

I. SUMMARY

A. PROJECT LOCATION AND DESCRIPTION

The project site consists of an approximately 44.8 net-acre parcel located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area of the City of Los Angeles (situs address: 23450 Calabasas Road). The site is generally bounded by Calabasas Road to the north, Mulholland Drive to the east, Valmar Road to the south, and Park Sorrento in the City of Calabasas to the west.

The proposed project is a revised Master Plan for an existing health care facility (the “Proposed Project”). The Proposed Project would result in the renovation and expansion of the existing medical use to accommodate approximately 15 percent more licensed beds. The Proposed Project would also result in an additional 269 residential retirement units, for an average of 20 units per acre; three additional service/administration buildings; new activity/recreational facilities; and parks and open space. Build out would take place over five to fifteen years. A more detailed description of the project is provided in *Section II, Project Description*, page 1.

As set forth in the following analysis, the Proposed Project has virtually no significant environmental impacts. Project construction would result in a significant noise impact; however, this would only be a temporary impact. Proposed grading would not affect the off-site character of the large knoll. The existing storm water drainage would not be impacted. The Proposed structures would be shielded from the surrounding residential neighborhoods with the use of perimeter landscaping buffers. Traffic would be significantly increased at the intersections of Mulholland Drive and Calabasas Road, and at El Cañon and Calabasas Road. However, impacts to these intersections would be mitigated to a less than significant level. Parking would be provided as required by the Municipal Code, and would be conveniently located to the various uses on the site. Access would mainly be provided at existing entrances. Two additional entrances would be developed at the southern portion of the site, including an emergency entrance on Park Sorrento that would be landscaped and gated in such a way to prevent daily use.

B. BACKGROUND

This Supplemental Environmental Impact Report (SEIR) has been prepared to analyze a revision to the Master Plan proposed for 23450 Calabasas Road. The previous Master Plan, which was analyzed in EIR No. 391-84-CUZ(ZV), proposed the development of 158,000 square-feet of medical space, 430 residential retirement units and 94,400 square-feet of administration services and maintenance space for the expansion of the existing medical and retirement facility at the southwest corner of Calabasas Road and Mulholland Drive. On September 12, 1986, the City approved a Conditional Use Permit and Zone Variance to permit the renovation and expansion of an existing retirement and medical facility to contain 219,000 square feet of medical facility with 299 licensed beds, 337,100 square feet of residential buildings with 424 units, 77,000 square feet of administration and service buildings, and 64,371 square feet of activity/recreational buildings at the site. This 1986 CUP approval is referenced from this point on as the "Approved Project".

An Environmental Assessment Form was filed in September 28, 1984, with the Los Angeles City Planning Department for the Approved Project proposal for a Conditional Use Permit to allow a hospital and hospital related facilities within the existing RA-1 Zone; a Zone Variance to allow institutional and residential uses on RA-1 and (T)RS-1 zoned land; and approval of the vacation of El Cañon Avenue, adjacent to the project site from Calabasas Road to Valmar Road. On October 17, 1984 the Environmental Review Committee (ERC) found that the project had the potential for a significant impact on the environment. An EIR was required to address the following areas of potential impact: Earth (Grading), Air (Mobile sources), Water (Flood Hazard), Plant Life, Land Use (Community Plan, General Plan Elements and other Plans), Transportation and Circulation (Traffic), Energy Conservation, Utilities (Natural Gas, Sanitary Sewers, and Solid Waste and Disposal), Aesthetics/Views, and Cultural Resources (Archaeology).

A Notice of Preparation was filed with the Secretary for Resources on November 13, 1984, and a pre-draft request for comments period began and continued through December 31, 1984. During the pre-draft circulation period, responses were received regarding a number of environmental concerns. In addition to the above, issues raised involved noise, geology and soils, potential impacts to fire protection, drainage, and equestrian and hiking trails. The primary areas of controversy associated with the project were traffic, visual impacts and noise.

A Draft EIR prepared for the Approved Project was determined to be acceptable by the Planning Department on May 5, 1986, and after a 45-day circulation period a Notice of Completion was filed with the Secretary for Resources on June 14, 1986.

On September 12, 1986 ZA 86-0653 (CUZ)(ZV) was conditionally approved for a Conditional Use Permit for the renovation and expansion of an existing retirement and medical facility identified as the Motion Picture and Television Country Home consisting of a hospital facility containing 299 beds, administration and service buildings including the existing country home and theater, 92 one-bedroom cottages, a gift shop pavilion, a lodge complex containing 340 beds, a clubhouse, a community room, housing units containing 92 one and two bedroom dwelling units and 891 on-site parking spaces. Additionally, a Variance was approved to permit the location of institutional and residential units on the RA-1 and (T)RS-1 zoned portions of the site as part of the involved Master Plan.

On March 2, 1990 plans were approved to modify the Motion Picture and Television Country Home Master Plan as follows: delete a 10,000 gross square-foot storage/laundry room building; delete a proposed 100 gross square-foot gift shop pavilion west of the existing theatre; relocate a proposed 2,800 gross square-foot purchasing building; add a 12,000 gross square-foot storage building; add a 1,000 gross square foot gift shop east of the existing lodge; add a 6,000 gross square-foot office building east of the existing lodge; add a 150 gross square-foot purchasing center to the east of an existing nursery wing; add a gateway over the main entrance to the facility from Mulholland Drive; and add a 2,800 gross square-foot administrative office building.

On August 9, 1990 plans were approved to modify the Master Plan by relocating a proposed 2,800 square-foot purchasing building approximately 130 feet north of its proposed location on the master plan and permit the temporary use of a commercial coach for office purposes.

On March 19, 1992 plans were approved to modify the Master Plan through the construction, use and maintenance of a video library facility and a 1,600 square-foot, pre-engineered steel storage building on the grounds of the Motion Picture and Television Fund Country Home and Hospital.

On October 2, 1998 a Clarification/Confirmation of Right to Construct was issued by the Chief Zoning Administrator. This confirmed the right for the construction, use and maintenance of two 65,000 square foot assisted living villas and a 2,000 square-foot activity/recreational center, the remodeling of an existing 3,000 square foot warehouse building for warehouse and laundry purposes, and a new east-west interior service road. The right to demolish an existing 2,800 square foot modular “business center” building on the campus was also confirmed at this time. A review of the case file and the adopted Final Environmental Impact Report confirmed that these activities were in conformance with the intent of the Conditional Use Approval granted under Case No. ZA 86-0653 (CUZ)(ZV).

In November 1998 a request was submitted for the City of Los Angeles Planning Department to review a revised Master Plan project description for 23450 Calabasas Road . It was determined that increased project intensity and redesign of the layout necessitated re-circulation of materials to agencies and individuals previously notified.

On January 13, 1999, the Planning Department Environmental Staff Advisory Committee (ESAC) determined that the project may have a significant effect on the environment and recommended the preparation of a Supplemental Environmental Impact Report (SEIR). ESAC evaluated the project and recommended that the SEIR should be prepared to address the following areas of potential impact:

- ! Grading
- ! Geologic Hazards
- ! Air Quality (Stationary and Mobile Sources)
- ! Flood Hazard
- ! Plant Life
- ! Land Use (General Plan)
- ! Utilities (Storm Drainage, Sanitary Sewers, and Solid Waste and Disposal)
- ! Energy Conservation
- ! Aesthetics/Views
- ! Cultural Resources (Archaeological)
- ! Transportation-Circulation-Driveway/Access

A Notice of Preparation was sent out on January 25, 1999, by the City of Los Angeles Environmental Review Section, with a request to respond by February 26, 1999.

The following additional areas were determined to have potential significance after the initial ESAC recommendation:

- ! Construction Noise
- ! Water (Surface Water Runoff)
- ! Noise (Mobile, Stationary)
- ! Light (Artificial, Shade/Shadow)
- ! Land Use (Zoning, Community Plan)
- ! Population
- ! Public Services (Fire, Police, Schools, Parks, Libraries)
- ! Utilities (Power, Natural Gas, Water)

C. PRE-CIRCULATION ISSUES

During the pre-draft circulation period following the issuance of the Notice of Preparation, thirteen responsible agency responses were received. Among these agencies included the following City of Los Angeles departments and agencies: Fire Department, Police Department, Bureau of Engineering, Department of Transportation, Department of Water and Power, and the Los Angeles Public Library; the City of Calabasas, Planning and Building Services; the following regional agencies: Southern California Association of Governments, South Coast Air Quality Management District; and the following state departments: Department of Transportation. These letters addressed impacts relating to air quality, surface water runoff/hydrology, traffic, parking, fire protection, police protection, parks and recreation, land use, and aesthetics. These letters are presented in *Appendix A* (under separate cover) and are on file with the Department of City Planning, Environmental Review Section, 221 N. Figueroa St., Room 1500, Los Angeles.

