

C. CHANGE IN LAND USE: COMMUNITY PLAN

Current and approved development on the 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.

Of the southern, undeveloped 21.8 acres of the site, 19.8 acres have an underlying designation of low density residential, (the remaining 2.0 acres are designated open space). The low density residential designation corresponds to zoning of RE9, RS, R1, and RD6. With the existing intensity of development surrounding the subject site, it is anticipated that any request for uses not related to the MPTF would be at the maximum intensity. The low density residential designation permits four to nine dwelling unit per gross acre. As a result, the designation on the southern 19.8 acres would permit approximately 178 dwelling units. As discussed in the Land Use section of this EIR, the Housing section of the Community Plan dictates that residential development on this site should be restricted 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 anticipate that in order to develop a roadway system adequate to accommodate single family homes and the yard configuration desired by single family home buyers, virtually the entire 19.8 acre, undeveloped portion of the site that is designated for low density residential housing 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 a net increase of approximately 1,958 vehicle trips. These trips in turn would generate 118 pounds of CO, 5 pounds of ROG, 16 pounds of NO_x, and 7 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 minimus 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 impact to hydrology 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 under 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 1,958 daily vehicle trips. This is approximately 28% less than the Proposed Project. With the reduction in project generated traffic, this alternative would be anticipated to create a minor reduction in future noise level increases when compared to the Proposed Project. 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 exceed the development intensity of the existing zoning, and would result in a significant impact to zoning if a zone change was not requested and approved.

9. Community Plan

As proposed this, alternative is to be consistent with the existing designations of the Community Plan. As a result no impact to the Community Plan is anticipated.

10. General Plan

Scenic Highways

As with the Proposed Project, the development of this alternative would convert existing undeveloped land which 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 and would therefore be in conformance with the Major Equestrian and Hiking Trails Plan, as is the Proposed Project.

11. Traffic

Development under this alternative would generated an estimated 1,958 new vehicle trips per day, which is a 28% reduction in daily trips from what the Proposed Project would generate. 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

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 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

Like 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 45 elementary, 18 junior high, and 18 high school students would be generated. Currently 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 anticipate to create only the 2 acres of publicly accessible open space required to meet the General Plan. As a result, this alternative is anticipated to reduce the amount of accessible open space, as compared to the Proposed Project, but 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 level 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 6,014,784 kWh of electricity and 26,106,276 cf of natural gas annually. This would be a decrease of 4,296,631 kWh and 8,559,648 cf annually from the amount anticipated with the Proposed Project. Both this alternative and the 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 52,157 gallons of water consumed on the site per day, which is greater than the estimated net increase of 22,032 gallons of water per day that would be consumed on the site by the Proposed Project. The planned growth of the DWP Water System is based on the City's General Plan, which the Community Plan is part of. Therefore, this alternative would generate the amount of water consumption that has been planned for, and it would be considered to have a less than significant impact. However, mitigation measures would be implemented to further reduce impacts, given potential drought conditions and current state and local water conservation objectives.

21. Sanitary Sewers

This alternative is estimated to result in a net daily generation rate of 75,625 gallons of wastewater, compared to the 34,000 gallons of wastewater that is anticipated under the Proposed Project. Implementation of mitigation measures similar to those proposed for the Project would reduce any potential impacts to a less than significant level.

22. Storm Water Drainage

See *Hydrology*, page 255.

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 1,780 pounds of solid waste 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 890 pounds of solid waste would reach local landfills daily. The net amount of solid waste to be disposed of would be minimal and should 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 this 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 now contain development in their foreground views. 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 and sewage generated by, and water and electricity demanded for the project site. This alternative would reduce the traffic impacts to a less than significant level. The disadvantage of this alternative would be an increase in grading, construction air and noise emissions, increased biota impacts, and the creation of a school impact not associated with the Proposed Project. Furthermore, this alternative has the potential to significantly impact the existing zoning.