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## III.H. LAND USE AND PLANNING

### EXISTING CONDITIONS

#### *ONSITE LAND USES*

The site consists of a 23.6-acre former *Los Angeles Times* printing and distribution facility and is located in the Chatsworth-Porter Ranch community of the City of Los Angeles. It is bound by Winnetka Avenue on the west, Prairie Street on the north, 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 flood control facility and associated easement also runs along the western and southern perimeter of the site. Vehicular access to the site is provided off of Prairie Street. On-site uses include a multi-story (64 feet) building with 255,815 square feet of floor area and associated parking. The project site contains ornamental trees and associated landscaping typical to most light industrial and business-park developments located in urban settings. The location of the project site is shown in **Figure II-1, Project Location**.

#### *SURROUNDING LAND USES*

The surrounding area is urbanized and contains a mixture of residential, commercial-retail and institutional uses typical of the San Fernando Valley. Institutional, commercial, and retail uses are located to the north, east, and west. Residential neighborhoods are located approximately one-quarter-mile to the north and south of the project site. An active Southern Pacific Railroad right of way is located along the southern boundary of the project site.

#### *REGULATORY SETTING*

Land use and future development on the project site are guided by a range of land use and building regulations, including federal and state air quality regulations, City of Los Angeles Building and Safety Code regulations, City of Los Angeles Planning and Zoning Code regulations, and regulatory land use plans and guidelines associated with the City of Los Angeles General Plan, including the Chatsworth-Porter Ranch Community Plan.

California state law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. The General Plan must identify the need and methods for coordinating community development activities among all units of government; it must establish the community's capacity to respond to problems and opportunities; and it must provide a basis for subsequent planning efforts.

The following descriptions present the zoning designations and relevant General Plan policies that govern the project site.

### **Zoning**

#### *Project Site*

Most of the project site (970,104 square feet) is currently zoned MR2-1 (Restricted Light Industrial Zone), while 57,815 square feet along Winnetka Avenue zoned P-1 (Automobile Parking Zone). The Chatsworth-Porter Ranch Community Plan General Plan designation is

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Industrial - Light (with corresponding zones of MR2 and M2). See **Figures III.H-1** and **III.H-2** for the existing zoning and land use designations on the project site and immediate vicinity.

The City of Los Angeles Planning and Zoning Code includes standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Section 12.18 of the Planning and Zoning Code identifies the following permitted uses under the MR2-1 zone: any use permitted under the MR-1 zone (which includes various manufacturing of products, software development, media-related products), plus uses such as aircraft factory, and lumber yards. The maximum allowable stories and height under the MR2-1 zoning designations is unlimited.<sup>1</sup> The P-1 zoning designation allows surface parking and below grade parking that does not block views. The existing former LA Times printing facility occupies approximately 255,815 square feet and is surrounded by surface parking, a few smaller ancillary structures and landscaping.

The City of Los Angeles has three State Enterprise Zones (SEZs). The project site is located within the West San Fernando Valley Area of the Los Angeles State Enterprise Zones (expansion area approved May 2010). Under SEZs, businesses can take advantage of State tax credits and deductions not available to businesses elsewhere. The goal of the incentives is to stimulate business attraction, growth, and increased employment opportunities within economically challenged areas of the City by lowering operating costs. SEZ incentives include hiring credits, sales and use tax credits, business property expense deductions and tax free loan interest for qualifying lenders. Los Angeles City also offers local incentives such as, LADWP rate discounts, sewer facility hookup payment plans, Work Opportunity Tax Credits, and reduced parking requirements.

The Los Angeles SEZ was designated by the State on October 15, 2006, and is valid through October 15, 2021.

#### *Surrounding Uses and Zones*

Surrounding zoning designations include RS-1 (Suburban Zone), (Q1) C4-1 (Commercial Zone) & P-1, MR2-1, P-1, and PF-1XL (Public Facilities Zone). As noted above, the surrounding uses are a mixture of light industrial, commercial, and retail uses with residential located about one-quarter mile to the north and south. The dominant zoning within the surrounding area is MR2-1.

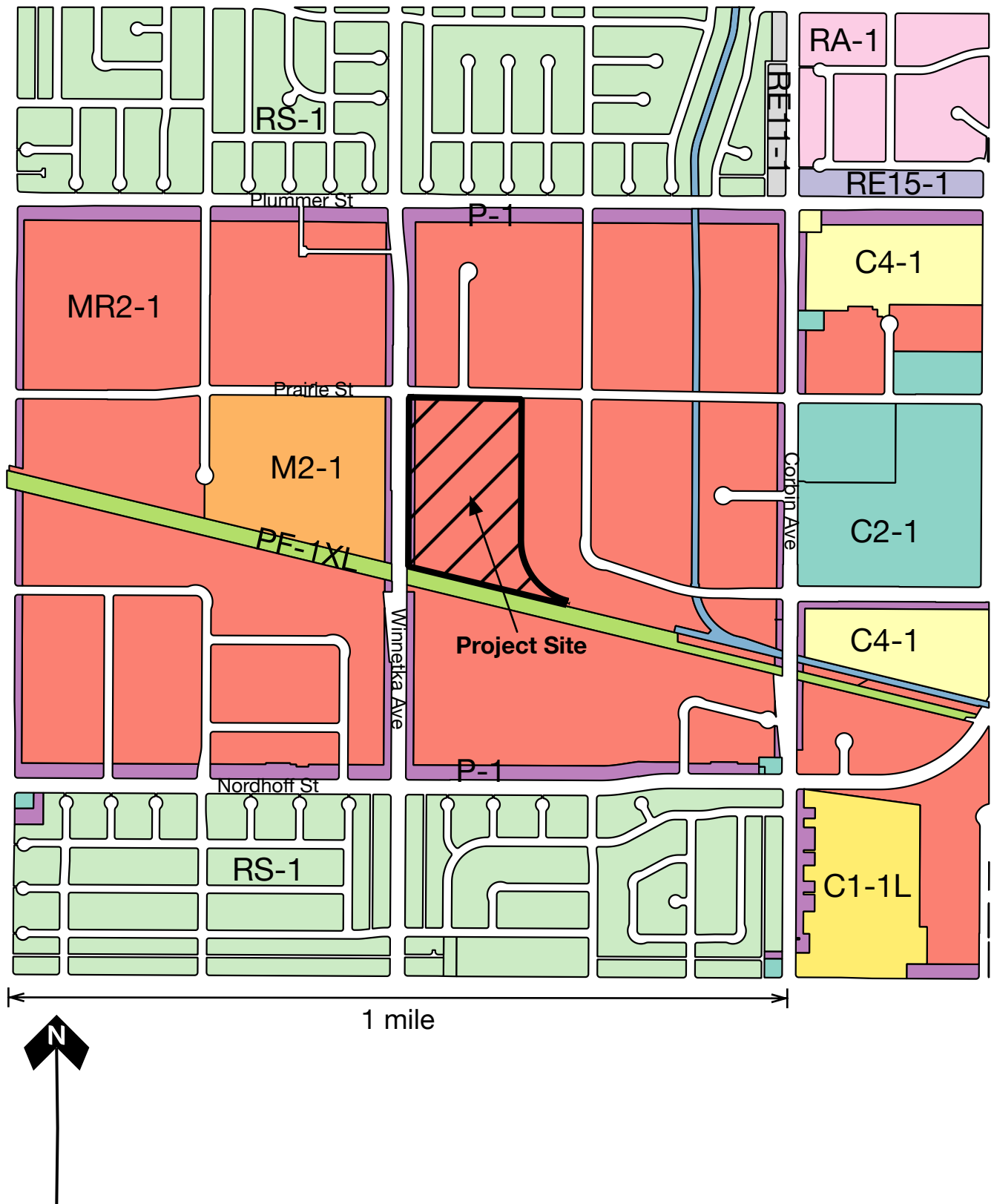
#### **General Plan**

The General Plan is the basic planning document of a city or county and acts as a “blueprint” for development. Every city and county must adopt a general plan with seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. Depending on the community’s location, general plans also contain special topics, including local coastal plans, waste management, hazardous waste, seismic hazards, floodplain management, and airport land use.

The City of Los Angeles General Plan is a comprehensive, long-term declaration of purposes, policies and programs for the development of the City of Los Angeles. It sets forth goals, objectives and programs to provide a guideline for day-to-day land use policies and to meet the

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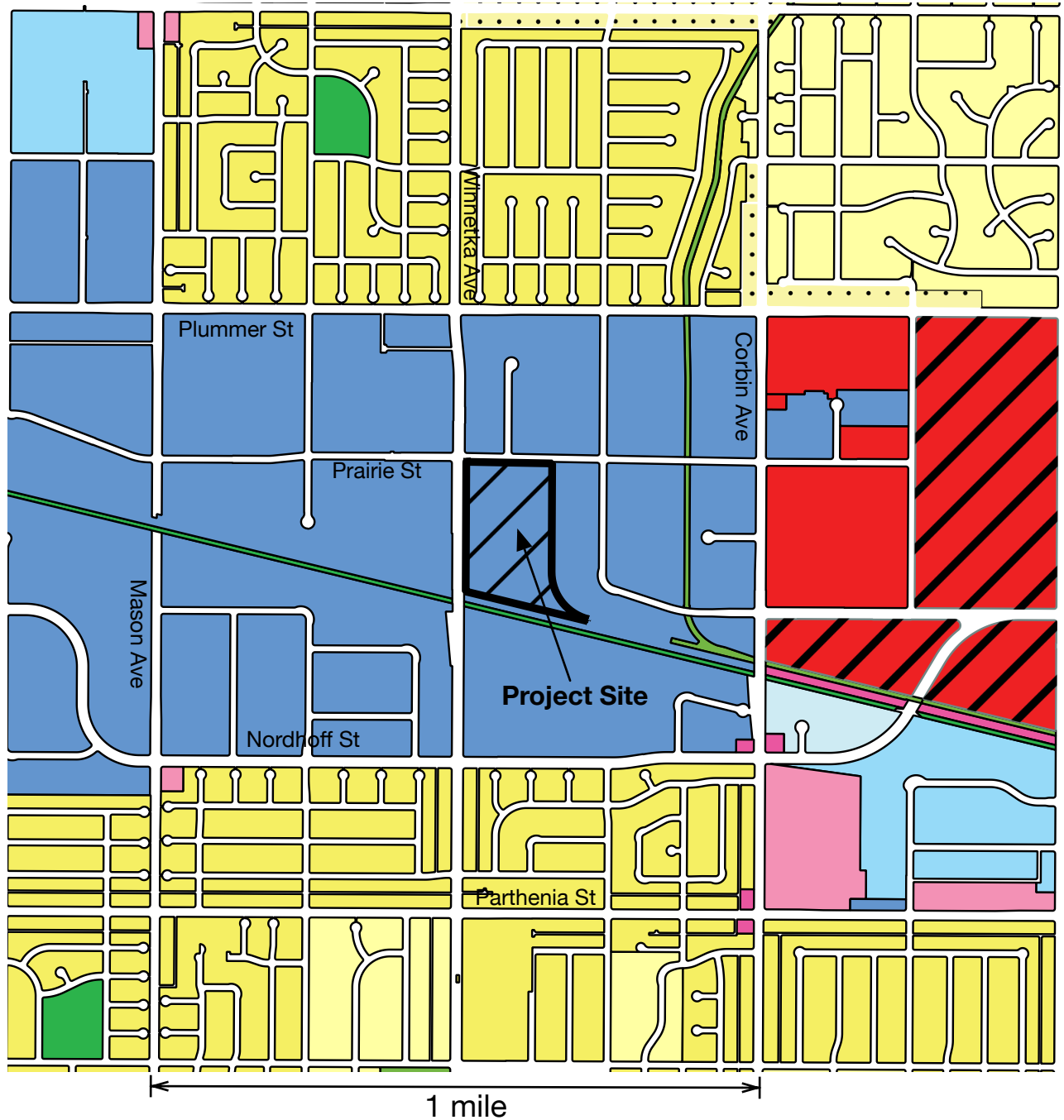
<sup>1</sup> Source: <http://90032.org/docs/la-zoning-regulations.pdf>, accessed March 16, 2014.
