D. AREAS OF CONTROVERSY

The Notice of Preparation also generated responses from neighbors of the project area, including the Woodland Hills Homeowners Organization, Las Villas Calabasas HOA, Creekside Calabasas Homeowners Association, and other individual homeowners in the area. In these responses, neighboring residents expressed their major concerns with the project as being the potential impacts to grading, storm water runoff, land use, noise, air quality, traffic, circulation and access, parking, equestrian trails, and aesthetics.

E. SUMMARY OF ALTERNATIVES

The Draft and Final EIR for the Approved Project considered six alternatives. These consisted of the following: no project, reduced density, increased density in land, existing zoning, Community Plan and alternative site. These alternatives have been analyzed and are on file with and available for review at the Department of City Planning, Environmental Review Section, City Hall, 221 S. Figueroa Street, Suite 1500, Los Angeles.

Due to a change in the intensity and project objectives of the Proposed Project, a revised set of alternatives have been reviewed. The no project alternative reflects the build-out of current entitlements. The change in land use alternatives examine build-out to the existing zoning code, and build-out to the existing Community Plan. The change in site plan alternatives are as follows: reducing the height and increasing the footprint of the proposed development on the currently undeveloped portion of the site; and limiting all new construction to the portion of the site that it currently developed. Further description of these alternatives, a summary of their potential environmental impacts, and comparisons to the Proposed Project are provided in *Section VII, Alternatives*, page 239.

F. SEIR FORMAT

This SEIR provides a complete analysis of the environmental impacts associated with the development of the Proposed Project. This analysis has utilized the information contained in the previously circulated Motion Picture and Television Country Home Fund Draft Environmental Impact Report No. 391-84-CUZ(ZV) dated April 30, 1986, and the July 1986 Final Environmental Impact Report, to focus the scope of impact assessment contained in this document. This SEIR considers changes made to the Proposed Project and new information regarding potential development of the site which has become available since the completion of the Final EIR. The findings and recommended mitigations are contained in total in this document. However, the previously circulated environmental documentation has been utilized for background purposes and is incorporated by reference.

Complete sets of the EIR for the previous Motion Picture and Television Home Fund project, as well as the complete administrative record for this project, are on file with the Department of City Planning, Environmental Review Section, Room 1500, 221 North Figueroa Street, Suite 1500, Los Angeles.

G. IMPACT AND MITIGATION MEASURE SUMMARY

Earth (Grading)

Environmental Impacts

Development of the project would include grading and excavation of earth material to improve sub-soil conditions, provide matt foundations, and establish the desired grades for a central walkway and building entrances which meet ADA requirements and are accessible to seniors. Construction of the Proposed Project would involve the excavation of approximately 80,000 cubic yards of earth and exportation of approximately 60,000 cubic yards of earth material from the site. For worst case assessment purpose, it is assumed that all but approximately 3 acres (approximately 2.2 acres of the stream bed, and approximately 0.8 acres around the existing native oak trees) of the southern 19 acres of the project site would be graded. Thus, approximately 16 acres¹ of land would be graded in order to straighten the contours of the site. All proposed buildings would be constructed at grade.

Implementation of the Proposed Project would result in the complete removal of the small man-made mound. This mound is not considered a significant topographic feature, and its removal would not cause erosion. All grading activity would be outside of the area of the oak tree located between the small mound and large knoll. Thus, the grading of the small mound under the Proposed Project would not create a significant impact.

The large, primarily bedrock knoll would be graded only minimally. Only the southern half of this knoll would be graded. These cuts would expose geologic structures, requiring stabilization measures. However, the prominent character of the large knoll is not anticipated to be permanently modified, and the off-site view of the knoll would not be changed. As a result, grading impacts would be less than significant.

Dust raised during grading would have a temporary significant impact on local and regional air quality (see *Air Quality [Construction]*). Aesthetic impacts associated with the project are discussed under *Aesthetics/View*.

¹ The Stark Villas (Related Project No. 11) is anticipated to grade approximately 5 acres of the site prior to the construction of any Master Plan component. However, the figure of 16 acres assumed in this analysis includes this area in order to assess impacts from the current environmental setting.

Cumulative Impacts

Excavation of earth material is anticipated to be required by most of the related projects, although not all related projects would require extensive excavation or export of graded materials. Earth material exported to local landfills could be utilized to cover wastes collected each day. These exported soils would contribute to the ultimate exhaustion of permitted landfill capacities. Because none of the grading associated with the related projects would take place directly adjacent to the project, no cumulative grading impacts are anticipated.

Mitigation Measures

- ! All grading shall conform to all applicable provisions of the Los Angeles Municipal Code.
- ! Prior to the issuance of any grading permits, grading plans need to be submitted and approved by the Department of Building and Safety.
- ! All grading activities shall be in compliance with specific requirements provided in a comprehensive geotechnical report prepared specifically for the Proposed Project, including provisions for excavation and the correction of potential geological hazards, approved by the Department of Building and Safety, City Engineer, and other responsible agencies.
- ! Prior to issuance of any grading permits, the building and foundation design shall be subject to approval from the Department of Building and Safety for slope correction and stabilization.
- ! Prior to commencement of grading, a qualified geotechnical engineer and engineering geologist shall be employed for the purpose of observing earthwork procedures and testing the fills for conformance to the requirements of the City Engineer, approved grading plans, applicable provisions of the Los Angeles Municipal Code, and the geotechnical report approved by the Department of Building and Safety. If, in the opinion of the engineering geologist, unsatisfactory conditions (i.e., questionable weather, excessive oversize rock, or deleterious material, etc.) result in a quality of work substandard to that required under specifications of the geotechnical reports and Los Angeles Municipal Code, the engineering geologist shall be empowered to stop construction until conditions are rectified.

- ! Prior to the issuance of any permits an erosion and sediment control plan shall be approved by the Department of Building and Safety.

- ! All waters should be clearly marked and identified to all construction personnel.

- ! Any dirt or other material deposited on public roadways from construction operations shall be removed by the applicant in a timely manner.

- ! Haul routes shall be approved by the Department of Building and Safety.

- ! Fencing should be placed around the dripline of existing oak trees that are not scheduled for removal in order to protect them from damage to limbs or from compaction of soil around the root ball.

Impacts After Mitigation

The amount of material that is to be imported and grading activities would not result in significant impacts to the topography of the site.

Geologic Hazards (Seismicity)

Environmental Impacts

No faults, either active or potentially active, run across the project site. Anticipated ground shaking is within tolerances of current building standards. There are no known landslides at the site, nor is the site in the path of any known or potential landslides. No large bodies of permanently stored water are located such that they would adversely impact the site due to tsunamis, seiches or flooding due to ground shaking. The Proposed Project would be constructed within an area of liquefaction hazard designated on the *State of California Seismic Hazard Zones Map*, and the loose silty sands and soft sandy silts at the site could be subject to liquefaction in the event of earthquake ground motion. The Proposed Project could be subject to potential seismic settlement of between 2 to 7 inches. Lateral spreading on the order of 1 inch to 4 inches could occur in the event of a maximum credible earthquake (magnitude 6.7) on the Malibu Coast fault.

Cumulative Impacts

All of the related projects would be subject to potential ground shaking, as with most other areas of Los Angeles. Due to the nature of the related projects and their separation from the site, these projects are not anticipated to present cumulative seismic impacts in relation to the Proposed Project.

Mitigation Measures

In order to mitigate impacts from liquefaction, seismic settlement and lateral spreading on the site, building foundations shall be designed to account for the very soft to medium stiff, and very loose to medium dense alluvial soils that exists on the site. Three options are available:

Mat Foundation

A mat foundation, supported on properly compacted fill soils, and carried at least 2 feet below the lowest adjacent grade or floor level may be designed to impose a net, static, dead-plus-live load pressure of 1,500 pounds per square foot. A bearing value of 2,000 pounds per square foot may be used for transient wind or seismic loading. The recommended bearing value is a net value, and the weight of concrete in the mat may be taken as 50 pounds per cubic foot.

Ground Improvement

As an alternative to a mat foundation, ground improvement techniques may be considered beneath the proposed buildings to make conventional spread footings feasible. Footings established above an area of improved soil, and underlain by 3 feet of compacted fill, may be designed to impose a net dead-plus-live load pressure of 3,000 pounds per square foot. The footings should extend at least 2 feet below the lowest adjacent final grade.

Pile Foundation

Drilled or driven piles may also be used to support the proposed buildings. To provide uniform support, all piles should be driven at least 10 feet into the underlying siltstone. In the event of a major earthquake, liquefaction of some of the soils could occur, resulting in unsupported length of the piles. The piles should be designed to resist buckling due to column action over a potentially unsupported length of approximately 40 feet.

