

B. CHANGE IN LAND USE: EXISTING ZONING

Existing development and approved development that is under construction on the MPTF site occupy approximately 23 acres. This alternative is not anticipated to result in major alterations to the uses on the developed portion of the project site. However, the hospital would still be required to meet the SB 1953 seismicity code, resulting in the demolition of the existing Long Term Care pavilion and Nursing Wings, and the construction of a new Nursing Wing and Health Village. This construction is anticipated to result in a net increase of approximately 56,000 square feet of medical space on the site.

Without approval of the revised Master Plan, it is foreseeable that the southernmost 21.8 acres of the site may not be developed with uses directly associated with the existing MPTF campus. The southern 21.8 acres of the site is zoned RA-1XL. The RA zone permits one residential dwelling unit per 17,500 square feet of lot area. As a result, the existing zoning on the southern 21.8 acres would permit approximately 54 dwelling units. The 1XL height limit would restrict the homes to a maximum of 2 stories and 30 feet in height. Based on the pattern of existing development in the area, it is anticipated that a development of this nature on this portion of the site would be oriented away from both the existing MPTF development and away from Mullholland Drive. As a result, it is anticipated that the homes would take access off a new internal road extending from Valmar Road.

Following is a discussion of the environmental impacts anticipated to be associated with this alternative.

1. Grading

Although a precise grading plan has not been prepared, it is anticipated that in order to develop a roadway system adequate to accommodate single family homes and the yard configuration desired by single family home buyers, that virtually all of the 21.8 acres of the site that hasn't already been developed would be graded. Further, the development of the internal roadway would result in the creation of standard roadway bridges over Dry Canyon Creek. As a result, grading for this alternative would be greater than the Proposed Project, and would probably result in the elimination of both the man-made mound and natural knoll on the site. This alternative would not cause erosion, but could be considered to significantly alter landforms. Therefore it would cause a new significant impact not caused by the Proposed Project.

2. Geologic Hazards (Seismicity)

Impacts from seismic hazards would be similar to the Proposed Project, since the development under this alternative would be constructed in the same areas proposed for construction under the Proposed Project. As with the Proposed Project, development within areas of potential liquefaction hazard and ground shaking, in the event of a major earthquake, would result in less than significant impacts after mitigation.

3. Air Quality

Construction of this alternative would have a short-term impact on local air quality due to dust raised during grading operations and emissions from heavy duty construction equipment and vehicles. During daily operation, the primary source of air emissions would be from vehicle trips. This alternative would generate 594 vehicle trips. These trips in turn would generate approximately 36 pounds of CO, 1 pound of ROG, 5 pounds of NO_x, and 2 pounds of PM₁₀. This level of emissions would not exceed the SCAQMD threshold for significance. Therefore, as with the Proposed Project, this alternative would not create an air quality impact.

4. Hydrology

Runoff generated by this alternative would result in a de minimis increase from the Proposed Project due to increased impervious surfaces for an internal street system. A storm drain line would need to be developed in order to convey site runoff to the 39 inch storm drain with available capacity at the north end of the MPTF campus. Additionally, the subdivision would need to be designed to convey the overflow of Dry Canyon Creek without flooding the proposed homes. Finally, the crossing of Dry Canyon Creek would need to be designed to convey the future anticipated flows from the watershed. Although, these impacts may be reduced to less than significant levels with mitigation, this alternative would result in a greater hydrology impact than the Proposed Project.

5. Biota

Development under this alternative would not result in an impact to any federally- or state-listed endangered, threatened, or sensitive plant or wildlife species. However, the required grading would be anticipated to result in greater impacts to the Southern Willow Scrub habitat. Furthermore, the grading may result in impacts to the onsite oak trees. Finally, the bridge over Dry Canyon Creek may

result in greater impacts to riparian habitat. Although, these impacts may be reduced to less than significant levels with mitigation, this alternative would result in a greater impact to biota than the Proposed Project.

6. Noise

Because this alternative would require extensive on-site grading for the installation of on-site utilities, level building sites, internal circulation roads, and building construction activities, the construction noise levels under this alternative are anticipated to be similar to those found with the Proposed Project. As a result, this alternative would be anticipated to result in significant construction noise impacts that could be reduced, but not eliminated, by mitigation measures.

This alternative is anticipated to generate 594 new daily vehicle trips. This is approximately 22% of the daily traffic that would be generated by the Proposed Project. Due to the smaller amount of traffic generated, this alternative would be anticipated to result in a smaller increase in future noise levels, when compared to the Proposed Project. However, as with the Proposed Project, this alternative would contribute to a significant cumulative impact in traffic-related noise impacts for some surrounding sensitive receptors.

7. Artificial Light

The introduction of artificial lighting to the previously undeveloped portion of the project site under this alternative would result in an overall increase in nighttime illumination. Effects would be similar to the Proposed Project, resulting in less than significant impacts.

8. Zoning

As proposed, this alternative would be consistent with the existing zoning of the site. As a result, no impact to zoning is anticipated.

9. Community Plan

With the completion of the City of Los Angeles Plan Consistency Program, the zoning of any site is to be no more intense than is anticipated for the General Plan. As proposed, this alternative is to be consistent with the existing zoning of the site. As a result, no impact to the Community Plan would be anticipated.