SOURCE: ZIMAS, 2014

MGA Mixed-Use Campus Project ■

**Figure III.H-1**  
Existing Zoning



- |   |   |  |
|---|---|--|
|  Industrial - Commercial     |  |  Neighborhood Office Commercial |
|  Community Commercial        |   |  Open Space                     |
|  Highway Oriented Commercial |   |  Public Facilities              |
|  Industrial - Light          |   |  Regional Center Commercial     |
|  Industrial - Limited        |   |  Very Low I Residential         |
|  Low I Residential           |   |  Very Low II Residential        |

existing and future needs and desires of the community, while integrating a range of state-mandated elements including Transportation, Noise, Safety, Housing, Open Space, and Conservation. The City of Los Angeles General Plan includes 35 community Plans in place of a land use element. It also includes the General Plan Framework, a comprehensive, long-range document containing purposes, policies and programs for the development of the City of Los Angeles.

The City of Los Angeles General Plan includes the following additional 11 elements:

- Air Quality Element
- Historic Preservation and Cultural Resources Element
- Noise Element
- Urban Form and Neighborhood Design Element
- Housing Element
- Infrastructure Systems Element
- Public Facilities and Service Systems Element
- Safety Element
- Transportation Element
- Open Space and Conservation Element

The Framework Element establishes the conceptual basis for the General Plan of the City. The Land Use Element consists of 35 community plans and the Airport and Harbor Plans.

#### *City of Los Angeles General Plan Framework Element*

The City of Los Angeles General Plan Framework (GPF) (adopted in December 11, 1996; re-adopted August 8, 2001) is a special purpose element of the General Plan that establishes the vision for the future of the city by establishing development policy at a citywide level and within a citywide context. The GPF provides a generalized representation of the City's long-range land use, defines citywide policies related to growth and sets forth an estimate of population and employment growth to the year 2010 that can be used to guide the planning of infrastructure and public services. The GPF determines the most effective distribution of growth in relation to environmental and economic goals and serves as the subregional input to the Southern California Association of Governments Regional Transportation Plan (RTP), 2012. The GPF provides a context for cooperative planning between the City of Los Angeles, adjacent cities and the County of Los Angeles and, along with the Air Quality and Transportation Elements, ensures conformity between the City's General Plan and the RTP and the Regional Air Quality Management Plan (AQMP), 2012.

The GPF establishes the broad overall policy and direction for the entire General Plan. It is a discretionary element of the General Plan, which looks to the future and provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan's other Elements -- including the Community Plans which collectively comprise the Land Use Element. The Framework also provides guidance for the preparation of related General Plan implementation measures including specific plans, ordinances, or programs, including the City's Capital Improvement Program.

The GPF sets forth a range of policies in the areas of land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services. These policies are implemented by the community plan

and other General Plan Elements and, since the community plan is the implementation vehicle for the GPF, consistency with the community plan would indicate consistency with the GPF.

#### *Chatsworth-Porter Ranch Community Plan*

In place of a Land Use Element, the City of Los Angeles includes community plans that establish policy and standards for each of the 35 geographic areas in the City. As such, the community plans are oriented toward specific geographic areas of the city, defining locally the General Plan's more general citywide policies and programs. The Chatsworth-Porter Ranch Community Plan<sup>2</sup> addresses the general land use guidelines that affect the project site and the surrounding area. The Community Plan designates the project site as Industrial - Light (which allows industrial uses with low impact on surrounding development, commercial uses that support industrial uses, and other similar uses). The following shows land use designations and corresponding zones:

<b>Land Use Designation</b>	<b>Corresponding Zone</b>
Industrial - Light	MR2, M2
Industrial – Limited	CM, MR1, M1
Industrial – Commercial	CM, P

The Community Plan promotes an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

Applicable goals and policies from the Community Plan and project consistency with those goals and policies are provided in the impact analysis in **Table IV.H-2**.

#### **Regional Plans**

##### *Congestion Management Program (CMP)*

As the Congestion Management Agency for Los Angeles County, Metro is responsible for implementing the CMP. On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County.<sup>3</sup> The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP. Elements of the CMP include Highway and Roadway System monitoring, multi-modal system performance analysis, the Transportation Demand Management Program, the Land Use Analysis Program and local conformance for all the county's jurisdictions.

<sup>2</sup> Chatsworth-Porter Ranch Community Plan, adopted April 2, 2003.

<sup>3</sup> Los Angeles County Metropolitan Transportation Authority, *2010 Congestion Management Program*, Congestion Management Program website, [http://www.metro.net/projects/congestion\\_mgmt\\_pgm/](http://www.metro.net/projects/congestion_mgmt_pgm/), accessed October 30, 2013.

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### *Regional Transportation Plan, Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is a Joint Powers Agency established under California Government Code Section 6502 et seq. Designated by the federal government as the region's Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA), it is mandated to prepare and periodically update a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). In order to obtain federal and state funding, actions by local transportation agencies must be consistent with an adopted RTP that is in conformance with air quality requirements.

The SCAG region encompasses six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. These counties, an area of 38,000 square miles, have a combined population of approximately 22 million. For planning purposes this area is divided into 14 subregions. The project site is located within the City of Los Angeles subregion. The SCAG 2012-2035 RTP presents the transportation and overall land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties.<sup>4</sup>

The 2012-2035 RTP identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. Transportation projects being constructed within the SCAG region must be listed in the 2012-2035 RTP. The SCS portion of the 2012 – 2035 RTP presents an overall land use concept for the region with increasing focus on densification of urban areas and development around transit stations and increased focus on use of transit and active transportation.

### *South Coast Air Quality Management District Air Quality Management Plan*

The project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAQMD Air Quality Management Plan (AQMP) sets forth an attainment program based on projected population growth and air quality management and control measures. The SCAQMD is responsible for compliance with federal and state Air Quality Plans in the Los Angeles County area. In conjunction with SCAG, the SCAQMD is responsible for establishing a comprehensive program to achieve federal and state air quality standards. The AQMP is incorporated into the State Implementation Program (SIP), which constitutes all AQMPs prepared by all air quality management districts in the state. The SIP is the State's plan for compliance with state and federal air quality standards. The AQMP is further discussed in Section III.B, Air Quality.

### *Integrated Regional Water Management Plan of Greater Los Angeles County*

The Greater Los Angeles County Region, comprised of 5 sub-regions, spans from Ventura County to Orange County, including portions of both, and from the coastline to the San Gabriel Mountains. The area represents over 2,200 square miles. The Integrated Regional Water

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<sup>4</sup> Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy*, RTP/SCS website, <http://rtpscsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>, accessed October 30, 2013.

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Management Plan (IRWMP) promotes an integrated, multi-benefit, inter-regional approach to regional water management and planning. Objectives and planning targets for the year 2026 (together with an analysis of project consistency) are presented in the impact discussion in **Table III.H-5:**

### **Habitat Conservation Plans/Natural Communities Conservation Plans**

The proposed project is not located within an existing or proposed habitat conservation plan or natural communities conservation plan.

## **ENVIRONMENTAL IMPACT**

### *THRESHOLD OF SIGNIFICANCE*

The analysis of land use impacts considers both the consistency of the project with adopted plans and policies governing land use on the project site and the compatibility of proposed uses with adjacent land uses. The City of Los Angeles California Environmental Quality Act (CEQA) Thresholds Guide provides guidance concerning the nature of land use impacts and calls for determining significance in accordance with the individual circumstances of each project on a case-by-case basis. Consideration is given to a number of factors including the extent an area would be impacted, the nature and degree of impacts, and the type of land uses within that area; the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and the number, degree and type of secondary impacts to surrounding land uses.

Therefore, for the purposes of the proposed project, a significant impact associated with land use compatibility is considered to occur under the following conditions:

### *CEQA*

- Physically divide an established community.
- 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.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

### *City of Los Angeles CEQA Guidelines*

- The proposal would be substantially inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- The proposal would be substantially inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.
- The project would result in the division, disruption or isolation of an existing established community or neighborhood.



The analysis must consider the following:

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

## PROJECT IMPACTS

### Proposed Land Uses

The proposed project would re-purpose the former *Los Angeles Times* printing and distribution facility and build a corporate and residential mixed-use development totaling 1,212,515 million square feet of floor area. The project would consist of three components: (1) adaptive re-use and rehabilitation of the existing (255,815 square foot) light industrial/office building for MGA headquarters (light industrial and office space) and new leased creative office space (43,000 square feet); (2) development of 700 rental housing units in four main residential buildings with extensive shared recreational campus amenities; and (3) 14,000 square feet of retail/restaurant uses at the corner of Winnetka Avenue and Prairie Street. 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. An ancillary (vacant) single-story 5,500 square foot service garage would be demolished to accommodate the project. 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 a City of Los Angeles flood control channel to provide a driveway from the street into the property. A driveway (with turnaround) would also be provided on Prairie Street and would provide transit access (shuttle service).

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.

**Table II-1** identifies proposed uses on the site. **Figure II-2** shows the site plan. The following summarizes the proposed land uses included in the mixed-use development:

#### *Office and Creative Space Uses*

The existing 255,815 square foot building would be converted to the MGA Corporate Headquarters including office and creative space, possibly including limited assembly, production and showroom space. The Interior configuration and floor distribution of the building is not yet known, but the total usable floor area would not exceed the current total floor area of the structure. Approximately 43,000 square feet of the eastern portion of this building would be internally subdivided for lease to multiple creative office tenants. A 5,500 square foot day care facility/nursery school and a 7,150 square foot employee cafeteria would also be provided in the

building. In addition, an on-site bicycle service/repair and parts station and showers for employees would also be provided.

### *Residential Uses*

The proposed project would 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 is 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 parking structure. A clubhouse and gym 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 podium). A gym and community room 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 open-air, landscaped campus amphitheater area (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 podium) would surround a residential parking structure in the northwest portion of the Site. A pool, community room and 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” (described above) 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 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.

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### Retail & Restaurant Uses

A total of 11,000 square feet of ancillary, campus and neighborhood serving retail uses are proposed, while some 3,000 square feet of restaurant uses would be developed. The total retail/restaurant square footage is proposed to be 14,000 and would be located on-site at the corner of Winnetka Avenue and Prairie Street.

### Open Space Uses

Extensive outdoor patio space, a significant water feature and landscaping are proposed for the existing 255,815 square foot building. Employees would have access to multiple campus amenities, including a pool and clubhouse located atop the shared parking structure located along the southern perimeter of the site. 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.

### Automobile and Bicycle Parking and Transit Services/Transportation Demand Management

A total of 1,467 automobile parking spaces would be provided for the project. Up to five levels of structured parking would be provided. One structure proposed to serve the MGA headquarters and Buildings A and B in the southern portion of the site would provide a total of 849 spaces. The structure serving Building C would provide 353 spaces, while Building D would provide 265 parking spaces. Bicycle amenities would also be provided including 274 bicycle parking spaces. 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 Chatsworth Orange Line Stations.. A Transportation Demand Management (TDM) (e.g., vanpool, bicycle trust, alternative work arrangements) strategy would also be implemented to further reduce vehicle trips.

## **Consistency With Zoning, General Plan Elements And Other Local And Regional Plans**

### Zoning

The majority of the site is zoned MR2-1 and allows any use permitted under the MR-1 zone (e.g., manufacturing of products, software development, media-related products) and uses such as aircraft manufacturing, and lumber yards. The proposed corporate office and creative space uses are permitted under the MR2-1 designation. However, the proposed residential, retail, restaurant and day care uses are not currently permitted under this designation. The proposed project includes a Zone Change from the MR2-1 designation to a Commercial Manufacturing (CM-1) designation to allow a mix of uses including light industrial, residential, and neighborhood serving retail and restaurant, and a General Plan Amendment from Industrial - Light to Industrial - Commercial.

