Building Council Leadership in Energy and Environmental Design (LEED) Silver equivalency standards for Building Design and New Construction and for Homes. The mix of uses, design concept and size of the site will afford many opportunities to incorporate sustainable features and strategies. At a minimum, on-site sustainability features that will be incorporated into the project, include a 500 kW solar photovoltaic system on the roof of the corporate headquarters (presuming adequate roof load), energy conservation, water conservation, construction waste diversion, stormwater drainage that meets City of Los Angeles Low Impact Development (LID) standards, roof gardens, native planting and shading strategies that would be employed throughout the site.

The proposed project would also include private transit shuttle service for employees and residents via two fixed-routes with 30-minute headways during peak periods. These shuttles would serve two major regional transit centers including the Warner Center and Chatsworth Orange Line Stations and the Northridge Fashion Center and Northridge Metro Stations. Additional transit service to the site may include modification of the existing Northridge DASH route and Metro bus route 243. A Transportation Demand Management (TDM) (e.g., vanpool, bicycle trust, alternative work arrangements) strategy would also be implemented to further reduce vehicle trips.

Project Construction

Total construction time is estimated to be 30 months including tenant improvements and renovations of the MGA headquarters building, demolition of existing structures, clearing of site debris, excavation, site preparation, foundation, new building erection, exterior treatments and finishing. Demolition and site preparation are estimated to take two months with approximately 38,000 cubic yards of excavated material (15,000 cubic yards to be hauled off-site for disposal). Haul route disposal would likely occur via the Ventura Freeway (US-101) via Winnetka Avenue, approximately 5.0 miles to the south; via the San Diego Freeway (I-405) via Nordhoff Street,

approximately 5.7 miles to the east; and/or the Simi Valley Freeway (CA-118), via De Soto Avenue approximately 3.5 miles to the north/northwest.

The first year of full project occupancy is anticipated to be 2018.

C. DISCRETIONARY ACTIONS AND APPROVALS

This EIR addresses the environmental impacts of the proposed project that could occur upon approval of the following actions by the City of Los Angeles:

1. GENERAL PLAN AMENDMENT PURSUANT TO LAMC SECTION 12.32 E to revise the land use designation in the Chatsworth-Porter Ranch Community Plan from Industrial - Light to Industrial - Commercial for the entire subject site.
2. VESTING TRACT MAP for condominium purposes PURSUANT TO LAMC SECTION 17.50 to subdivide the site into five or more legal lots.
3. ZONE CHANGE TO CHANGE THE ZONE FROM MR2-1 and P-1 TO CM-1 PURSUANT TO LAMC SECTION 12.32F to allow a mix of uses including light industrial, corporate office, residential and neighborhood serving retail and restaurant.
4. CONDITIONAL USE PERMIT(s) (CUP) PURSUANT TO LAMC SECTION 12.24 to permit the following:
 - On-site Child Care Facility/Nursery School in the CM Zone, primarily serving the children of on-site employees (Section 12.24W.51);
 - Sale of Alcohol Beverages for on and off-site consumption (Section 12.24W.1)
5. PURSUANT TO LAMC SECTION 16.05, the Applicant requests that the decision-maker make the appropriate SITE PLAN REVIEW findings.
6. Pursuant to various sections of Los Angeles Municipal Code, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building and tenant improvements.
7. Permits as needed to cross the City-owned flood control channel to provide access from Winnetka Avenue.
8. Water Supply Assessment from Los Angeles Department of Water and Power (LADWP); approved September 2, 2014.
9. Modified Parking Requirement District (MPR) pursuant to LAMC Section 13.15 to establish special, demand-based parking ratios for the project and to allow for shared parking between commercial and residential uses.
10. Potential Development Agreement with the City of Los Angeles.

D. PROJECT OBJECTIVES

The primary objectives for the MGA North Campus mixed-use project are as follows:

- To transform the existing underutilized site into a vibrant mixed-use urban campus that integrates housing and employment with an abundance of amenities and open space.
- To creatively reuse/repurpose the former Los Angeles Times printing facility as a corporate headquarters, while serving as a significant employer in the Chatsworth-Porter Ranch Community Plan area, and greater San Fernando Valley.
- To facilitate a reduction in trips and vehicle miles traveled and promote multi-modal transportation options by providing mixed uses, a Transit Plaza, an on-site transit “concierge” and a private shuttle to connect with service to local transit destinations.
- To provide rental housing in response to demand, including MGA employees, (thereby fulfilling objectives of the Housing Element of the General Plan).
- Adopt hybrid Industrial - Commercial land use designation and zoning to allow mixed-use campus that preserves (clean) industrial use on the site and complements, and provides a transition to, surrounding land uses.
- To provide a sustainable development consistent with the principles of smart growth and LEED standards including sustainable design features, renewable energy, mixed uses, LID stormwater controls and other features.

E. CUMULATIVE DEVELOPMENT

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present and reasonably foreseeable future projects. Both CEQA and CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines Section 15130(b), “the discussion of cumulative impacts shall reflect the severity of the impacts, and their likelihood of occurrence, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone.”

According to Section 15355 of the CEQA Guidelines:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”*

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the Proposed Project are cumulatively considerable within the context of impacts caused by other past, present, or future projects. Cumulative impacts are discussed within each issue area. CEQA Guidelines [Section 15130(d)] allow for two methods for reviewing cumulative development:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or greenhouse gas reduction plan. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

For purposes of the traffic and (traffic related) analysis, a list of related projects in the area was compiled (see **Table III.J-8** and **Figure III.J-3** in Section III.J, Transportation, Circulation and Parking); in addition, anticipated growth rates for the area were included in the analysis. Other issue areas may consider cumulative impacts at a scale proportionate to the area over which impacts could occur, as many impacts are localized and any cumulative effects would occur only with construction in the immediate vicinity.