Variances from the following code-required measures shall not be approved:

- ! No building shall straddle the surface trace of a known active fault. This mitigation measure is consistent with the Seismic Safety Plan, Department of City Planning, CPC #24880, adopted by the City Council, September 10, 1975.
- ! The Proposed Project shall conform to applicable provisions of the Municipal Code, including Division 23, Section 2312, of the Building Code.
- ! The Proposed Project shall conform to the adopted Seismic Safety Plan. The plan sets forth standards for geologic evaluation, existing development, new development, non-structural elements, critical facilities, emergency preparedness, post-disaster and recovery.
- ! Seismic factors, including maximum credible seismic events, must be taken into consideration in the detailed soils engineering studies required for the grading permit.
- ! During building planning, recommendations set forth in a geotechnical report shall be prepared, as required, and approved specifically by the Department of Building and Safety for the foundation design.
- ! Structures on site should be designed with the potential for moderate to high intensity ground shaking taken into account.
- ! Safety factors for proposed structures shall contain a factor for earthquake loading conditions.

Impacts After Mitigation

Although the project site would be subject to potential groundshaking in the event of a major earthquake, this groundshaking would be within structural limits required for buildings proposed for the site. Furthermore, the foundations of the proposed structures would be designed in such a way to mitigate the potential impacts from liquefaction, seismic settlement and lateral spreading on the site. As a result, less than significant impacts due to geologic hazards are anticipated at the project site.

Air Quality (Construction)

Environmental Impacts

Maximum on-site construction PM_{10} concentrations, without mitigation, during the grading/excavation period of the second construction phase are anticipated to be approximately 180 ppd. Concentrations would exceed the State standard of 50 micrograms/cubic meter (ug/m^3) within a 10,000 foot (1.89 mile) radius of the project area. These concentrations would be considered a significant short term impact.

Cumulative Impacts

After implementation of the mitigation measures described below, the Proposed Project would not result in a daily emission or PM_{10} impact. Furthermore, the radius of exceedance of the State PM_{10} standard would be reduced to approximately 2,000 feet. Only Related Project No. 11, which is located on the project site, would be located within this radius. It is known that the construction phase of Stark Villa I, which is part of Related Project No. 11, will be completed before the construction phase of the proposed Master Plan commences. However, Stark Villa II will not be constructed until the construction phase for Phase I of the Master Plan commences. In the case that Stark Villa II of Related Project 11 is under construction while construction related to the Proposed Project is taking place, there would be a potential cumulative impact to air quality during construction.

Mitigation Measures

- ! The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.
- ! Site-wetting shall occur often enough to maintain a twelve percent surface soil moisture content throughout any site grading or excavation.
- ! All haul trucks shall either be covered or maintained with two feet of free board.
- ! All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards.

- ! All unpaved parking or staging areas shall be watered at least four times daily.
- ! Any construction site access points shall be swept or washed within thirty minutes of visible dirt deposition on any public roadway.
- ! On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.
- ! Operations on any unpaved surfaces shall be suspended when winds exceed twenty-five (25) miles per hour.
- ! Idling of trucks shall not exceed ten (10) minutes.
- ! Carpooling for construction workers shall be encouraged.
- ! The construction contractor shall coordinate all site grading and excavation activity with the Motion Picture and Television Fund hospital administration. The hospital administration shall perform the following: insure that all conditioner/air filtration filters are in optimal condition; insure that doors and windows remain shut during any grading or excavation activity; and inform patients and staff of grading or excavation activity and encourage everyone to remain indoors with doors and windows shut.

Impacts After Mitigation

With the application of mitigation measures, no criteria pollutant emissions would exceed SCAQMD significance thresholds, and onsite daily PM_{10} emissions would be reduced to a maximum of 24 ppd during the grading/excavation period of the second construction phase. Using the SCREEN3 model the maximum PM_{10} concentrations would be reduced to 49 ug/m^3 at 2,000 feet. When added to the ambient PM_{10} level of 41.9 micrograms per cubic meter (ug/m^3), the post mitigation maximum PM_{10} concentration is 78 ug/m^3 . The grading operations of Phase II are anticipated to be limited to 30-day intervals. Although none of the grading PM_{10} concentrations would be below the 50 ug/m^3 , due to the short term nature (less than 90 days) of the Proposed Project, this impact is considered adverse, but not significant.

Air Quality (Operational)

Environmental Impacts

Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The proposed MPTF Master Plan would generate an additional 3,718 daily trips at the site. The operational emissions from the Proposed Project would not exceed SCAQMD significance threshold for any of the criteria pollutants. Therefore, the Proposed Project would not result in a significant operational air quality impact. Furthermore, the CO concentrations were calculated for surrounding intersections. The projected CO concentrations indicate that there would be no violation of the 20 ppm one-hour standard, nor the eight-hour standard of 9.0 ppm at sidewalk receptor locations.

Cumulative Impacts

Criteria pollutant emissions from all related projects, as well as the MPTF proposed project were modeled using the California Air Resources Board's URBEMIS7G Emissions model to estimate cumulative operational emissions.

Emissions from the Proposed Project would amount to a maximum of 2.8% of the cumulative project emissions. The Proposed Project's incremental contribution to a cumulative operational air quality impact would not be considered cumulatively considerable, as the project would comply with the AQMP. Furthermore, the percentage of the cumulative impact generated by the Proposed Project are so small that they make only a de minimis contribution to the significant cumulative impact caused by other projects that would exist in the absence of the Proposed Project.

Mitigation Measures

No mitigation measures are required.

Impacts After Mitigation

Daily operations emissions, from mobile and stationary sources, would not exceed South Coast Air Quality Management District (SCAQMD) significance thresholds for any of the criteria pollutants. Therefore, the Proposed Project would not cause a significant operational air quality impact.

Flood Hazard/Mudflow Hazard

Environmental Impacts

Because the northern portion is currently fully developed, the Proposed Project would not increase the storm water discharge generated by that portion of the site. On the central portion of the site, the proposed development would result in an estimated 23 cfs increase of 50-year frequency peak discharge. Because of the limited capacity of the 36-inch diameter storm drain, this 23 cfs increase would be conveyed northerly to the 39-inch diameter storm drain.

The proposed development of the portion of the site south of Dry Canyon Creek would not contribute to an increase in the peak flow in Dry Canyon Creek, because its peak contribution would have already passed by the time upstream peak flows would reach the site. However, structures would need to be designed to prevent inundation by storm waters. Storm water discharge generated by the Proposed Project would be accommodated by the existing off-site storm drainage system. Therefore, the Proposed Project would not result in a significant flood hazard impact.

The 280 cfs overflow from Dry Canyon Creek, which currently reenters the site from Mulholland Drive, would be maintained and conveyed to Spielberg Drive through the east side perimeter roadway and parking area. Onsite flooding from this flow would be prevented by the development of low garden walls and berms along the western edge of the perimeter roadway and parking area. The 280 cfs overflow would be delivered to the 36" storm drain that runs easterly from the intersection of Mulholland Drive and Spielberg Drive. At that point, the 36" storm drain can experience an exceedence of capacity due to overflow from Dry Canyon Creek. However, no additional site runoff would contribute to this device.

As proposed, the project would not alter existing drainage patterns to create greater downstream flooding potential, alter existing drainage patterns so that existing vegetation declines, cause or increase an exceedance of capacity of bridges and in-place flood control improvements, impose flood hazards on other properties, cause uncontrolled runoff resulting in erosion and sedimentation downstream, impose barriers to the free movement of fish and other aquatic resources, or place new habitable structures or essential transportation improvements within floodways. Therefore, the Proposed Project would not result in a significant hydrology impact.

Cumulative Impacts

The hydrologic analysis for determining project related impacts was based on data developed by the County of Los Angeles for the ultimate development of the Dry Creek watershed and, as a result, can be considered a worst case cumulative impact assessment. Furthermore, all related project development within the subject watershed can reasonably be expected to be developed in accordance with the city or county building codes, thus reducing the amount of new runoff to less than significant levels. This notwithstanding, the existing area of localized flooding along Mulholland Drive can be expected to experience greater quantities of runoff due to upstream exceedances of flood control capacity. However, the Proposed Project would not contribute runoff to this drainage. Thus, the Proposed Project would not result in a significant cumulative flood hazard impact.