The project proposes the construction of four new buildings ranging in height from 65 to 85 feet. Neither the MR2-1 nor the CM-1 zone/height district includes height limitations.

The existing on-site floor area ratio (FAR) is less than 0.25. The proposed FAR would be less than 1.22.

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The project site also includes a zoning designation of P-1, which allows surface parking, and below grade parking that does not block views.

The project includes a Modified Parking Requirement District (MPR) to allow shared parking for commercial and residential uses. In addition, reduced parking requirements for an Enterprise Zone would also apply to the site (e.g., the provision of four bicycle parking spaces would reduce the need for one automobile parking space). The proposed project would provide a total of 1,467 automobile parking spaces to serve the on-site uses. These would be distributed throughout the site in three locations within up to five levels of structured parking (see above for description of parking space locations and totals and **III.K Transportation and Circulation**). The proposed parking supply would satisfy both the existing and proposed zoning designation requirements. Parking would be screened by the proposed new buildings and would buffer the proposed residential areas.

A Conditional Use Permit would be required to allow the childcare facility/nursery school and the sale of alcoholic beverages associated with the retail/restaurant uses.

Preservation of industrial land has been an important land use strategy employed by the City to retain, support and grow the local employment base. Consistent with this policy, the proposed General Plan Amendment and Zone Change to Industrial – Commercial (the land use designation) and Commercial Manufacturing (zoning) would enable preservation of the existing LA Times building for light industrial, creative and corporate office uses while also permitting an ancillary residential multi-family housing component. Preservation of the project's employment related uses coupled with on-site housing would establish a unique, integrated, mixed-use campus type project. By providing employees the opportunity to live on-site and utilize shared recreational amenities in a campus style environment, the proposed General Plan Amendment and Zone Change would help retain and attract highly desirable, creative-sector jobs to the San Fernando Valley. Thus, the proposed General Plan Amendment and Zone Change to allow re-use of the Los Angeles times building for light industrial/creative and corporate office functions, coupled with ancillary housing designed to complement and support the Project's main employment uses would reduce any potential impacts resulting from the loss of more restrictive "Light Industrial" designated land to a less than significant level.

### *General Plan Elements*

#### City of Los Angeles General Plan Framework

The General Plan Framework (GPF) is the first component of the Comprehensive General Plan. The GPF provides a generalized representation of the City's long-range land use and defines citywide policies related to growth. It includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The Chatsworth-Porter Ranch Community Plan and the General Plan Elements implement the GPF. Consistency with these elements also determines consistency with the GPF. Objectives in the GPF that are pertinent to the Chatsworth-Porter Ranch Community Plan and relevant to the project are described below in **Table III.H-1**.

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
<p><b>Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City’s long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</b></p> <p><u>Objective 3.1:</u> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p> <p><i>Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment would allow development of a project that clusters employment opportunities in direct proximity to housing and retail/restaurant options. The project’s multi-family housing component would provide employees who work on-site (or in a nearby office complex) the option to live within walking or biking distance to their place of employment. The integrated development would reduce vehicular trips by offering both MGA employees and residents access to shared on-site recreational and exercise related amenities, as well as to multiple retail and restaurant options. The project both preserves industrial land for employment generating uses – while at the same time strategically locating housing near a job center to reduce traffic congestion and greenhouse gas emissions.</p>
<p><i>Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City’s population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.</i></p>	<p><b>Consistent.</b> The project is infill development proposed for an already developed area; as a result, there is adequate public infrastructure in place to support for the project. In addition, the project is being fully analyzed as part of this CEQA document, and all pertinent City departments will have an opportunity to comment on the Project, and request any conditions intended to ensure adequate infrastructure provision, prior to any approval. This analysis will allow the City to ensure that adequate infrastructure exists to accommodate the Campus Project prior to project implementation.</p>
<p><i>Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. The opportunities</i></p>	<p><b>Consistent.</b> The project would provide extensive and varied open space options throughout the site, in excess of LAMC requirements, including multiple pocket parks and “village green” areas. An exercise path would line the</p>

<b>TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT</b>	
<b>Recommendation</b>	<b>Analysis of Project Consistency</b>
<p><i>may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.</i></p>	<p>perimeter of the site with a separate “dog-park” located on the southwest corner of the site. A dense collection of trees will be retained south of the MGA building to mitigate solar heat along the southern façade and to provide a soft, natural walking path for employees and project residents.</p>
<p><i>Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment would allow development of a project that clusters employment opportunities in direct proximity to housing and retail/restaurant options. The project would be consistent with existing commercial and industrial uses on the site and is therefore consistent with the Long-Range Land Use Diagram, and the proposed General Plan Amendment would allow the provision of compatible residential use and retail on the site.</p>
<p><i>Policy 3.1.5: Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is not reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impact of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element’s Environmental Impact Report.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment would maintain light industrial land use. The commercial and industrial uses on the site would remain and would be complemented by compatible residential uses creating a campus use. The proposed General Plan Amendment would not result in an overall reduction in housing capacity; instead, the Proposed General Plan Amendment would allow for additional housing on an underutilized property without the removal of any existing housing. The proposed General Plan Amendment is also being analyzed pursuant to the California Environmental Quality Act, consistent with this Policy.</p>
<p><u>Objective 3.2:</u> 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><i>Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.</i></p>	<p><b>Consistent.</b> The GPA would allow for an integrated development that combines employment, housing and recreation as part of a single, unified campus environment. The MGA light industrial and corporate office facilities would be used by approximately 250 MGA employees; the 43,000 square feet of leased creative office space would be expected to accommodate a further 143 employees. MGA would provide incentives for its employees to live on site – reducing daily and peak hour vehicular trips as well as overall Vehicle Miles Traveled (“VMT”). Project amenities such as a child care facility, cafeteria and convenient retail and restaurant options will be provided to further discourage MGA employees from driving off-site. The spatial distribution of uses within a single campus development would reduce overall vehicular trips and VMT by enabling employees and residents to eat, shop and recreate within the campus.</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
	In furtherance of Framework Land Use Objective 3.2, the Applicant would fund an on-site shuttle service to transport employees and residents to and from key regional transit and employment destinations, such as nearby Metro Orange Line stations and Warner Center. The privately funded shuttle service coupled with a comprehensive bicycle program would collectively promote multi-modal transportation usage and further decrease VMT.
<i>Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.</i>	<b>Consistent.</b> As encouraged by the Community Plan, the project’s employment uses would be governed by a strict Transportation Demand Management Program (“TDM”) designed to encourage alternate modes of transportation and to reduce vehicular trips. The TDM would include ample short and long term bicycle parking and bicycle amenities, including on-site service/repair and parts station, shared bicycle program, and showers for commercial employees. Walking trails and pocket parks would also be provided to enhance pedestrian use of the site.
<i>Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City’s stable residential neighborhoods and enhance the character of commercial and industrial districts.</i>	<b>Consistent.</b> The project would site new development in an underutilized area and would supply multi-family housing stock in a manner protective of existing single-family neighborhoods. The housing proposed as part of the project would integrate proposed industrial and commercial uses on the site to create compatible uses and a campus environment. The project is located approximately 1,300 feet from the nearest residential property, and therefore would not disrupt the stability of any residential community. Moreover, the project would have a compatible mix of uses, high quality building design and substantial on-site open space that would enhance the character of the overall commercial and industrial area.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City’s neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.  <i>Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus</i>	<b>Consistent.</b> The project would site new development in an underutilized area and will supply multi-family housing stock in a manner protective of existing single family neighborhoods located more than 1,300 feet from the project site. The proposed project will integrate industrial and commercial uses with multi-family units on the site to create compatible uses, reduced VMT and an integrated campus environment. The Site is located off Winnetka Avenue – a major thoroughfare in the Chatsworth Community Plan area. Project residents and workers will be connected to transit through an on-site shuttle service. The diverse mix of compatible uses and articulated buildings would enhance the character and design of the surrounding area.

<b>TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT</b>	
<b>Recommendation</b>	<b>Analysis of Project Consistency</b>
<p><i>transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.</i></p>	
<p><i>Policy 3.4.2: Encourage new industrial development in areas traditionally planned for such proposed generally in accordance with the Framework Long-Range Land Use Diagram and as specifically shown on the community plans.</i></p>	<p><b>Consistent.</b> The proposed project would enhance the existing industrial area. The proposed project site currently hosts industrial uses but in a vastly underutilized property dominated by surface parking. The proposed project would allow for productive industrial and commercial use of the site, and will maintain the site's industrial and commercial character. The requested Industrial - Commercial General Plan designation would promote the Community Plan's call for "more flexible zoning" to accommodate "new technological industries." In furtherance of this goal, the project would include 43,000 square feet within the former LA Times printing facility specifically designated for new "creative office" and incubator business uses. Employees of these creative businesses are expected to desire living accommodations located near their place of employment and enhanced public transportation options to be provided by the project. The project's residential component, shuttle service and bicycle facilities would enable employees of the creative businesses to work on-site and reduce reliance on their automobiles.</p>
<p><b>Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.</b></p> <p><u>Objective 3.7:</u> Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the resident's quality of life can be maintained or improved.</p> <p><i>Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5, Urban Form and Neighborhood Design.</i></p>	<p><b>Consistent.</b> The Industrial – Commercial land use designation and Commercial Manufacturing zoning would allow development of 700 residential apartment units. The proposed density is below the approximately 1,284 units that could be developed under R3 density (1 unit per 800 square feet of lot area) allowed in the CM zone.</p> <p>Development of the project's multi-family units would provide housing options for employees who work on-site or in nearby office complexes. The residential units would be comprised of 304 one-bedroom, 372 two-bedroom and 24 three-bedroom units. The preponderance of smaller one and two bedroom market rate units would provide a more affordable housing product type (as compared to larger, three bedroom units) approved and developed within the project area. The project's on-site open space would provide recreational infrastructure and amenities to accommodate campus residents and workers. Overall, the project's residential component would provide a jobs/housing balance within the Plan area, and would reduce overall VMT by providing employees housing choices within close proximity to an employment center.</p> <p>The proposed project would be also consistent with</p>



TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
	Chapter 5, Urban Form and Neighborhood Design, as explained below.
<p><b>Goal 3J: Industrial Growth that provides job opportunities for the City’s residents and maintains the City’s fiscal viability.</b></p> <p><u>Objective 3.14:</u> Provide land and supporting services for the retention of existing and attraction of new industries.</p> <p><u>Policy 3.14.2:</u> Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable “themed” sectors.</p>	<p><b>Consistent.</b> The MGA light industrial and corporate headquarters and 43,000 square feet of creative office space would be the centerpiece of the project. Residential, recreational and commercial uses will be developed on-site with the intent to support the main MGA facility. Shared use of walking trails, exercise facilities on-site pocket parks and an outdoor amphitheater would integrate MGA employees and project residents into a single campus environment. The design of the project’s four main residential buildings would relate to the rehabilitated MGA building for the purpose of creating a consistent architecture theme throughout the Campus Project.</p> <p>The requested Industrial - Commercial General Plan designation also promotes the Community Plan’s call for “more flexible zoning” to accommodate “new technological industries.” In furtherance of this goal, the Campus Project includes 43,000 square feet within the former LA Times printing facility specifically designated for new “creative office” and incubator business uses. Employees of these creative businesses are expected to desire living accommodations located near their place of employment and enhanced public transportation options to be provided by the project. The Campus Project’s residential component, shuttle service and robust bicycle facilities would enable employees of the creative businesses to work on-site and reduce reliance on their automobiles.</p>
<p><i>Policy 3.14.4 – Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.</i></p>	<p><b>Consistent.</b> Preservation of industrial land remains an important Citywide policy objective. The proposed General Plan Amendment from Industrial – Light to Industrial – Commercial would retain the site’s underlying industrial character, allowing adaptive re-use of an existing structure for approximately 400 light industrial, corporate office and creative office jobs. As a more flexible industrial designation, Industrial - Commercial would allow development of ancillary residential and retail/restaurant uses that directly support and relate to the Campus Project’s employment base. On-site shared amenities, recreational facilities, transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility.</p> <p>Re-designating the site to Industrial - Commercial would be appropriate given that commercial and residential land uses have recently been introduced into the immediate vicinity. The eastern portion of the Chatsworth industrial district, where the site is located, is no longer predominantly industrial in character. Office and business</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
	<p>park uses are located immediately to the north and east of the Site. A 165,000 square foot Pacific Movie Theater and restaurant entertainment complex (approved by variance in 1996) was developed along Winnetka Avenue – directly across the street from the Site. A General Plan Amendment was also approved in 2004 to convert the nearby block bounded by Corbin to the west, Prairie to the north, Shirley to the east and Nordhoff to the South from Industrial – Light to Industrial - Commercial. This Plan amendment led to development of a 135,000 square foot Lowes Improvement store at the corner of Corbin Avenue and Nordhoff Street. The City also approved a mixed-use development on the adjacent lot consisting of 617 residential condominiums and 20,475 square feet of retail and restaurant uses. The “Village” development at the corner of Corbin and Prairie approved in 2007 consisting of 240 senior apartment units, 148 condominiums and 35 assisted living units recently completed construction, further altering the area’s character. In addition, a 368 residential unit project with 15,000 square feet of ground floor retail uses (approved roughly 2000 feet northeast of the Site at the corner of Corbin Avenue and Plummer Street) is currently under construction. Thus, re-designating the site from Industrial - Light to Industrial - Commercial would be consistent with the changed character of this portion of the Community Plan area, and would preserve the industrial character of the Site while allowing for ancillary and supporting residential and commercial uses.</p> <p>Moreover, the project’s adaptive re-use and rehabilitation of the existing LA Times printing facility for MGA’s light industrial and corporate office use would establish a new employment center for a growing San Fernando Valley business in this portion of the Community Plan area. The facility would accommodate 400 jobs while enabling employees to recreate, shop and eat on-site. Residential uses would be developed on the perimeter of the Site in three main buildings to complement the campuses’ main light industrial building. The proposed 700 apartment units are expected to attract MGA employees and workers from nearby office complexes who desire to live in closer proximity to their place of employment.</p>
<p><i>Policy 3.14.6 – Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:</i></p> <p><i>a. Where it can be demonstrated that the existing parcelization precludes effective</i></p>	<p><b>Consistent.</b> The Proposed General Plan Amendment and related actions are consistent with the following criteria of Policy 3.14.6:</p> <p><i>Where the conversion of industrial lands to an alternate use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas.</i></p>

<b>TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT</b>	
<b>Recommendation</b>	<b>Analysis of Project Consistency</b>
<p><i>use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;</i></p> <p><i>b. Where the size and/or configuration of assembled parcels are insufficient to accommodate viable industrial development;</i></p> <p><i>c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;</i></p> <p><i>d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;</i></p> <p><i>e. Where the conversion of industrial lands to an alternate use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;</i></p> <p><i>f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses.</i></p> <p><i>g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts;</i></p> <p><i>h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.</i></p>	<p>The GPA would not create a fragmented pattern of disjointed land uses, in contravention of General Plan land use policy. To the contrary, re-designating the site to Industrial - Commercial would be appropriate given that commercial and residential land uses have recently been introduced into the immediate vicinity. The eastern portion of the Chatsworth industrial district, where the Site is located, is no longer predominantly industrial in character. Office and business park uses are located immediately to the north and east of the Site. A 165,000 square foot Pacific Movie Theater and restaurant entertainment complex (approved by variance in 1996) was developed along Winnetka Avenue – directly across the street from the Site. A General Plan Amendment was also approved in 2004 to convert the nearby block bounded by Corbin to the west, Prairie to the north, Shirley to the east and Nordhoff to the South from “Light Manufacturing” to “Community Commercial.” This Plan amendment led to development of a 135,000 square foot Lowes Improvement store at the corner of Corbin Avenue and Nordhoff Street. The City also approved mixed-use developments with residential components within the vicinity of the Site. Thus, re-designating the site from Industrial - Light to Industrial - Commercial would be consistent with the changed character of this portion of the Community Plan area, and would not create a fragmented pattern of disjointed land uses.</p> <p><i>Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses.</i></p> <p>The project would locate new development in an underutilized area and would supply multi-family housing stock in a manner that would not impact existing single-family neighborhoods. The housing proposed as part of the project would integrate proposed industrial and commercial uses on the site to create compatible uses and a campus environment. This design would protect existing neighborhoods and enhance the character and design of the overall commercial and industrial area.</p> <p><i>Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts.</i></p> <p>Re-designating the site to Industrial - Commercial would also not impede the City's ability to attract a jobs base or adversely impact adjacent uses, as cautioned against by the Framework Element. Importantly, adaptive re-use and</p>

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Recommendation	Analysis of Project Consistency
	<p>rehabilitation of the existing LA Times printing facility for MGA's light industrial and corporate office use would establish a new employment center for a growing San Fernando Valley business in this portion of the Community Plan area. The facility would accommodate approximately 400 while enabling employees to recreate, shop and eat on-site. Residential uses would be developed on the perimeter of the site in three main buildings to complement the campuses' main light industrial building. The proposed 700 apartment units are expected to attract MGA employees and workers from nearby office complexes who desire to live in closer proximity to their place of employment. Thus, as opposed to creating land use conflicts, the development will function as an integrated, cohesive campus environment where employees and residents share recreation, transportation and community facilities.</p> <p>The requested Industrial - Commercial Plan designation would promote more flexible zoning to accommodate new technological industries. In furtherance of this goal, the project includes 43,000 square feet within the former LA Times printing facility specifically designated for new "creative office" and incubator business uses. Employees of these creative businesses are expected to desire living accommodations located near their place of employment and enhanced public transportation options to be provided by the project. The project's residential component, shuttle service and robust bicycle facilities will enable employees of the creative businesses to work on-site and reduce reliance on their automobiles.</p>
<p><b>Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</b></p> <p><b>Objective 4.1:</b> Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.</p> <p><b>Policy 4.1.1:</b> <i>Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.</i></p>	<p><b>Consistent.</b> The Industrial – Commercial land use designation and Commercial Manufacturing zoning would allow development of 700 residential apartment units. The proposed density is below the approximately 1,284 units that could be developed under R3 density (1 unit per 800 square feet of lot area) allowed in the CM zone.</p> <p>Development of the project's multi-family units would provide housing options for employees who work on-site or in nearby office complexes. The residential units would be comprised of 304 one-bedroom, 372 two-bedroom and 24 three-bedroom units. The preponderance of smaller one and two bedroom market rate units will ensure a more affordable housing product type (as compared to larger, three bedroom units) approved and developed within the Plan area. Overall, the Campus Project's residential component promotes a healthy jobs/housing balance within the Plan area, and reduces overall VMT by providing employees housing choices within close proximity to an employment center.</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
<p><b>Goal 5A: A livable city for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.</b></p> <p><u>Objective 5.9:</u> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p> <p><i>Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.</i></p>	<p><b>Consistent.</b> The project would accommodate approximately 400 MGA and creative office jobs while enabling employees to recreate, shop and eat on-site. Residential uses would be developed on the perimeter of the Site in three main buildings to complement the campuses' main light industrial building. The proposed 700 apartment would include recreation, transportation opportunities and access, and community facilities, and would create a 24-hour presence on site to encourage community participation and deter crime. The site will include commercial uses such as shops and cafes that encourage activity after hours. The design of the campus as a whole would also deter crime through clearly defined outdoor spaces integrated throughout the campus with lit walkways, careful parking design, and other features to help ensure safety of residents, employees, and visitors.</p>
<p><i>Policy 5.9.2: Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible.</i></p>	<p><b>Consistent.</b> The facility would accommodate approximately 400 MGA and creative office jobs while enabling employees to recreate, shop and eat on-site. Residential uses would be developed on the perimeter of the site in three main buildings to complement the campus' main light industrial building. The proposed 700 apartments would include recreation, transportation opportunities and access, and community facilities, and would create a 24-hour presence on site to encourage community participation and deter crime. The site would include commercial uses such as shops and cafes that encourage activity after hours. The design of the campus as a whole would also deter crime through lit walkways, careful parking design, and other features to help ensure safety of residents, employees, and visitors.</p>
<p><b>Goal 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment by other land uses.</b></p> <p><u>Objective 6.1:</u> Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and</p>	<p><b>Consistent.</b> The project would provide extensive and varied open space options throughout the previously developed 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. A dense collection of trees would be retained south of the MGA building to mitigate solar heat along the southern façade and to provide a soft, natural walking path for employees and project residents. Overall, the project would provide significantly more open</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
<p>maintenance of each component of the City's natural resources to contribute to the sustainability of the region.</p> <p><i>Policy 6.1.6: Consider preservation of private land open space to the maximum extent feasible. In area where open space values determine the character of the community, development should occur with special consideration of these characteristics.</i></p>	<p>space than required by the LAMC, consistent with Framework Goal 6A.</p>
<p>Objective 6.4: Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.</p> <p><i>Policy 6.4.4: Consider open space as an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.</i></p> <p><i>Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.</i></p>	<p><b>Consistent.</b> The project would provide extensive and varied open space options throughout the 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. A dense collection of trees would be retained south of the MGA building to mitigate solar heat along the southern façade and to provide a soft, natural walking path for employees and project residents. Moreover, certain project open space areas would be accessible to the public such as the outdoor amphitheater, which would provide a venue for community events and local entertainment.</p>
<p><i>Policy 6.4.8: Maximize the use of existing open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</i></p> <p><i>a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.</i></p> <p><i>b. Encourage the improvement of open space, both on public and private property,</i></p>	<p><b>Consistent.</b> The project would include various shared recreational amenities for use by MGA employees and residents, including a playground, learning center, patio cafes and day care facility. An outdoor amphitheater (with projection screen) is proposed near the MGA corporate facility for employee meetings, social gatherings and a defined number of annual community events. Extensive and varied open space would be provided throughout the 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.</p> <p>Open space and recreational facilities provided for the residential buildings would exceed LAMC requirements of</p>

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Recommendation	Analysis of Project Consistency
<p><i>as opportunities arise. Such places may include the dedication of “unbuildable” areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.</i></p>	<p>100 square feet per one-bedroom unit, 125 square feet for two-bedroom unit and 150 square feet for three-bedroom unit. In total, 219,500 square feet of open space would be incorporated into and around the four residential buildings including: (i) two community rooms, (ii) open courtyards, (iii) 21,000 square feet of private open space/balconies, (iv) 129,000 square feet of common open space and (v) seven roof decks including 29,500 square feet plus a 32,000 square foot roof deck garden on the fifth floor of Building A.</p> <p>MGA and ancillary creative office employees would also have access to multiple campus amenities, including a pool and clubhouse located atop the shared parking structure on the southern perimeter of the Site. A dense collection of trees will be retained south of the MGA building to mitigate solar heat along the southern façade and to provide a soft, natural walking path for employees and project residents.</p> <p>Thus, shared amenities and ample open space would link the project’s various uses into a cohesive campus environment – in furtherance of the General Plan’s goals for new development.</p>
<p><i>Policy 6.4.9: Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.</i></p>	<p><b>Consistent.</b> The project would include various shared recreational amenities for use by MGA employees and residents, including a playground, learning center, patio cafes and day care facility. An outdoor amphitheater (with projection screen) is proposed near the MGA corporate facility for employee meetings, social gatherings and (potentially) a defined number of annual community events. Extensive and varied open space would be provided throughout the 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.</p> <p>Open space and recreational facilities provided for the residential buildings would exceed LAMC requirements of 100 square feet per one-bedroom unit, 125 square feet for two-bedroom unit and 150 square feet for three-bedroom unit. In total, 219,500 square feet of open space would be incorporated into and around the four residential buildings including: (i) two community rooms, (ii) open courtyards, (iii) 21,000 square feet of private open space/balconies, (iv) 129,000 square feet of common open space and (v) seven roof decks including 29,500 square feet plus a 32,000 square foot roof deck garden on the fifth floor of Building A.</p> <p>MGA and ancillary creative office employees would also have access to multiple campus amenities, including a pool and clubhouse located atop the shared parking structure on the southern perimeter of the site. A dense collection of trees would be retained south of the MGA building to</p>