10. General Plan

Scenic Highways

As with the Proposed Project, the development of this alternative would convert existing undeveloped land that is visible from Mulholland Drive Scenic Highway. This change would not have a significant impact on the Scenic Highways Plan.

Equestrian and Hiking Trails

This alternative could provide a public equestrian trail. Therefore, as with the Proposed Project, this alternative would result in a significant impact to the Major Equestrian and Hiking Trails Plan.

11. Traffic

Development under this alternative would generate an estimated 594 new vehicle trips per day, which is a substantial reduction in daily trips as compared to the Proposed Project. Although this alternative would be anticipated to increase the number of project related trips on Valmar Road, this increase would not be expected to create a significant traffic impact along this street segment. As a result, this alternative would be anticipated to slightly reduce traffic impacts from those of the Proposed Project.

12. Parking

As with the Proposed Project, impacts due to parking under this alternative would not be significant.

13. Site Access

Although this alternative would be anticipated to increase the number of project-related vehicle trips on Valmar Road, this increase would not be expected to create a significant access impact along this street segment. As a result, this alternative would be anticipated to have similar impacts as those of the Proposed Project.

14. Fire Protection

As with the Proposed Project, this alternative would not be considered adequately served based on LAFD hydrant fire-flow requirements and first engine company distance and response time. However, with implementation of the proposed mitigation measures, the impact of this alternative on fire protection services, as with the Proposed Project, would be reduced to a less than significant level.

15. Police Protection

As with the Proposed Project, development of this alternative would adversely impact police services. The increase of residents and employees on the site would increase the demand for police services in the area. Furthermore, project-generated traffic could adversely affect emergency access by contributing to traffic congestion. However, proposed mitigation measures would reduce potential impacts to a less than significant level.

16. Schools

Unlike the Proposed Project, this alternative would generate school aged children. Approximately 14 elementary, 7 junior high, and 7 high school students would be generated. The site is serviced by Calabash elementary, Hale Middle School, and El Camino Real High School. These schools are currently not at capacity. As a result, this alternative would not result in a significant school impact.

17. Parks and Recreation

Unlike the Proposed Project, where approximately 9 acres of the project site would remain as open space available to the public during day light hours, this alternative is anticipated to create only the 2 acres of publicly accessible open space required to meet the General Plan. As a result, as compared to the Proposed Project, this alternative is anticipated to reduce the amount of accessible open space. However, this alternative would have a less than significant impact on the Public Recreation Plan.

18. Libraries

As with the Proposed Project, the demand for library services due to the development of this alternative would not exceed the expected availability of services at the time of the completion of the development. Therefore, this alternative would not cause a significant impact to library services.

19. Energy

Development under this alternative would consume a total of approximately 5,013,267 kWh of electricity and 16,188,756 cf of natural gas annually. This would be a decrease of 4,994,317 kWh and 18,477,168 cf annually from the amount anticipated with the Proposed Project. Both the alternative and Proposed Project would result in an increase in the consumption of non-renewable resources. As with the Proposed Project, this amount of energy consumption would be considered less than significant.

20. Water

This alternative would result in a net increase of approximately 24,145 gallons of water consumed on the site per day, which is slightly higher than the estimated net increase of 22,032 gallons of water per day that would be consumed on the site by the Proposed Project. As with the Proposed Project, this amount of water consumption would be considered to have a less than significant impact. However, mitigation measures would be implemented to further reduce any potential water impacts.

21. Sanitary Sewers

This alternative would result in a total estimated daily generation rate of 34,705 gallons of wastewater, compared to the 34,000 gallons of wastewater that is anticipated under the Proposed Project. As with the Proposed Project, this amount would not be considered significant. Implementation of mitigation measures similar to those proposed for the Project would further reduce any potential impacts.

22. Storm Water Drainage

See *Hydrology*, page 248.

23. Solid Waste

As with the Proposed Project, development of this alternative would contribute to the ultimate depletion of local landfills. This alternative would generate approximately 540 pounds of additional solid waste at the MPTF campus per day. As mandated by the California Integrated Waste Management Act, at least fifty percent maintenance waste should be diverted from landfills. Therefore, after diversion, approximately 270 pounds of solid waste would reach local landfills daily. This increase in solid waste would not be considered a significant impact. Recommended mitigation measures would further reduce impacts that would already be less than significant. Solid waste amounts generated by this alternative would be less than those of the Proposed Project.

24. Aesthetics/View

As with the Proposed Project, development of the alternative would alter the visual character of the existing undeveloped portion of the site, and would significantly impact the current views looking north and west from Mulholland Drive. However, it should be noted that the height limit would reduce, but not eliminate, the number of second story views along Park Sorrento which would contain development in the foreground as a result of this alternative. Implementation of required mitigation measures would reduce but not eliminate these impacts.

25. Archaeology

No significant archaeological sites have been recorded on the site. Therefore, as with the Proposed Project, this alternative would not create a significant impact to archaeology with the implementation of mitigation measures.

26. Conclusion

The advantages of this alternative as compared to the Proposed Project would be a decrease in the amount of operational noise generated by, and the amount of electricity demanded for the project site. The disadvantage of this alternative would be an increase in grading, construction air and noise emissions, increased biota impacts, the creation of a school impact, and an increase in water consumption not associated with the Proposed Project.