Mitigation Measures

- ! The finished floor elevations of structures adjacent to the floodway shall be determined by a civil engineer.
- ! The design of any bridge structures (pedestrian, pedestrian/equestrian, or pedestrian/vehicle) over Dry Canyon Creek shall be to the satisfaction of the Department of Building and Safety.
- ! The eastern perimeter roadway should be designed to contain and convey at least 334.2 cfs from Dry Creek to Spielberg Drive.
- ! See also *Section IV.A.1, Grading*, page 28, for mitigation measures relating to construction activities.

Impacts After Mitigation

The proposed increase in site generated storm water is not anticipated to increase flooding, erosion or sedimentation on other properties. Provided that the eastern perimeter roadway is designed to contain and convey at least 280 cfs from Dry Creek to Spielberg Drive, and the structures in the central portion of the site are designed to prevent inundation, the project would not locate any habitable structures or transportation improvements within the floodways. As a result, no adverse impacts are anticipated with implementation of proposed mitigation measures.

Biota

Environmental Impacts

The majority of the potential impacts would occur in agricultural areas on the property, and are therefore not considered to be significant to existing biological resources. No federally- or state-listed endangered, threatened, or sensitive plant or wildlife species were observed on the property, and limited habitat was observed on the property for supporting such species.

The proposed development would not impact any of the oak trees within the existing developed area. Nine coast live oak trees and sixteen valley oak trees found in the open space area south of the agricultural lands are of sufficient diameter to be protected under the City of Los Angeles Mature Tree Ordinance. A review of the existing plans for the proposed development indicates that one coast live oak and eleven valley oak trees may be removed as a result of the project. All trees located in the southern willow scrub community would be preserved.

Phase Two development of the Proposed Project includes a bridge across Dry Canyon Creek, and may include bank stabilization. An equestrian trail would be located along the southernmost boundary of the MPTF campus, linking an existing trail on Mulholland Drive with an existing trail running along the westernmost boundary of the MPTF campus. This trail would have a wet bed crossing through Dry Canyon Creek.

The development of an equestrian trail across Dry Canyon Creek has potential to cause erosion along the banks of the creek. Erosion associated with the equestrian trail has potential to have a negative but less than significant effect on the water quality in Dry Canyon Creek as a result of increased turbidity. In addition, nutrient input to the creek from associated equine waste has potential to have a negative but less than significant effect on water quality in Dry Canyon Creek.

Any development in a federal and state jurisdictional area has potential to result in impacts which would require a permit from the Corps under Section 404 of the Clean Water Act as well as a Streambed Alteration Agreement. It is understood that, as currently proposed, the bridge, pedestrian trail and bank stabilization would not be within, and therefore would not result in impacts to, areas of Corps jurisdiction. A formal wetland delineation would be required to ensure that impacts resulting from installation of the bridge structure, pedestrian trail, and bank stabilization are outside of areas subject to Corps jurisdiction. The equestrian trail would be within the area of Corps jurisdiction, and therefore could require a permit.

Impacts to riparian vegetation and stream banks resulting from installation of the bridge, trails and bank stabilization would likely require a Streambed Alteration Agreement from the CDFG. Because the impacts due to the proposed development would only cause minimal impacts to riparian vegetation and the stream banks, it is anticipated that mitigation for these impacts can be accomplished onsite.

Construction and operation of the Proposed Project would not have any substantial adverse effects, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species. In addition, the Proposed Project would not adversely affect the movement of any native, resident, or migratory fish or wildlife species or with any known wildlife corridors, nor would it impede the use of known native wildlife nursery sites.

Cumulative Impacts

The related projects do not share biological resources with the Proposed Project. The removal or relocation of plant life on a particular related project site may result in a significant impact on animal life. These impacts could include impacts to wildlife corridors in the form of construction activity and increased nighttime lighting, as well as the displacement of animal habitats due to removal of vegetation during construction.

Mitigation Measures

The following mitigation measures are recommended to address potentially significant impacts on oak trees, riparian resources, nesting birds, and water quality, resulting from the Proposed Project:

Oak Trees

- ! Prior to issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated oak tree expert as designated by LAMC Ordinance No. 153,478, for approval by the City Planning Department and the Street Tree Division of the Bureau of Street Services.
- ! A minimum of two oak trees (a minimum of 48 inch box in size) shall be planted for each one that is removed. The canopy of the oak trees planted shall be in proportion to the canopies of the oak trees removed, per Ordinance No. 153,478, and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency.
- ! The developer shall post a bond or other assurances acceptable to the Bureau of Engineering in consultation with the Street Tree Division and Advisory Agency (or other decision-maker) guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership will require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
- ! The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Street Tree Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

- ! Appropriate measures should be taken to protect existing oak trees that are not scheduled for removal as a result of the Proposed Project, but which are within 50 feet of construction activities. Fencing should be placed around the dripline of avoided oak trees within 50 feet of construction activities to protect them from damage to limbs and compaction or deposition of soil around the root ball.

- ! In order to mitigate impacts to trees other than oaks due to the implementation of the project, prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert indicating the location, size, type, and condition of all existing trees shall be submitted for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per current Street Tree Division standards.

Riparian Resources

- ! Loss of riparian vegetation on the property resulting from installation of bridges across Dry Canyon Creek can be mitigated through revegetation of areas impacted by construction. In addition, removal of large stands of invasive, non-native species from the property will benefit existing native habitats and the species that utilize those habitats.

- ! Silt fencing should be installed along the top of the creek bank prior to commencing construction activities within 50 feet of the drainage course to protect riparian and aquatic resources on the property. Though no permanent impacts to these resources is anticipated from implementation of the Proposed Project, temporary impacts could result from the inadvertent movement of cut or fill material into the waterway during construction, or erosion of these materials during storm events. Similarly, appropriate fencing should be installed during construction of the bridge elements to ensure no soil or construction materials are washed into Dry Canyon Creek.

Nesting Birds

- ! Between March 1 and August 15, removal of vegetation containing active bird nests from the proposed construction site should not occur, to avoid impacts to nesting birds on the property.

Water Resources

- ! The installation of an equestrian trail with a wet bed crossing on Dry Canyon Creek will require development of bank stabilization features to mitigate for impacts that may result from increased erosion caused by degradation of stream banks.

- ! An analysis of existing water quality in Dry Canyon Creek is required to determine the significance of additional nutrient input to the stream from equine waste. Following construction of the trail, water quality monitoring should be conducted upstream and downstream of the wet bed crossing to determine impacts associated with the trail. A program for remediation of impacts should be developed in conjunction with the water quality monitoring program to remediate impacts to water quality related to the equestrian trails, should they occur.

Impacts after Mitigation

Implementation of mitigation measures would reduce potentially significant impacts to biological resources on the property to a less than significant level.

Noise

Environmental Impacts

Construction Noise

Development of the Proposed Project would increase noise levels in the surrounding area. Construction of the entire project is anticipated to occur over phases, with construction of the various structures occurring at different times, and potentially impacting different receptors at different times.

Construction could add more than 5 dBA to the ambient noise conditions each of the five monitoring locations at least for limited periods of time. Changes in ambient noise level could increase anywhere from 7.8 to 24 dB over existing noise levels, depending on the location and type of construction.

These increases would be considered significantly adverse. This is the worst case increase. Actual noise levels due to construction, as received at the measurement locations, would be dependent on the relative location of the construction activities. Additionally, all construction noise impacts would be short-term.

Operational Noise

Project related traffic increases would be primarily limited to the segment of Mulholland Drive north of the MPTF main entrance, and the portion of Calabasas Road east of El Cañon Avenue. Future project related noise increases at all three potentially impacted noise monitor locations would range from 0.1 to 0.5 dB, an increase which is not a discernible noise change.

Cumulative Impacts

Construction activities associated with related projects in close proximity to the Proposed Project (Related Project Nos. 11 and 4) would increase short-term noise levels in the project vicinity. However, it is unlikely that the Proposed Project and these related projects would be under construction concurrently.

Operational noise impacts resulting from project related traffic increases would be undetectable to the average person, but would contribute to increases in ambient noise levels. Future traffic noise conditions at monitoring location 1 and 4 would be considered cumulatively significant as the future noise levels increase in dB would amount to more than 3.

Mitigation Measures

Construction Noise Mitigation Measures:

- ! Operations shall be performed in the most quiet manner possible through proper planning and the use of noise attenuating devices, so as to avoid high noise levels caused by independent and simultaneous operation of equipment.
- ! Quieted equipment shall be used in compliance with the applicable provisions of Ordinance No. 156,363.