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Recommendation	Analysis of Project Consistency
	<p>mitigate solar heat along the southern façade and to provide a soft, natural walking path for employees and project residents.</p> <p>Thus, shared amenities and ample open space would link the project’s various uses into a cohesive campus environment – in furtherance of the Community Plan and Open Space Element goals for new development.</p>
<p><b>Goal 7B: A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.</b></p> <p><i>Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</i></p> <p><i>Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.</i></p>	<p><b>Consistent.</b> Public transportation servicing the general area includes the four-mile Chatsworth extension of the Metro Orange Line, with stops along Canoga Avenue at Sherman Way, Roscoe Boulevard, Nordhoff Street and Chatsworth. Each of the four transit stations are between 1.5 and 3 miles from the site. LADOT provides a local DASH shuttle line east of the site (the nearest stop is at the corner of Nordhoff Street and Corbin Avenue). The nearest Metro transit stops are located south of the Site at the corner of Winnetka Avenue and Nordhoff Street (approximately 1,500 feet from the Site) and at Winnetka Avenue and Plummer Street (approximately 1,300 feet from the Site).</p> <p>Consistent with Transportation Element and Community Plan objectives to enhance transit options as part of new development, an on-site “transit plaza” would be a key feature of the project. The transit plaza would augment existing public transportation infrastructure – facilitating easy and convenient access for both MGA employees and residents. A privately funded fixed, peak hour route shuttle will provide service to nearby transit stations and work centers. The shuttle route will be targeted specifically to Warner Center, the Metro Orange Line and the Chatsworth Metrolink Station. In furtherance of Community Plan and Transportation Element goals, the peak hour routes will allow residents and employees to ride shuttles for employment and non-employment related trips, providing connections to train and bus stations at the Pierce College station, the Warner Center Owensmouth Transit Center and the Metro Chatsworth Orange Line/Metrolink Station.</p> <p>The project’s employment uses would be governed by a strict Transportation Demand Management Program (“TDM”) designed to encourage alternate modes of transportation and to reduce vehicular trips. The TDM would include both incentives and disincentives to alter employee travel behavior.</p> <p>The TDM Program would also impose a trip cap on the project based on trip counts collected after (1) full occupancy of the MGA light industrial, corporate office building and (2) occupancy of the MGA facility in addition to 350 residential apartment units. The trip cap would be</p>



TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
	<p>monitored annually to ensure successful implementation and on-going compliance of the project's TDM strategies and requirements.</p> <p>The Community Plan also encourages reduced parking requirements where "transit incentives are implemented and monitored." The project would therefore provide on-site parking consistent with a parking demand study, which identified a maximum peak hour demand of 1334 spaces for the entire project (1,467 spaces would be provided). This demand-based, "right sized" parking program would be established through approval of a Modified Parking District ("MDR"). The MDR would allow for appropriately tailored parking ratios for each specific use as well as shared parking usage throughout the project.</p>
<p><i>Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population while planning new residential neighborhoods or major residential developments.</i></p>	<p><b>Consistent.</b> The project would include convenient retail and restaurant options consistent with this policy. There are also nearby retail facilities along Winnetka Avenue, including a 165,000 square foot Pacific Movie Theater and restaurant entertainment complex that includes Applebee's, Subway, the Habit Burger Grill, Johnny's Pizza, and a coffee shop. A Verizon Wireless store is also currently located in the complex.</p>
<p><i>Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.</i></p>	<p><b>Consistent.</b> Re-designating the site to Industrial - Commercial would be consistent with commercial and residential land uses that have recently been introduced into the immediate vicinity. Office and business park uses are located immediately to the north and east of the Site. A 165,000 square foot Pacific Movie Theater and restaurant entertainment complex (approved by variance in 1996) was developed along Winnetka Avenue – directly across the street from the site. A General Plan Amendment was also approved in 2004 to convert the nearby block bounded by Corbin to the west, Prairie to the north, Shirley to the east and Nordhoff to the South from Industrial - Light to Industrial - Commercial. This General Plan Amendment led to development of a 135,000 square foot Lowes Improvement store at the corner of Corbin Avenue and Nordhoff Street. A mixed-use development was approved on the adjacent lot consisting of 617 residential condominiums and 20,475 square feet of retail and restaurant uses. The recently completed "Village" development at the corner of Corbin and Prairie (approved in 2007) consists of 240 senior apartment units, 148 condominiums and 35 assisted living units. In addition, a 368 residential unit project with 15,000 square feet of ground floor retail uses (approved roughly 2000 feet northeast of the site at the corner of Corbin Avenue and Plummer Street) is currently under construction. Thus, the project's corporate office use would be compatible with</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
	<p>surrounding commercial uses.</p> <p>The project would also include an on-site shuttle system connecting workers with surrounding public transit, including the Orange Line stations located along Canoga.</p>
<p><i>Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment from Industrial - Light to Industrial - Commercial would retain the site's underlying industrial character, allowing adaptive re-use of an existing structure for 400 light industrial, corporate office and creative office jobs. As a more flexible industrial designation under the Community Plan, the Industrial -- Commercial land use designation (and the corresponding CM zone) would also allow development of ancillary residential and retail/restaurant uses that directly support and relate to the project's employment base. On-site shared amenities, recreational facilities, transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility. Thus, the Site's land use designation would remain industrial in character as established by the Community Plan, while permitting greater flexibility to accommodate the campus project's integrated mix of employment, retail and housing related uses.</p>
<p><i>Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.</i></p>	<p><b>Consistent.</b> The requested Industrial - Commercial Plan designation promotes the Community Plan's call for "more flexible zoning" to accommodate "new technological industries." In furtherance of this goal, the project includes 43,000 square feet within the former LA Times printing facility specifically designated for new "creative office" and incubator business uses. Employees of these creative businesses are expected to desire living accommodations located near their place of employment and enhanced public transportation options to be provided by the project. The project's residential component, shuttle service and robust bicycle facilities will enable employees of the creative businesses to work on-site and reduce reliance on their automobiles.</p> <p>Adaptive re-use of the LA Times building would also facilitate the relocation of the MGA corporate headquarters and its employees. Redeveloping the project would accommodate MGA's growing business needs while also providing housing available to employees within the immediate proximity. Consistent with Policy 7.2.11, the project would therefore incentivize MGA – an important local business and key employer – to remain in the San Fernando Valley as opposed to relocating outside of the City.</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
<p><b>Goal 7C: A City with thriving and expanding business.</b></p> <p><i>Objective 7.3: Maintain and enhance the existing businesses in the City.</i></p> <p><i>Policy 7.3.5: Improve the movement of goods and workers to industrial areas.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment from Industrial - Light to Industrial - Commercial would retain the site’s underlying industrial character, allowing adaptive re-use of an existing structure for approximately 400 light industrial, corporate office and creative office jobs (MGA and the leased space). As a more flexible industrial designation, Industrial - Commercial also would allow development of ancillary residential and retail/restaurant uses that directly support and relate to the Campus Project’s employment base. On-site shared amenities, recreational facilities, transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility.</p> <p>In addition, the site is proximate to public transportation and transit stations. Public transportation servicing the general area includes the four-mile Chatsworth extension of the Metro Orange Line, with stops along Canoga Avenue at Sherman Way, Roscoe Boulevard, Nordhoff Street and Chatsworth. Each of the four transit stations are between 1.5 and 3 miles from the Site. LADOT provides a local DASH shuttle line east of the Site (the nearest stop is at the corner of Nordhoff Street and Corbin Avenue). The nearest Metro transit stops are located south of the Site at the corner of Winnetka Avenue and Nordhoff Street (approximately 1,500 feet from the Site) and at Winnetka Avenue and Plummer Street (approximately 1,300 feet from the Site). In addition the project would include shuttle routes for campus residents and employees.</p>
<p><i>Policy 7.3.7: Prioritize the retention and renewal of existing industrial businesses.</i></p>	<p><b>Consistent.</b> MGA, a large employer in the City of Los Angeles, is currently using the proposed project site after its use as a newspaper printing facility was abandoned by the Los Angeles Times. The proposed project, if approved, would become the new corporate headquarters campus for MGA, and would provide MGA the opportunity to consolidate and grow its operations in a state-of-the-art creative campus facility. In addition, adaptive re-use of the LA Times facility will allow for 43,000 square feet of creative office/incubator business space. This will help attract high quality jobs and desirable creative sector employment opportunities to the San Fernando Valley.</p>
<p><b>Goal 7D: A City able to attract and maintain new land uses and businesses.</b></p> <p><i>Objective 7.5: Capture a significant share of regional growth in the “targeted” or emerging industries in the City of Los Angeles.</i></p> <p><i>Policy 7.5.1: Identify emerging and pro-</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment from Industrial - Light to Industrial – Commercial would retain the site’s underlying industrial character, allowing adaptive re-use of an existing structure for approximately 400 light industrial, corporate office and creative office jobs (MGA and the leased space). As a more flexible industrial designation, Industrial - Commercial also would allow development of ancillary residential and retail/restaurant uses that directly support and relate to the project’s</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
<p><i>actively clean industries to specifically attract to the City of Los Angeles.</i></p>	<p>employment base. On-site shared amenities, recreational facilities, transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility. This change would allow MGA to not only conduct its commercial and industrial business, but would also make the site attractive to new creative office uses, such as tech start-ups, internet business uses, and entertainment uses that rely primarily on computer technology. These creative office uses offer the City the opportunity to create high-paying, clean tech jobs that improve the quality of life for its citizens.</p>
<p><i>Policy 7.5.3: Strive to provide an industrial business climate that meets the needs of the targeted industries.</i></p> <p><i>Policy 7.5.4: Proactively market Los Angeles to emerging industries to encourage them to locate within the City, with an emphasis on the attraction of environmentally-oriented and “clean” industries.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment from Industrial - Light to Industrial - Commercial would retain the site’s underlying industrial character, allowing adaptive re-use of an existing structure for 400 light industrial, corporate office and creative office jobs. As a more flexible industrial designation, Industrial - Commercial also would allow development of ancillary residential and retail/restaurant uses that directly support and relate to the Campus Project’s employment base. On-site shared amenities, recreational facilities, transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility. This change would allow MGA to not only conduct its commercial and industrial business, but would also make the site attractive to new creative office uses, such as tech start-ups, internet business uses, and entertainment uses that rely primarily on computer technology. These creative office uses offer the City the opportunity to create high-paying, clean tech jobs that improve the quality of life for its citizens.</p>
<p><b>Objective 7.6:</b> Maintain a viable retail base in the City to address changing resident and business shopping needs.</p> <p><i>Policy 7.6.1: Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.</i></p>	<p><b>Consistent.</b> The proposed General Plan Amendment from Industrial - Light to Industrial - Commercial would retain the site’s underlying industrial character, allowing adaptive re-use of an existing structure for approximately 500 light industrial, corporate office and creative office jobs (MGA and leased space). Neighborhood serving retail and restaurant uses would also be provided on site and integrated into the overall Campus environment. These uses would allow project workers and residents to shop and eat on-site thereby reducing vehicular trips.</p>
<p><b>Goal 7F: A fiscally stable City.</b></p> <p><b>Objective 7.8:</b> Maintain and improve municipal service levels throughout the City to support current residents’ quality of life and enable Los Angeles to be competitive when attracting desirable new development.</p>	<p><b>Consistent.</b> The proposed Project would create a mixed-use campus environment, allowing adaptive re-use of an existing structure for 400 light industrial, corporate office and creative office jobs. As a more flexible industrial designation, Industrial - Commercial also would allow development of ancillary residential and retail/restaurant uses that directly support and relate to the Campus</p>