- ! The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses, unless technically infeasible.
- ! Temporary eight-foot-high fencing to serve as noise barriers shall be erected around the noisiest areas of operations, and in the vicinity of haul truck loading and queuing.
- ! Loading and staging areas shall be kept on-site within the perimeter protected by the temporary noise barrier and away from the noise-sensitive sides of the site.
- ! All haul trucks shall queue within an enclosed area on-site, whenever practicable. Engines will be shut-off if queuing last three or more minutes.
- ! Haul truck routes and queuing areas shall avoid residential streets.
- ! Project contractors shall muffle and shield the intakes and exhausts of construction equipment, shroud and shield impact tools, and use electric-powered, rather than diesel-powered equipment, as feasible.
- ! Rubber tired equipment shall be used, rather than track equipment, to the maximum extent possible.
- ! Adjacent residents shall be given regular notification of major construction activities and their duration.
- ! A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.
- ! Construction hours shall be limited to the hours of 7:00 AM to 6:00 PM, Monday through Saturday.
- ! To the extent feasible, alternatives to pile driving, such as drilling, shall be used to minimize highly intrusive noise.

Operational Noise Mitigation Measures:

Under the Proposed Project there would be no operational noise impacts. Therefore mitigation measures for operational noise are not required.

Impacts After Mitigation

Significant impacts would result from construction activities. Mitigation measures would reduce, but not eliminate, significant construction noise impacts.

Traffic generated during the operation of the Proposed Project would contribute a maximum increase of 0.5 dB to future noise levels. This increase would be undetectable to the average person, and not considered significant. However, this increase would contribute to a cumulative significant increased in ambient noise levels at two Sensitive Receptor Locations.

Artificial Light

Environmental Impacts

The proposed Master Plan would result in the development of approximately 19 acres of undeveloped land. Illumination sources associated with the project would consist of security lighting, landscape lighting, directional internal lighting comparative to a multi-family development, and lighting of parking areas.

Illumination due to development of the southern 19 acres of the MPTF site would be visible from the adjacent residential areas, approximately half to three-quarters of a mile to the southwest. Residents in these areas with a direct line of site to this portion of the site would perceive the new development as additional lighting on what was formerly an empty, open space surrounded by night lighting sources which appear as a glow. Hillside residents would see the new illumination as an individual lighting source surrounded by urban development.

While the Proposed Project would create artificial light in a previously undeveloped area, the introduction of these new lighting sources would not be considered a significant impact.

Cumulative Impacts

The related projects are too far removed or have geographical obstructions which prevent their contributing to the perceived glow. Therefore, there would be no cumulative artificial light impacts.

Mitigation Measures

Although no mitigation measures are required, the following measures are recommended to further reduce the less than significant impact:

- ! All lighting shall be in accordance with applicable City of Los Angeles requirements.
- ! A lighting plan shall be prepared for approval by the Planning Department to ensure that lighting does not adversely illuminate neighboring residences.
- ! Low level security lighting shall be used in outdoor areas.
- ! All exterior lighting shall be directed on site and light sources should be shielded so as not to be visible from surrounding properties.
- ! Measures under *Energy*, relating to the installation of timers on interior lights, shall be implemented to ensure that the Proposed Project is minimally lit during evening hours.

Impacts After Mitigation

The project would result in an overall increase in nighttime illumination in the project area, due to use of the proposed facilities. However, these impacts would be less than significant. Mitigation measures would further reduce these impacts.

Zoning

Environmental Impacts

The proposed Master Plan would result in a revision to an existing Conditional Use Permit and Zone Variance. These land use entitlements outline the restrictions on development required to prevent an impact on zoning. Although the project proposes to develop on land which is currently undeveloped, the Proposed Project consists of an expansion of an existing land use which has been permitted on the subject site since 1946, and has an existing property-wide CUP approved in 1986. With the approval of a new Conditional Use Permit, the Proposed Project would not create any impacts on the zoning of the City of Los Angeles.

Cumulative Impacts

Due to the distance separating the Related Projects, any of their potential zoning inconsistencies would be site specific, and would not compound any impacts associated with the Proposed Project. Therefore, no cumulative impacts would occur.

Mitigation Measures

None required with approval of a new Conditional Use Permit.

Impacts After Mitigation

None Anticipated.

District Plan

Environmental Impacts

The Proposed Project would result in a revision to an existing Conditional Use Permit and Zone Variance. These land use entitlements outline the restrictions on development required to prevent an impact on the General Plan. The uses on the site are clearly recognized by the Community Plan with the designation of the site as a Health Center. With a determination that the use is institutional rather than residential, the proposed development on the southern portion of the site would not be subject to the height restrictions for “residential development” referenced in the Housing section of the Community Plan.

The Proposed Project anticipates a total resident population on the site at build-out of less than that assumed by the District Plan. As a result, the project is consistent with the density and population assumptions of the General Plan.

As proposed, the project would not prevent the implementation of land use policies of the Community Plan, is consistent with an adopted land use designation, and does not create substantial or extreme use incompatibility. As such, the project would not significantly impact the Community Plan.

Cumulative Impacts

Due to the distance separating the Related Projects, any of their potential inconsistencies with the Community Plan would be site specific, and would not compound any impacts associated with the Proposed Project. Therefore, no cumulative impacts would occur.

Mitigation Measures

Compliance with the mitigation measures outlined in *General Plan Elements - Equestrian Trails*.

Impacts After Mitigation

None Anticipated.

General Plan Elements

Environmental Impacts

Scenic Highways

The Proposed Project would be visible from Mulholland Drive and Valley Circle Boulevard Scenic Highways. The Proposed Project would alter the visual character of the southern half of the site. The primary impact on the Mulholland Drive Scenic Highway would be the conversion of the existing undeveloped property into a retirement community. The proposed three-story residential buildings, administration building, and the two-story nursing wing would be visible from Mulholland Drive. These buildings would be visible up to a quarter of a mile from the site along Mulholland Drive. This conversion of the existing undeveloped land into houses would contribute to the residential character that predominates along Mulholland Drive from Topanga Canyon Boulevard to Valley Circle Boulevard. Thus, these buildings are not anticipated to have a significant impact on the Scenic Highways Plans. Approximately the southernmost 500 feet of Valley Circle Boulevard Scenic Highway has a view of the project site. The only portions of the Proposed Project that would be visible from Valley Circle Boulevard would be the Alzheimer building at the corner of Mulholland Drive and Calabasas Road. This building would replace an existing building, and thus, result in only superficial changes to the existing view of the site. As a result, no significant impact to scenic highway is anticipated.

Equestrian, Hiking and Bicycle Trails

The Proposed Project includes the development of one dedicated equestrian trail along the southern and western property lines, similar to the existing Master Plan. This trail would link the trails south of the site with the Rim of the Valley trail. The trail would be located adjacent to the western property line. The vacation of El Cañon Avenue included the dedication of 12 feet for equestrian trail purposes. From the southern terminus of the vacated El Cañon site, the trail would proceed east along the property line to the corner of Valmar and Mulholland Drive. During daylight hours, a pedestrian trail along the creek bed is also proposed to be developed. The equestrian trail would run from Calabasas Road to Valmar Road. By constructing this trail, an accessible trail-head for the

County equestrian trail would be created. Although the proposed trail would not be located along Mulholland Drive as recommended by the District Plan, it does fulfill the objectives of the Major Equestrian and Hiking Trail Plan, and would prevent potential conflicts between horses and cars at the Mulholland drive and Calabasas Road intersection.

The Proposed Project currently does not include the construction of a bike trail along Mulholland Drive as recommended by the District Plan.

Cumulative Impacts

Scenic Highways

Related Projects visible from Valley Circle Boulevard and the Ventura Freeway (U.S. 101), could impact the Scenic Highways Element. However, due to the distance separating the Related Projects, any potential impacts would be site specific, and would not compound any impacts associated with the Proposed Project. Therefore, no cumulative impacts would occur.

Equestrian, Hiking and Bicycle Trails

None of the proposed related development is anticipated to impact implementation of proposed equestrian and hiking trails.

Mitigation Measures

Scenic Highways

No impacts are anticipated. As a result, no mitigation is required.

Equestrian, Hiking and Bicycle Trails

- ! The applicant shall dedicate and improve an equestrian trail on the proposed site, from Calabasas Road and El Cañon to Mulholland Drive and Valmar Road.
- ! Trails shall comply with City trail standards to the satisfaction of the Department of Recreation and Parks, and the City Engineer.

Impacts After Mitigation

Scenic Highways

No significant impacts are anticipated.

Equestrian, Hiking and Bicycle Trails

No significant impacts are anticipated.

Traffic

Environmental Impacts

Phase I of the Proposed Project is expected to generate an additional 129 vehicle trips (102 inbound and 29 outbound) during the AM peak hour, 187 vehicle trips (52 inbound and 135 outbound) in the PM peak hour, and a total of 1,836 daily vehicle trips. Total project buildout is expected to generate 249 vehicle trips (186 inbound and 43 outbound), during the AM peak hour, 367 vehicle trips (122 inbound and 245 outbound) in the PM peak hour, and a total of 3,518 daily vehicle trips.

Phase I

The Proposed Project is expected to create significant impacts according to the LADOT impact criteria at the following intersections: El Cañon Avenue and Calabasas Road, US 101 southbound ramps and Calabasas Road, Valley Circle Boulevard and US 101 northbound off-ramp/Long Valley, and Mulholland Drive and Calabasas Road/Avenue San Luis.

Project Buildout (Includes Phases I and II)

The Proposed Project is expected to create significant impacts according to the LADOT impact criteria at the following intersections: El Cañon Avenue and Calabasas Road, US 101 southbound ramps and Calabasas Road, Valley Circle Boulevard and Ventura Boulevard, Valley Circle Boulevard and US 101 northbound off-ramp/Long Valley, and Mulholland Drive and Calabasas Road/Avenue San Luis.

The Proposed Project would not add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at designated CMP monitoring intersections. Furthermore, the Proposed Project would not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the US 101 Freeway. Therefore, no project impacts to freeways are expected.

Per the CMP guidelines, the Proposed Project is forecast to generate a demand for 12 transit trips (9 inbound trips and 3 outbound trip) during the weekday AM peak hour, 18 transit trips (6 inbound trips and 12 outbound trips) in the PM peak hour, and 182 daily transit trips.

It is anticipated that the existing transit service in the project area would adequately accommodate the project generated transit trips. Thus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the Proposed Project.

Cumulative Impacts

The above discussion includes cumulative impacts.

Mitigation Measures

Phase I Mitigation

Development of Phase I of the Proposed Project is anticipated to result in significant transportation impacts at a total of three of the nine study intersections. The following provides an overview of the proposed street improvement measures (i.e., mitigation measures) which are expected to reduce the impacts due Phase I to less than significant levels.

No. 1: El Cañon Avenue and Calabasas Road

- ! Variable widening along the south side of Calabasas Road, east of El Cañon Avenue along the project frontage, so as to provide a second eastbound through travel lane on Calabasas Road. (Previously approved in concept by the City of Los Angeles and the City of Calabasas.)
- ! Restriping the eastbound approach to the intersection to provide one through lane and one shared through/right-turn lane. (Previously approved in concept by the City of Los Angeles and the City of Calabasas.)

The proposed mitigation is expected to improve the V/C ratio from 0.896 (LOS D) to 0.668 (LOS B) during the PM peak hour. The change in V/C would be reduced from 0.021 to -0.207, thus eliminating the Phase I peak hour impacts at this intersection.

No. 2: US 101 SB Ramps and Calabasas Road

- ! Variable widening along the south side of Calabasas Road, adjacent to the intersection along the project frontage, so as to provide two left-turn lanes and two through lanes for the eastbound Calabasas Road approach. The inside left-turn lane would be designated for use by carpools only to be consistent with the lane configuration on the US 101 Freeway southbound on-ramp, which provides one carpool lane and one mixed-flow lane. (Previously approved in concept by the City of Los Angeles and Caltrans.)
- ! Provide two through lanes and two right-turn lanes on the westbound Calabasas Road. The outside right-turn lane will be designated for use by carpools only to be consistent with the lane configuration on the US 101 freeway southbound on-ramp. (Previously approved in concept by the City of Los Angeles and Caltrans.)
- ! Modification to the traffic signal. (Previously approved in concept by the City of Los Angeles and Caltrans.)

The proposed mitigation is expected to improve the V/C ratio from 1.126 (LOS F) to 1.076 (LOS F) during the AM peak hour, and from 1.192 (LOS F) to 1.100 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.011 to -0.039 during the AM peak hour, and from 0.013 to -0.079 during the PM peak hour, thus eliminating the Phase I peak hour impacts at this intersection.

No. 5: Valley Circle Boulevard/US 101 NB Off-Ramp-Long Valley

- ! Modification of the northwest corner of the intersection to increase the curb return radius to 50 feet so as to accommodate a free-flow southbound right-turn only lane on Valley Circle Boulevard.
- ! Restriping the westbound US 101 northbound off-ramp approach so as to provide one left-turn lane, one shared left-turn/through lane, and dual right-turn lanes.

The proposed mitigation is expected to improve the V/C ratio from 1.387 (LOS F) to 1.146 (LOS F) during the AM peak hour, and from 1.156 (LOS F) to 1.101 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.010 to -0.231 during the AM peak hour, and from 0.015 to -0.040 during the PM peak hour, thus eliminating the Phase I peak hour impacts at this intersection.

Project Build-Out Mitigation

Development of Project Buildout (i.e., Phases I and II, or “buildout” of the project) is anticipated to result in significant transportation impacts at a total of five of the nine study intersections. The Project Buildout mitigation measures include all mitigation measures described above for Phase I of the Proposed Project, plus the following additional recommended improvements. The mitigation measures proposed are expected to reduce the impacts associated with the buildout of the Proposed Project to less than significant levels. Copies of the conceptual mitigation plans for the recommended intersection mitigation measures are contained in *Appendix E*.

No. 1: El Cañon Avenue and Calabasas Road

The Phase I project mitigation previously discussed is expected to improve the V/C ratio from 1.007 (LOS F) to 0.739 (LOS C) during the PM peak hour. The change in V/C would be reduced from 0.061 to -0.207 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 2: US 101 SB Ramps and Calabasas Road

The Phase I project mitigation previously discussed is expected to improve the V/C ratio from 1.237 (LOS F) to 1.181 (LOS F) during the AM peak hour, and from 1.318 (LOS F) to 1.213 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.030 to -0.026 during the AM peak hour, and from 0.037 to -0.068 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 4: Valley Circle Boulevard and Ventura Boulevard

! Enhancement to the City of Los Angeles’ Automated Traffic Surveillance and Control (ATSAC) traffic signal system by funding the design and construction of a new Adaptive Traffic Control System (ATCS) in the Project vicinity.

The proposed mitigation is expected to improve the V/C ratio from 1.034 (LOS F) to 1.004 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.014 to -0.016 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 5: Valley Circle Boulevard/US 101 NB Off-Ramp-Long Valley

The Phase I project mitigation previously discussed is expected to improve the V/C ratio from 1.533 (LOS F) to 1.271 (LOS F) during the AM peak hour, and from 1.287 (LOS F) to 1.220 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.030 to -0.232 during the AM peak hour, and from 0.044 to -0.023 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

No. 6: Mulholland Drive and Calabasas Road-Avenue San Luis

! Enhancement to the City of Los Angeles' ATSAC traffic signal system by funding the design and construction of a new ATCS in the Project vicinity.

The proposed mitigation is expected to improve the V/C ratio from 1.368 (LOS F) to 1.338 (LOS F) during the AM peak hour, and from 1.283 (LOS F) to 1.253 (LOS F) during the PM peak hour. The change in V/C would be reduced from 0.022 to -0.008 during the AM peak hour, and from 0.023 to -0.007 during the PM peak hour, thus eliminating the Project Build-Out peak hour impacts at this intersection.

Impacts After Mitigation

With the implementation of the proposed mitigation measures, any potential traffic impacts due to the Proposed Project would be reduced to a less than significant level.

Parking

Environmental Impact

Parking rates from the City of Los Angeles Code applicable to the proposed Master Plan project² is as follows:

- Hospital: 1 space per 500 square feet (SF) (Institutional parking rate)
- Medical Office: 1 space per 200 SF

² Based on meeting with Kevin MacDonald and Bob Janovici of the City Planning Department on August 26, 1998, and follow-up letter to Bob Janovici from Planning Associates, Inc. on September 16, 1998.

- Retirement Community:
 - 1 space per unit the first 30 dwelling units
 - 1 space per every two units for the second 30 dwelling units
 - 0.33 spaces per unit over 60 dwelling units
 - Less 60 percent of the above Retirement Community total
- Services: 1 space per 500 SF
- Activity Facilities: 1 space per 500 SF

Based on City Code parking rates, a net increase of 420 spaces are required for the site under the proposed Master Plan.

Thus, a total of 754 parking spaces (334 existing required spaces plus 420 Master Plan project required spaces) would be required for the future MPTF campus upon buildout of the proposed Master Plan project. A total of 992 on-site parking spaces are proposed for the MPTF campus as part of the Master Plan project. Thus, no impacts to parking are anticipated.

Cumulative Impact

Related Project No. 11 is included in the discussion above. No other Related Project would share or have parking in the vicinity of the Proposed Project. Therefore there would be no significant cumulative parking impact.

Mitigation Measures

None are required.

Impacts after Mitigation

No significant parking impact is anticipated under the Proposed Project.