TABLE III.H-1 PROJECT CONSISTENCY WITH APPLICABLE POLICIES OF THE GENERAL PLAN FRAMEWORK ELEMENT	
Recommendation	Analysis of Project Consistency
<p><i>Policy 7.8.3: Encourage mixed-use development projects, which include revenue generating retail, to offset the fiscal costs associated with residential development.</i></p>	<p>Project's employment base. On-site shared amenities including daycare, recreational facilities, and transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility.</p> <p>Redevelopment of the Site would upgrade existing facilities, provide new usable and high quality open space and generate tax revenue that would benefit the City's fiscal stability in furtherance of Objective 7.8.</p>

As shown in **Table III.H-1**, the proposed project would be consistent with the applicable objectives of the GPF and would accommodate a diversity of uses by providing residential, office, retail and restaurant uses in a pedestrian-friendly development. It would also include amenities for both residents and employees and would be located in close proximity to various public transportation opportunities, as well as provide a transit connection via shuttle. The General Plan designation of Industrial - Light, which allows uses with low impact on surrounding uses, commercial uses that support industrial uses, and other uses, as determined by the community plan, is not entirely consistent with the proposed uses. A designation of Commercial would be more appropriate and correspond with a zoning designation of Industrial - Commercial and would allow greater development flexibility and accommodate the proposed project's light industrial, office, residential, and retail and restaurant uses, while ensuring consistency with the community plan. This would require a General Plan re-designation (amendment) from its current designation of Industrial - Light to Industrial - Commercial and would ensure that development is uniform and logical for the project area. Once approved, the proposed development would be consistent with the General Plan land use designation as uses would be consistent with the Industrial - Commercial designation of the site. This is a less than significant impact related to General Plan consistency.

Chatsworth-Porter Ranch Community Plan

The proposed project would include a General Plan Amendment changing the current Plan designation of the site. Specifically, the proposed project would include an amendment to the Chatsworth-Porter Ranch Community Plan from Industrial - Light to Industrial - Commercial. The Plan Amendment cannot be approved without findings that the project is consistent with good zoning practice and the City's Planning and Zoning Code, as well as with the General Plan. The requested Plan Amendment would be consistent with the Chatsworth-Porter Ranch Community Plan as well as the surrounding area. The proposed uses would be consistent with the surrounding area and which are currently present either adjacent to or within the immediate vicinity. These include retail and restaurant uses located immediately to the west of the site along Winnetka Avenue, office and commercial located to the north and east and residential located to the north and south.

The Chatsworth-Porter Ranch Community Plan contains objectives that would be applicable to the proposed project. **Table III.H-2** assesses the extent to which the proposed project supports these objectives and policies of the Community Plan.

TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
<p><i>Objective 2: To designate lands in quantities and at densities, at appropriate locations, for the various private uses; and to designate the need for public facilities and the general locations thereof, as required to accommodate population and activities projected to the year 2010.</i></p>	<p><b>Consistent.</b> The proposed project would include a mix of land uses that are largely compatible with the existing and proposed land use designations and would also assist the community plan in accommodating its population projections.</p> <p>The project would include substantial open space and recreational amenities that would be available for private and public use. This includes village green areas and an on-site amphitheater that would provide a local entertainment venue.</p>
<p><i>Objective 3: To make provisions for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</i></p>	<p><b>Consistent.</b> The proposed project includes the construction of a mix of high quality residential uses including apartments. The residential units will offer housing units for on-site MGA and creative office employees allowing local workers to walk and bike to work. The project's balanced mix of studio, one and two bedroom units will allow diverse housing choices for residents who desire a live/work type environment.</p>
<p><i>Objective 4: To promote economic well-being and public convenience through:</i></p> <ul style="list-style-type: none"> <li><i>a. allocating and distributing commercial lands for retail, service, and other facilities in quantities and patterns based on Los Angeles City Planning Department accepted planning principles and standards.</i></li> <li><i>b. designating lands for industrial development that can be used without detriment to adjacent uses of other types, and imposing such restrictions on the types and intensities of industrial uses as are necessary to this purpose.</i></li> </ul>	<p><b>Consistent.</b> The proposed project includes a mix of commercial uses, including retail and restaurant and office that would serve and compliment on-site uses (including residents and employees) and the surrounding area. There are existing retail and restaurant and commercial uses located immediately to the west and north of the project site. The proposed Zone Change and General Plan Amendment would not adversely affect the adjacent land uses located to the east and south. These uses are light industrial in nature and land uses proposed by the project would not preclude or hinder their existing or future operations since they do not include incompatible or restrictive uses. Sensitive uses such as the residential component would be screened from adjacent light industrial uses.</p>
<p><i>Objective 5: To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development. To encourage open space and parks in both local neighborhoods and in high density areas.</i></p>	<p><b>Consistent.</b> The provision of public services and utilities for the proposed project would be a condition of approval for the project and would be identified and provided in consultation with various City of Los Angeles Departments or utility providers and planned to ensure compatibility with planned and projected area needs. The proposed project includes private open space and recreational/exercise amenities that would serve residents and employees of the project site. These amenities include walking paths, a dog park, exercise areas and gym, and park and playground.</p>

TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
<p><i>Objective 6: To make provisions for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</i></p>	<p><b>Consistent.</b> The proposed project is located adjacent to Winnetka Avenue, a major arterial street designed to accommodate traffic volumes consistent with the land use and zoning designations of the area and those proposed by the project (i.e., Industrial - Commercial and Commercial Manufacturing). The southern portion of the project is located adjacent to an active Southern Pacific Railroad right-of-way and is designated by the Community Plan as a Metropolitan Transportation Authority railroad right-of-way.</p>
<p><i>Objective 7: To encourage open space for recreational uses and to promote the preservation of views, natural character and topography of mountainous parts of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.</i></p>	<p><b>Consistent.</b> The project would include various shared recreational amenities for use by MGA employees and residents, including a playground, learning center, patio cafes and day care facility. An outdoor amphitheater (with projection screen) is proposed near the MGA corporate facility for employee meetings, social gatherings and (potentially) a defined number of annual community events. Extensive and varied open space would be provided throughout the 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.</p> <p>Open space and recreational facilities provided for the residential buildings would exceed LAMC requirements of 100 square feet per one-bedroom unit, 125 square feet for two-bedroom unit and 150 square feet for three-bedroom unit. In total, 219,500 square feet of open space would be incorporated into and around the four residential buildings including: (i) two community rooms, (ii) open courtyards, (iii) 21,000 square feet of private open space/balconies, (iv) 129,000 square feet of common open space and (v) seven roof decks including 29,500 square feet plus a 32,000 square foot roof deck garden on the fifth floor of Building A.</p> <p>MGA and ancillary creative office employees would also have access to multiple campus amenities, including a pool and clubhouse located atop the shared parking structure on the southern perimeter of the site. A dense collection of trees would be retained south of the MGA building to mitigate solar heat along the southern façade and to provide a soft, natural walking path for employees and project residents.</p> <p>The project would have an FAR of approximately 1.22:1 which is below the currently allowable FAR of 1.5:1, allowing for greater distribution of density and open space.</p> <p>Thus, shared amenities and ample open space would</p>

TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
	link the project's various uses into a cohesive campus environment – in furtherance of the Community Plan and Open Space Element goals for new development.
<p><i>Objective 8: To improve jobs/housing balance in the Community by providing more affordable housing opportunities for employees currently working in the Community's industrial areas;</i></p>	<p><b>Consistent.</b> The proposed project would include the provision of 700 high quality residential units mostly comprised of 1 bedroom (304 units) and 2 bedrooms (372), while the remainder would include 3 bedrooms (24 units). The mix of land uses proposed (e.g., commercial, office, retail and restaurant) and the Project shuttle service would provide a unique opportunity for employees to live and work on-site and utilize public transit, thereby reducing (or even eliminating) commuting related costs. Siting jobs proximate to housing with substantial on-site open space and recreational amenities reduces the jobs/housing imbalance while at the same time achieving environmental benefits such as fewer vehicular trips and reduced VMT and GHG emissions.</p>
<p><i>Commerce Standards and Criteria</i></p> <p><i>The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas in this Plan are adequate to meet the needs of the projected population to the year 2010, as computed by the following standards:</i></p> <p><i>1. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience-type commercial areas;</i></p> <p><i>2. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses. Without effective transportation demand management strategies, such as carpool and vanpool or transit, off-street parking should be provided at a ratio of one parking space per 300 gross square feet of building. Surface parking areas shall be located between commercial and residential uses, where appropriate, to provide a buffer, and shall be separated from residential uses by means of a wall and/or landscaped setback. (Map Footnote No. 8)</i></p> <p><i>Features</i></p> <p><i>The Plan provides approximately 620 acres of commercial land and related parking</i></p>	<p><b>Consistent.</b> The commercial uses proposed on-site would largely serve employees and residents of the project site, but some additional patronage would be expected from adjacent land uses and would assist the community plan in achieving this objective.</p> <p>Proposed on-site commercial uses are not intended to be community or business district oriented or include service uses or specialized commercial uses. Off-street parking would be provided to satisfy demand and would take advantage of shared parking use offered by the Campus environment. In total, 1,467 spaces would be provided (which exceeds the expected demand for the project's combination of corporate office, creative office, residential and neighborhood serving retail uses. Moreover, bicycle parking spaces and a shuttle service would also be included on-site to encourage alternate means of transportation. The commercial and residential areas would be buffered from the parking areas by landscaping.</p> <p>The proposed project would include a mix of uses intended to serve on-site employees and residents, although some patronage by adjacent uses would be expected. The site is not intended to serve as a focal point for shopping, civic and social activities for the community, although it would contain a limited number of retail and restaurant and office uses.</p> <p>Medium density apartments are proposed by the project and would not be constructed within the Chatsworth Business District or commercial designations along</p>



TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
<p><i>uses. The Chatsworth Business District, Northridge Fashion Center and the Porter Ranch Regional Center will serve as focal points for shopping, civic and social activities for the Community. These commercial areas should contain professional offices, department stores, restaurants and entertainment facilities.</i></p> <p><i>Medium and low-medium density apartments are proposed to be located near the Chatsworth Business District. Commercial designations along Devonshire Street and Topanga Canyon Boulevard within the Chatsworth Business District are limited in accordance with CPC 84-598 ZC and the Devonshire/Topanga Corridor Specific Plan, CPC 89-0031 SP. (Map Footnote No. 9)</i></p> <p><i>The Plan indicates the presence of several highway-oriented commercial facilities located throughout Chatsworth. It is a policy of the Plan that existing Highway-Oriented Commercial sites should not be expanded. Marginal or temporary commercial uses in designated industrial areas will be phased out as industrial development takes place.</i></p>	<p>Devonshire Street or Topanga Canyon Boulevard.</p> <p>The proposed mixed-use development would not be developed as a highway-oriented commercial use. Retail and restaurant and commercial uses are intended to serve on-site employees and residents, although some patronage by adjacent land uses would be expected.</p>
<p><b>Housing Standards and Criteria</b></p> <p><i>The intensity of planned land use in the Plan and the density of the population which can be accommodated thereon shall be limited in accordance with the following criteria:</i></p> <ol style="list-style-type: none"> <li><i>1. The adequacy of the existing and potential street circulation system, both within the area and in the peripheral areas;</i></li> <li><i>2. The availability of sewer, drainage facilities, fire protection services and facilities, and other public utilities;</i></li> <li><i>3. The steepness of the topography of the various parts of the area and the suitability of the geology of the area for development shall be guided by the following:</i></li> </ol> <p><i>In areas designated for Minimum density housing, the dwelling unit density shall not exceed that allowed by the slope density ordinance (LAMC Section 17.05 C). Hillside</i></p>	<p><b>Consistent.</b> A combination of street improvements, new transit service, transportation demand management (TDM) measures and site design features would be required as part of the proposed project and would address existing and potential street circulation issues. These improvements would reduce impacts to less than significant levels.</p> <p>As a condition of approval, the proposed project would be required to provide utilities and services capable of meeting existing and future demand. The project will satisfy fire protection services.</p> <p>The proposed project is not located on a hillside or slope and would not be subject to a hillside ordinance. As part of project approvals, a geotechnical analysis would be required to ensure that structures and facilities that are proposed can be constructed and would could be safely occupied and used by employees and residents of the site.</p>

TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
<p><i>areas designated Very Low I or Very Low II on the Plan Map which contain limited areas of exceptionally steep topography should be restricted to even lower densities. It is the policy of the Planning Commission that the Deputy Advisory Agency must consider lower densities, including Minimum density, when considering applications for development of such areas. Factors to be considered should include, but not be limited to steepness of slope, amount of grading, soil stability, erosion, land division patterns, vehicular access, etc.</i></p>	
<p><i>Industry Standards and Criteria</i></p> <p><i>Without effective transportation demand management strategies, such as carpool and vanpool or transit, parking should be provided at a ratio of one parking space per 300 gross-feet of floor area of office or industrial uses which are primarily (over 50%) "high-tech" in nature. These uses may include research, development, manufacturing, assembly, repair, testing or high-technology type industries, and service industries, including computer programming, data processing and research laboratories.</i></p> <p><i>On-street parking should be prohibited in industrial areas whenever possible.</i></p> <p><i>The growth of new technological industries, the advent of sophisticated communication systems, and the affinity between office and industrial uses suggest the need for more flexible zoning.</i></p> <p><i>Industrial acreage shown on the Plan should be protected from intrusion by non-industrial uses, except those corridors described above on Nordhoff Street, Topanga Canyon Boulevard, and Lassen Street should allow uses similar to those permitted in the M1 and M2 Zones. In keeping with the low density residential character of the Community, to the extent possible, the Plan proposes preservation of all existing MR zoned lands, and classification of all undeveloped industrial land in the MR1 and MR2 Zones.</i></p>	<p><b>Consistent.</b> A total 1,467 automobile parking spaces would be provided for the project and would satisfy the proposed land uses. In addition, two fixed route private transit shuttles are also proposed that would serve Metro's Warner Center and Chatsworth and Northridge Fashion Center and Northridge Stations. A Transportation Demand Management strategy (e.g., vanpool, bicycle trust, alternative work arrangements) would also be developed to reduce vehicle trips.</p> <p>No on-street parking is proposed by the project.</p> <p>The proposed project's current MR2-1 and P-1 zoning does not currently permit all of the uses proposed on-site and therefore, would require a Zone Change to CM-1 and the creation of a Modified Parking Requirement District. While this change would allow the proposed uses to be implemented and would bring the project into consistency with the new land use designation, it would not be consistent with the Community Plan's specific goal of protecting the M1 and M2 zones from intrusion of non-industrial uses. However, the Plan recognizes that zoning flexibility is needed in order to accommodate the affinity between office and industrial uses. Moreover, the proposed CM zoning would retain the site's underlying industrial character, allowing adaptive re-use of an existing structure for 400 light industrial, corporate office and creative office jobs. As a more flexible industrial designation, Industrial - Commercial also would allow development of ancillary residential and retail/restaurant uses that directly support and relate to the Campus Project's employment base. On-site shared amenities, recreational facilities, transportation and bicycle services would create a synergistic, campus environment centered around the main light industrial and corporate office facility.</p> <p>Re-zoning the site to Commercial Manufacturing would</p>

TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
<p><i>The Plan encourages continued development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the residential character of the north and west San Fernando Valley.</i></p> <p><i>Features: The Plan designates approximately 1,821 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the Community, to the extent possible, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.</i></p>	<p>be consistent with the proposed Industrial – Commercial land use designation and with commercial and residential land uses that have recently been introduced into the immediate vicinity. The eastern portion of the Chatsworth industrial district, where the site is located, is no longer predominantly industrial in character. Office and business park uses are located immediately to the north and east of the site. A 165,000 square foot Pacific Movie Theater and restaurant entertainment complex (approved by variance in 1996) was developed along Winnetka Avenue – directly across the street from the site. A General Plan Amendment and zone change were approved in 2004 to convert the nearby block bounded by Corbin to the west, Prairie to the north, Shirley to the east and Nordhoff to the South from Industrial - Light to Industrial - Commercial. This General Plan Amendment led to development of a 135,000 square foot Lowes Improvement store at the corner of Corbin Avenue and Nordhoff Street.</p> <p>The City also approved a mixed-use development on the adjacent lot consisting of 617 residential condominiums and 20,475 square feet of retail and restaurant uses. The recently completed “Village” development at the corner of Corbin and Prairie (approved in 2007) consisting of 240 senior apartment units, 148 condominiums and 35 assisted living units, further alters the area’s character. In addition, a 368 residential unit project with 15,000 square feet of ground floor retail uses (approximately 2000 feet northeast of the site at the corner of Corbin Avenue and Plummer Street) is currently under construction. Thus, re-zoning the site from MR-2 and P-1 to CM would allow a diverse mix of uses consistent with the changed character of this portion of the Community Plan area. Although the zone change technically converts MR-2 zoned land, on balance, the proposed CM zone change would allow an integrated campus project that supports employment generating uses and advances the more general Community Plan policy of protecting the Chatsworth area’s industrial land base. In addition, re-zoning the 23.6-acre parcel represents a de-minimis 1.2% reduction in the overall total industrial zoned land located within the Community Plan area.</p>
<p><i>Streets and Highways: Railroad Rights-of-Way</i></p> <p><i>4. Encouraging landscaping of the rights-of-way to provide both aesthetic and noise buffers to protect adjacent residential uses;</i></p>	<p>The proposed project would include landscaping and a community dog park and garden adjacent to the City of Los Angeles drainage facility, which parallels the Southern Pacific Railroad right-of-way.</p> <p>Building A which is located along the southwestern portion of the project site would include residential uses.</p>

TABLE III.H-2 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES AND POLICIES OF THE CHATSWORTH-PORTER RANCH COMMUNITY PLAN	
Objective/Policy	Project Consistency
6. Requiring sound buffers (e.g. walls, landscape) adjacent to residential areas.	These uses would be buffered from the Southern Pacific Railroad right-of-way by a four-story parking structure that would help to reduce noise impacts from the operation of existing and future rail service along these tracks.

As described in the consistency comparison in **Table III.H-2**, the proposed project would help achieve the objectives of the Chatsworth-Porter Ranch Community Plan and approval of the Zone Change and General Plan Amendment would reduce impacts to less than significant.

The City of Los Angeles Planning Department's "Do Real Planning" policy document includes 14 principles intended to give planners clear guidelines to shape the future of the city. The principles, listed below, support a vision of a more dense, walkable, and aesthetically pleasing urban landscape.

1. Demand a walkable city. **Consistent:** The project would be pedestrian oriented and includes an internal pedestrian circulation system and retail and restaurant uses that would serve employees and residents of the site. Additional pedestrian-oriented amenities would include walking paths and green area and a community dog park.
2. Offer basic design standards. **Consistent:** The project would be designed to complement the adjacent land uses and would include building articulation and setbacks to provide visual interest to passers by as well as project occupants.
3. Require density around transit. **Consistent:** The proposed project also includes the provision of private transit shuttle service for employees and residents via fixed routes which would serve two major regional transit centers and modification of the existing local DASH and Metro bus service within the immediate area (see above for details).
4. Eliminate department bottlenecks. Not applicable to the project.
5. Advance homes for every income. **Consistent:** The project would include rental sale units of different sizes.
6. Locate jobs near housing. **Consistent:** The mixed-use project would provide both jobs and housing.
7. Produce green buildings. **Consistent:** 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.
8. Landscape in abundance. **Consistent:** Approximately 219,500 square feet of open space would be provided throughout the entire site, including multiple pocket parks and "village green" areas. A community dog park would also be constructed. 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.
9. Arrest visual blight. **Consistent:** The project would provide a mixture of uses characteristic of an urban campus setting in the place of a light industrial use characterized by a large area of surface parking.
10. Neutralize mansionization. Not applicable to the project.
11. Nurture Planning leadership. Not applicable to the project.

12. Identify smart parking requirements. **Consistent:** The project would provide parking determined to be adequate for a project of its scale, mixture of uses and pedestrian and transit orientation.
13. Narrow road widenings. **Consistent:** The inclusion of pedestrian and transit oriented project features in the site design reduces the necessity for additional road widenings as a single means to mitigate the traffic generated as a result of the project. The applicant is proposing a variety of measures to reduce vehicle trips and automobile dependency (see above for details).
14. Give project input early. **Consistent:** The project applicant has been coordinating the entitlement request applications and gathering feedback from City departments early in the project design phase.

The proposed project would support the vision of the “Do Real Planning” principles in that it would locate jobs near existing housing as well as provide residential units on the site. The adaptive re-use and rehabilitation of the existing industrial/office building, light industrial functions and new creative office space; development of 700 rental housing units in four main residential buildings with extensive shared recreational campus amenities; and 14,000 square feet of retail/restaurant integrated into a campus like setting would be consistent with the 14 principles described above.

As described above, a private transit shuttle service for employees and residents is proposed and would include two fixed-routes with 30-minute headways during peak periods and would serve the project site and 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 included to further reduce vehicle trips.

Through the pedestrian oriented site design, the proposed project would integrate jobs, commercial and retail and housing opportunities that would be located near transit and new and existing recreational opportunities (e.g., Vanalden Park, Winnetka Recreation Center), thereby supporting “Do Real Planning” principles. Therefore, the proposed project would result in less than significant impacts related to consistency with the City’s “Do Real Planning principles.

Housing Element of the General Plan

Housing Element objectives most relevant to the proposed project include the development of rental housing and the promotion of housing strategies that enhance neighborhood safety and sustainability. **Table III.H-3** provides a comparison of the project to the relevant goals and policies of the Housing Element.

TABLE III.H-3 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES OF THE HOUSING ELEMENT	
Objectives	Proposed Project
<i>Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected</i>	<b>Consistent.</b> The proposed project would include the development of 700 multi-family apartments. The provision of residential units would assist the City and region in

TABLE III.H-3 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES OF THE HOUSING ELEMENT	
Objectives	Proposed Project
<i>needs.</i>	meeting its housing needs.
<i>Objective 2.1: Promote safety and health within neighborhoods.</i>	<b>Consistent.</b> The proposed mixed-use development would be developed in a manner that considers safety and health. Both the automobile and pedestrian circulation plans have been designed to reduce potential conflicts between autos, bicyclist, and pedestrians. In addition, buildings and common areas, including walking paths and green areas, dog park and other areas would include lighting designed to address safety, while minimizing spillover effects on adjacent or sensitive uses. Security systems, including cameras and personnel would be employed on-site to reduce the potential for crime. It is anticipated that the provision of on-site amenities such as the private gyms, walking paths and green areas, community dog park and garden, and bicycle facilities (parking and repair shop) would promote exercise and health.
<i>Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</i>	<b>Consistent.</b> The proposed project is designed as an integrated sustainable community with employment, housing, neighborhood-serving retail/restaurant and substantial open space and recreational amenities. The project's multi-family residential units would range in rental price. A mix of employment opportunities would also be available on-site and range from professional to service employee and retail sales. Amenities would be varied and include on-site retail/restaurant and also employee and resident-oriented uses such as walking paths, private exercise facilities, community dog park and garden and other such uses. It would also include two private fixed-route shuttles serving local Metro stations (see above for details)
<i>Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.</i>	<b>Consistent.</b> The proposed project would 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.
<i>Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.</i>	<b>Consistent.</b> The proposed project would be consistent with the character and scale of the surrounding land uses, and be built below the allowable 1.5 FAR. This mixed-use development would provide high-quality uses and amenities and is located in an area which already contains light

TABLE III.H-3 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES OF THE HOUSING ELEMENT	
Objectives	Proposed Project
	industrial, commercial and office, retail/restaurant and residential within close proximity to one another. The local Community Plan acknowledges the need for flexibility in existing zoning designations in order to attract high-quality uses that are compatible with its stated goals and objectives. The proposed project would meet these, as discussed above.
<i>Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.</i>	<b>Consistent.</b> The residential component of the proposed mixed-use project would include the development of 700 units. The provision of these units would maximize opportunity for individual rental choice for all economic segments. Siting jobs proximate to housing with substantial on-site open space and recreational amenities would also reduce commuting related-costs and provide environmental benefits such as fewer vehicular trips and reduced VMT and GHG emissions.
<i>Objective 3.1: Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.</i>	<b>Consistent.</b> The proposed project would comply with all federal and state fair housing and employment requirements.
<i>Objective 3.2: Promote fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.</i>	<b>Consistent.</b> The proposed project would comply with all federal and state fair housing and employment requirements.