Site Access

Environmental Impact

Access to the project site would be provided via five site entrances. The main entrance at the Spielberg Drive intersection with Mulholland Drive, the northerly entrance on Mulholland Drive, and the El Cañon Avenue entrance would all be maintained. An additional entrance would be developed

at Mulholland Drive to the northwest of Valmar Road, to allow access to the Hospice and Guest House. Finally, emergency vehicle access would be provided at Park Sorrento, near the southerly boundary of the site.

The intersection at the main entrance, located at Mulholland Drive of Spielberg Drive, would operate at LOS A during both the AM and PM peak hours, under cumulative plus project build-out conditions. Therefore, the Proposed Project would not have a significant site access impact.

Cumulative Impact

Related Project No. 11 is included in the discussion above. No other Related Project would share site access routes with the Proposed Project. Therefore there would be no significant cumulative site access impact.

Mitigation Measures

None required.

Impacts after Mitigation

No significant site access impact is anticipated under the Proposed Project.

Fire Protection

Environmental Impact

The LAFD has determined that fire-flow adequate to serve the needs of the Proposed Project would amount to 4,000 gpm flowing from four fire hydrants simultaneously. Improvements to the water system in the area could be necessary in order to provide the required 4,000 gpm fire-flow.

Based on the required fire-flow of 4,000 gpm, the first due Engine Company should be within 1.5 miles and the first due Truck Company within 2.0 miles. Based on response distance criteria, fire protection would be considered inadequate.

The LAFD has noted that intersections with Levels of Service (LOS) of E or F would have a significant adverse impact on fire protection services. Ambient traffic increases as well as the development of the related and Proposed Projects would result in an increase in the LOS at the

intersection of El Cañon Avenue at Calabasas Road, Valley Circle Boulevard at Burbank Boulevard, and Valley Circle Boulevard at Ventura Boulevard to LOS E or F during the AM or PM peak hours, thus having a significant impact on fire response times.

Cumulative Impacts

The development of other projects in the immediate area may result in a need for increased staff for existing facilities, additional fire protection facilities, or relocation of present fire protection facilities which may produce some area-wide cumulative impacts. As with the Proposed Project, related projects would be subject to individual review and approval by the LAFD.

Mitigation Measures

- ! Definitive plans and specifications indicating access road and turning area shall be submitted to the Fire Department during approval of necessary permits prior to commencement of the building of any portion of the project.
- ! At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required.
- ! Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- ! Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- ! Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
- ! Depending on square footage and height, sprinkler systems may be required throughout habitable structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.
- ! Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.

- ! The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- ! Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- ! Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- ! Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance, or exit of individual units.
- ! The entrance or exit of all ground apartment units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless an equivalency is provided (as with the Stark Villa).
- ! Private roadways for general access use shall have a minimum width of 20 feet.
- ! Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.
- ! Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- ! No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless an equivalency is provided (as with the Stark Villa).
- ! Access for Fire Department apparatus and personnel to and into all structures shall be required.

- ! Additional vehicular access may be required by the Fire Department where buildings exceed 28 feet in height.
- ! Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
- ! Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.
- ! Compliance with recommended traffic mitigation measures, see *Traffic*.
- ! Compliance with recommended hazardous waste mitigation measures, see *Solid Waste and Disposal*.

Because the project is located in the Mountain Fire District, the Fire Department has recommended the following measures:

- ! The proposed structures should include boxed-in eaves; single pane, double thickness (minimum 1/8" thickness) or insulated windows; non-wood siding; noncombustible finishes; noncombustible roofs.
- ! Exposed wooden members shall be two inches nominal thickness where possible.
- ! The Proposed Project shall comply with Mountain Fire District requirements set forth in the City of Los Angeles Municipal Code 57.25.01.
- ! Irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet shall be considered as a buffer between the brush and the Proposed Project.
- ! All decorative landscaping surrounding project structures shall use fire-resistant plants and materials.
- ! Brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the applicant under supervision of the LAFD.

Impacts After Mitigation

Based on LAFD hydrant fire-flow requirements and first engine company distance and response time, the Proposed Project would be considered to be inadequately served. Implementation of the proposed mitigation measures would result in the maximum feasible fire protection and access for emergency vehicles. These mitigation measures would reduce the impact of the Proposed Project on fire protection services to a less than significant level.

Police Protection

Environmental Impacts

Project development would generate a net increase of approximately 896 employees and 308 residents on the site. The LAPD estimates that a project of this size would have a significant impact on the demand for police services in the area.

Ambient traffic increases, as well as the development of the related project and the Proposed Project, would result in an LOS E or F during peak hours at the intersections of Valley Circle Boulevard at Burbank Boulevard, Valley Circle Boulevard at Ventura Boulevard, and Mulholland Drive at Calabasas Road/Avenue San Luis, thus having an adverse impact on police response. However, the use of private security on the project site would reduce the security impact.

Cumulative Impacts

Development of the proposed and related projects would adversely affect police protection services in the West Valley Area. Related projects in the City of Los Angeles would increase the local population by approximately 440 people. With the influx of residents, employees, and patrons to the area, more police-related problems may occur. It is estimated that three officers are needed for every 1,000 residents. Therefore, the West Valley Area would need to augment its staff by approximately one officer in order to maintain its current level of service. The project would have a cumulative impact on the number of officers required to maintain service.

Related project implementation would increase the number of intersections operating at LOS E or F by three, adversely affecting emergency access.

Mitigation Measures

- ! Elevators, lobbies, and the parking area shall be well illuminated and designed with minimum dead space to eliminate areas of concealment.
- ! All doors shall be of solid core construction with dead bolt locks.
- ! Exterior and interior security lighting shall be provided.
- ! Ornamental shrubbery shall not be planned in a way that would provide cover for persons tampering with doors and windows.
- ! Upon project completion, the applicant shall provide the West Valley Area commanding officer with a diagram of the project. The diagram shall include access routes and any information that might facilitate police response.

Impacts After Mitigation

Development of the Proposed Project may have a significant impact on police services in the LAPD's West Valley Area. However, implementation of mitigation measures and the use of private on-site security would reduce these impacts to a less than significant level.

Schools

Environmental Impacts

The proposed housing is intended for seniors who require daily medical and living assistance, and who would not have school-aged children living with them. Furthermore, the MPTF would be required to pay school development fees during the building permit process. These fees are meant to offset the costs involved in providing facilities to accommodate any increased enrollment in the school attendance area, due to the increased number of employees on the MPTF campus under the Proposed Project. Therefore, no significant school impact is anticipated due to the development of the Proposed Project.

Cumulative Impacts

Largely due to the Proposed Project's location adjacent to the City of Calabasas and Ventura County, all but three of the related projects are in different school attendance areas. Related projects number 8, 9, and 11 are in the same attendance area as the Proposed Project.

Related project number 9 consists of 228,00 square feet of office space, and therefore would not generate any school age children. Related project number 11 consists of 148 retirement community dwelling units with 200 senior residents, and a 2,000 square foot activity facility. As with the Proposed Project, this project would not generate any school-aged children.

Related project number 8 consists of 15 single family residential units. This development could potentially generate 3.75 to 7.5 elementary school aged children, 1.5 to 3.75 middle school aged children, and 1.5 to 3.75 high school aged children, for a total of between 6.75 and 15 school age children. The number of school age children projected to be generated within the attendance area by the time this project becomes operational is well below the schools' operating capacities. Assuming the project would be operational within two years, the number of highschool age children in the attendance area would be 2,302, the number of middle school age children would be 1,532, and the number of elementary school age children would be 264. Therefore, the additional students generated by this project would not impact the schools that serve it.

Mitigation Measures

None required.

Impacts After Mitigation

None.

Parks And Recreation

Environmental Impacts

The proposed Master Plan designates a 2 acre undeveloped Nature Center in the area of Dry Canyon Creek, and a 7 acre pedestrian walkway adjacent to a new water feature running north-south along the center of the project site. The approximately 9 acres of open space proposed for the MPTF

campus would satisfy the potential demand for recreation and park services generated by the 308 new residents on the site. Therefore there would be no significant impact to parks and recreation due to the Proposed Project.

Cumulative Impacts

Related Project Nos. 5, 8, 10, 11, and 12 are residential projects. Projects 8 and 11 would be served by the same recreational facilities as the Proposed Project. These two projects would increase the population within the service area by 260. Due to the existing deficiency for both community and neighborhood parks, the population increase could potentially impact the parks service area further. However, several parks have been designated within the area for future development under the City's Public Recreation Plan. Which should off-set this deficiency. Furthermore, Related Project No. 8 would be required to pay Quimby Fees which can be used to purchase land for the development of these parks, thus reducing population increase related project impacts. Additionally, Related Project No. 11 would be developed on the MPTF campus, which would provide adequate recreational and open-space to accommodate all new residents on the site. Therefore, impacts to parks and recreation due to the cumulative projects in the service area would be less than significant.