As indicated in **Table III.H-3**, the project would be consistent with the applicable objectives of the Housing Element. Consequently, no significant land use impacts associated with the Housing Element would occur as a result of the proposed project.

### *Regional Plans*

#### Regional Comprehensive Plan and Guide and Regional Transportation Plan, Southern California Association of Governments

The proposed project would not exceed the population parameters established by SCAG. As described in detail in **Section III.K, Transportation and Circulation**, of this Draft EIR, the project would not result in any significant unmitigated impacts that would burden the local or regional transportation system.

Additionally, the pedestrian-friendly mixed-use project would contribute multi-family residential units, addressing the housing shortage in the City and region. Consequently, the project would be in compliance with the goals and policies of the SCAG Regional Transportation Plan, which

are based on the projected growth accommodated by the adopted Community Plan.

Air Quality Management Plan, South Coast Air Quality Management District

**Section III.B, Air Quality**, of this Draft EIR addresses the air quality impacts of the project site in compliance with the requirements of the AQMP. Air quality impacts associated with the proposed project would derive from stationary and non-stationary sources associated with construction, operation of the proposed mixed-use development. As described in **Section III.B, Air Quality**, of this Draft EIR, no significant unmitigated air quality impact would result from the proposed project.

As growth in the City of Los Angeles and the Chatsworth-Porter Ranch Community Plan area has not exceeded projections for growth identified in the 2012 RTP, the proposed project would have a less-than-significant impact related to consistency with the 2012 Air Quality Management Plan.

Los Angeles County Department of Public Works - Los Angeles River Master Plan

**Table III.H-4** provides a comparison of the project to the relevant goals of the Los Angeles County Department of Public Works-Los Angeles River Master Plan.

TABLE III.H-4 PROJECT CONSISTENCY WITH LOS ANGELES RIVER MASTER PLAN GOALS AND RECOMMENDATIONS FOR REACH 5 SAN FERNANDO VALLEY	
GOAL/RECOMMENDATION	Project Consistency
<i>Goal 1: Ensure flood control and public safety needs are met.</i>	<b>Consistent.</b> The proposed project would include the development of a bridge across an un-named drainage in the vicinity of Winnetka Avenue and Prairie Street, which is tributary to Limekiln Canyon Creek. No construction would occur in the drainage and no change in flood protection would occur. As described in <b>III.G Hydrology</b> and <b>III.F Hazardous Materials</b> , the proposed project would adhere to all applicable regional and local plans and policies related to flood control and public safety. Implementation of the proposed project would not constrict storm water flow.
<i>Goal 2: Improve the appearance of the river and the pride of local communities in it.</i>	<b>Consistent.</b> The proposed project would provide landscaping and amenities including walkways, green areas, and a community dog park adjacent to the un-named drainage.
<i>Goal 3: Promote the river as an economic asset to the surrounding communities.</i>	<b>Consistent.</b> The proposed project would provide high-quality mixed-use development, including office, retail and restaurant, and residential uses adjacent to the un-named drainage, which is tributary to the Los Angeles River. Proposed enhancements, including landscaping, walkways, community dog park and other amenities would improve the appearance of the drainage and be an asset to the surrounding communities.
<i>Goal 4: Preserve, enhance, and restore environmental resources in and along the river.</i>	<b>Consistent.</b> The landscape plan includes the provision of native plant species.
<i>Goal 5: Consider stormwater</i>	<b>Consistent.</b> See Section III.G Hydrology. The proposed storm



TABLE III.H-4 PROJECT CONSISTENCY WITH LOS ANGELES RIVER MASTER PLAN GOALS AND RECOMMENDATIONS FOR REACH 5 SAN FERNANDO VALLEY	
GOAL/RECOMMENDATION	Project Consistency
<i>management alternatives.</i>	water management improvements would comply with City of Los Angeles Low Impact Development (LID) requirements; see RC-III.E-1. Where possible, the storm water management system has been designed to include multiple-use facilities to result in the most economical storm water management system while obtaining optimum performance with regard to flood control and water quality parameters.
<i>Goal 6: Ensure public involvement and coordinate Master Plan development and implementation among jurisdictions.</i>	<b>Consistent.</b> Public involvement regarding the proposed project will occur as part of the CEQA and entitlement process.
<i>Goal 7: Provide a safe environment and a variety of recreational opportunities along the river.</i>	<b>Consistent.</b> The proposed project would include private exercise facilities, walkways and green areas, a community garden and dog park. The landscaping plan, including the use of native plant species would create an environment reminiscent of riparian and upland habitats previously found in this portion of the San Fernando Valley. Lighting and other safety features (e.g., cameras, security personnel) would be incorporated into the design and operation of the site and would provide a safe environment for residents, employees, visitors and guests.
<i>Goal 8: Ensure safe access to and compatibility between the river and other activity centers.</i>	<b>Consistent.</b> The on-site circulation system and access to the project site, including the bridge across the un-named drainage have been designed in a manner to ensure the safety of employees, residents, and visitors.

As noted above in **Table III.H-4**, the proposed project would be consistent with the goals of the Los Angeles River Master Plan for Reach 5, San Fernando Valley. Therefore, implementation of the proposed project would result in less than significant impacts related to consistency with the Master Plan.

Integrated Regional Water Management Plan of Greater Los Angeles County

**Table III.H-5** provides a comparison of the project to the relevant objectives of the Integrated Regional Water Management Plan.

TABLE III.H-5 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES OF THE INTEGRATED WATER MANAGEMENT PLAN OF GREATER LOS ANGELES COUNTY	
Objectives	Proposed Project
<b>Improve Water Supply</b> Optimize local water resources to reduce the Region’s reliance on	<b>Consistent.</b> As stated in <b>III.L Utilities and Service Systems</b> , the proposed project would include mitigation measures that would implement water conservation. The proposed project would also incorporate policies from the City of Los Angeles

<b>TABLE III.H-5 PROJECT CONSISTENCY WITH APPLICABLE OBJECTIVES OF THE INTEGRATED WATER MANAGEMENT PLAN OF GREATER LOS ANGELES COUNTY</b>	
<b>Objectives</b>	<b>Proposed Project</b>
imported water	Emergency Water Conservation Plan. The proposed project would comply with any mandatory water use restrictions imposed as a result of drought conditions.
<p><b>Improve Water Quality</b></p> <p>Comply with water quality regulations by improving the quality of urban runoff, stormwater, and wastewater. Protect and improve groundwater and drinking water quality</p>	<p><b>Consistent.</b> As stated in <b>III.G Hydrology</b>, construction activities associated with the proposed mixed-use development would be required to implement storm water pollution prevention measures identified in the SWPPP during all phases of construction. Adherence to the SWPPP, City of Los Angeles LID ordinance and the implementation of standard BMPs during construction would reduce the potential for increased siltation, erosion and hazardous materials spills.</p> <p>The implementation of the proposed project would result in the following: (1) a beneficial impact related to reducing instantaneous surface flows compared to existing conditions and therefore, eliminating the site's potential contribution to downstream flooding; (2) a beneficial impact related to decreased levels of on-site surface flows to off-site receiving waters due to the implementation of BMPs; and (3) a less than significant impact related to potential changes in the movement of surface water sufficient to produce a substantial change in the current or direction of water flow (see <b>III.G Hydrology</b> for further discussion).</p>
<p><b>Enhance Habitat</b></p> <p>Protect, restore, and enhance natural processes and habitats</p>	<p><b>Consistent.</b> The landscape plan includes the provision of native plant species. The use of native plant species could attract native wildlife species which are accustomed to urbanized areas, such as the project site, thereby increasing local biodiversity. As indicated in Section C Biological Resources, the proposed project would include mitigation measures to reduce impacts to roosts and nests.</p>
<p><b>Enhance Open Space and Recreation</b></p> <p>Increase watershed friendly recreational space for all communities</p>	<p><b>Consistent.</b> The proposed project includes recreational amenities including walking paths, green space, and community dog park.</p>
<p><b>Sustain Infrastructure for Local Communities</b></p> <p>Maintain and enhance public infrastructure related to flood protection, water, resources and water quality</p>	<p><b>Consistent.</b> The proposed project would generally enhance public infrastructure related to flood protection and water quality. Impacts to the un-named drainage and proposed improvements are described in <b>III.G Hydrology</b>. The project would eliminate the potential for flooding either on-site or off-site, including downstream areas. In addition, the project would reduce the amount of surface water entering the un-named drainage from off-site areas.</p>

As indicated in **Table III.H-6**, the project would be consistent with the objectives of the Integrated Water Management Plan. Consequently, no significant land use impacts associated with this plan would occur as a result of the proposed project.

The proposed project would also not physically divide an established neighborhood since it includes the repurposing of an existing parcel within a highly urbanized area of the City of Los Angeles and therefore, no impacts would occur.

The proposed project is not located within a habitat conservation plan or natural community conservation plan and therefore, would not conflict with such plans and no impacts would result.

### **MITIGATION MEASURES**

The proposed project would comply with land use plans and policies of the City of Los Angeles, as well as applicable plans and policies of regional agencies. Specifically, the proposed project would include a series of discretionary approvals from the City of Los Angeles for a General Plan Amendment, Zone Change (including modified parking district requirement), a Conditional Use Permit to allow the sale of alcohol and the on-site child care facility/nursery school, a flood control permit, and water supply assessment. Any necessary approval actions would be included as part of the proposed project and carry requisite compliance to extensive conditions for each action. However, no mitigation measures are required.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

As stated earlier, the proposed project would comply with land uses plans and polices of the City of Los Angeles as well as applicable plans and policies of regional agencies. Specifically, the proposed project will include a series of discretionary approvals from the City of Los Angeles. Additionally, development proposed under the proposed project would intensify land uses on-site and provide new employment, housing, restaurant/retail, and transit opportunities. As stated above, impacts to land uses would be considered less than significant without mitigation.

### **CUMULATIVE IMPACTS**

Development of the proposed project would repurpose an underutilized parcel of land that is currently occupied by an inactive light industrial use (former *Los Angeles Times* printing and distribution facility). The proposed project would be largely consistent with applicable City of Los Angeles plans and policies, applicable community plan, as well as applicable regional plans and policies. In general, implementation of the proposed project in combination with the related projects would result in further infilling of urban land uses in the area, which is already a developed part of the City of Los Angeles. Land use impacts are generally localized and individual impacts would be addressed on a project-by-project basis. Given that the land use impacts of the proposed project are considered less than significant, and that the development of related projects in the broader project area would not compound any site specific effects, cumulative land use impacts are considered to be less than significant.