Mitigation Measures

None Required.

Impacts After Mitigation

None anticipated.

Libraries

Environmental Impacts

The demand for library services due to this project is not anticipated to exceed the expected level of services available once the planned addition to the existing library branch building is constructed. The Los Angeles Public Library Director of Branches has indicated that the Proposed Project would not significantly impact either the Woodland Hills Branch or the Platt Branch Library.

Cumulative Impacts

Related Project Nos. 8 and 11 would be served by the same branch library as the Proposed Project. These two projects would increase the population within the service area by 260. The demand for library services due to this project would not exceed the expected level of services available once the planned addition to the existing library branch building is constructed. Therefore, library impacts due to the cumulative projects in the service area would be less than significant.

Mitigation Measures

None Required.

Impacts After Mitigation

None anticipated.

Energy

Environmental Impacts

Construction Energy Use

During project construction, energy would be consumed during site preparation by grading equipment and by the transfer of materials by heavy duty equipment. This equipment would generally be diesel powered and would be used during the site preparation and construction phases. Because the Proposed Project would be developed in distinct phases, it is necessary to assess energy consumption based on a prototypical site preparation bases. The prototypical construction phase is assumed to be on a site covering approximately one third of the project site. Equipment usage is based on an eight-hour workday and estimated site preparation period totaling 30 working days. It was estimated that site preparation would require approximately 153 scraper hours, 60 dozer hours, 180 water truck hours, 30 compactor hours and 2,000 haul truck trips. Total project development fuel consumption is estimated to be 40,304. Construction worker travel to and from the site would consume an unquantifiable amount of fuel during construction.

Operational Energy Use

Long-term consumption of non-renewable resources would result from heating, cooling, lighting, and other activities anticipated to occur upon completion of the Proposed Project. It is anticipated that the Proposed Project would utilize approximately 10,311,415 KWh of electric energy annually, resulting in a net annual increase of 5,298,149 KWh of electricity usage on the site. Electric energy would be provided by the Los Angeles Department of Water and Power (DWP), which would service the site from its 34.5-kV distribution system when project construction is completed. The DWP has indicated that due to the size of the Proposed Project, additional on-site facilities may be required. However, this is not considered a substantial modification to the existing utility system. Therefore, project related electrical energy consumption is not anticipated to result in a significant impact.

The Proposed Project would utilize approximately 2,888,827 cf of natural gas monthly, resulting in a net monthly increase of 1,899,674 cf of natural gas usage on the site. The Gas Company would service the site from an existing 3-inch medium pressure main in Park Sorrento. The Gas Company has indicated that no service problems are anticipated with project implementation. As a result, project related electrical energy consumption is not anticipated to result in a significant impact.

Following project implementation, the site is anticipated to generate 3,718 vehicle trips per day. Assuming an average trip length of 10 miles and vehicular fuel consumption of 15 miles per gallon, approximately 2,479 gallons per day, or 904,835 gallons annually, of vehicular fuel would be used by employees and visitors of the facility.

The Proposed Project would result in a less than significant increase in the consumption of non-renewable resources.

Cumulative Impacts

Construction

Development of most of the related projects would involve grading and the use of heavy machinery. However, grading amounts and the amount of diesel fuel that would be used are unquantifiable.

Implementation of the proposed and related projects would increase energy consumption by approximately 35,098,417 kWh of electric energy. The cumulative increase in local energy consumption would constitute an incremental increase in the depletion of non-renewable resources. The cumulative projects may necessitate the construction of additional distribution facilities by LADWP in the future.

Implementation of the proposed and related projects would increase natural gas consumption by approximately 20,528,912 cf. The cumulative increase in local natural gas consumption would constitute an incremental increase in the depletion of non-renewable resources.

The cumulative trip generation of 43,602 vehicle trips per day from the proposed and related projects would result in the consumption of approximately 29,068 gallons of vehicle fuel per day, or 10.6 million gallons annually. Except for the relatively short duration of construction periods when diesel would be used, the use of gasoline as a source of vehicular energy would be associated with project operations. This would also constitute an incremental increase in the depletion of non-renewable resources.

Energy demands of the project and related projects would be accommodated by the suppliers. The proposed and related development are expected to require the installation of additional distribution facilities, resulting in a cumulative significant impact on the energy service system.

Mitigation Measures

- ! The project applicant is required by law to demonstrate compliance with the standards of the Uniform Building Code and Title 24 of the California Administrative Code prior to issuance of a building permit.
- ! Consult with the Los Angeles Department of Water and Power to determine feasible energy conservation features that could be incorporated into the design of the Proposed Project.
- ! Use energy-efficient indoor and outdoor lighting, such as fluorescent lighting indoors and low pressure sodium vapor lighting outdoors. Building designs should make maximum use of natural daytime lighting and should avoid nonessential, ornamental lighting.

- ! Built-in appliances, refrigerators and space-conditioning equipment shall exceed the minimum efficiency levels mandated by the California Code of Regulations.
- ! Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.
- ! A performance check of the installed space-conditioning system shall be completed by the applicant prior to issuance of a certificate of occupancy to ensure that energy efficiency measures incorporated into the project operate as designed.
- ! Design window systems to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.
- ! Use natural ventilation where possible.

Impacts After Mitigation

Development of the Proposed Project would increase consumption of local and regional energy resources. Project construction would result in a net increase of on-site energy consumption by approximately 5,298,149 kWh of electricity, 1,899,674 cf of natural gas, and 904,835 gallons of vehicular fuel annually. These increases would be considered less than significant. The proposed mitigation measures would further reduce any impacts to energy utilities due to the Proposed Project. Therefore there would be no significant energy impact.

Water

Environmental Impacts

The Proposed Project would consume an average of approximately 99,699.93 gallons of water per day. This would increase water consumption on the site by 11,422.93 gallons daily, or approximately 8 percent. This incremental increase would be considered less than significant. Domestic water service for the Proposed Project is anticipated to be provided by the LADWP, which has indicated that the existing water system can accommodate the anticipated water use demand of the project.

Cumulative Impacts

Proposed and related projects are anticipated to consume a total of approximately 1,066,551 gallons of water a day. This cumulative increase could produce an area-wide adverse impact, given potential drought conditions and current state and local water conservation objectives. As with the Proposed Project, each related project requiring discretionary approval would be subject to a review process and to appropriate water conservation requirements and mitigation measures. Local water line capacity for each related project can only be determined on a project-by-project basis.

Mitigation Measures

The Proposed Project would result in an increase in water consumption on the project site which would be considered less than significant. However, the following mitigation measures would further reduce the affects of increased water consumption on the site.

- ! The irrigation system shall include computerized controls to avoid unnecessary watering and minimize water loss through evaporation.
- ! Landscape plans shall emphasize low water consumption grasses wherever possible.
- ! Install dual plumbing systems in order to permit the use of reclaimed water for irrigation, toilets, air conditioning systems, and other appropriate purposes.
- ! Install efficient irrigation systems which minimize runoff and evaporation and maximize water reaching the plant roots.
- ! Water in fountains, ponds, and other landscape features shall use recirculating water systems to prevent waste.
- ! Drinking fountains shall be equipped with self-closing valves.
- ! Proposed ponds and streams shall be lined to prevent loss of water through percolation.
- ! Incorporate water saving techniques, including water conserving plumbing, low flow toilets, showers and faucets.

- ! Landscaped areas shall comply with the Xeriscape Ordinance and emphasize drought tolerant landscaping to reduce irrigation water consumption.

- ! Compliance with State and Health and Safety Code Section 17921.3 requiring low-flush toilets, as defined by the American National Standards Institute A112.19.2, and urinals that use less than 1.5 gallons per flush.

Impacts After Mitigation

The Proposed Project would result in an increase in water demand at the site by approximately 11,423 gallons per day, or approximately 8 %. This incremental increase would be considered a less than significant impact. Implementation of the mitigation measures would further reduce these impacts.

Sanitary Sewers

Environmental Impacts

The proposed MPTF Master Plan would result in a net increase of 34,000 gpd and a total estimated sewage generation of 96,398 gpd of sewage on the site.

The Proposed Project is estimated to have an average sewage flow of 0.053 cubic feet per second (cfs) and a peak sewage flow not to exceed 0.185 cfs. The existing facilities contiguous to and downstream from the Proposed Project currently have sufficient remaining available capacity to convey those flows from the Proposed Project. Therefore, no significant impacts on local sewer lines are anticipated with project development.

Cumulative Impacts

The development of the related projects would generate an estimated 963,816 gallons per day. The Proposed Project, combined with the related projects, would generate a total of 992,054 gallons of sewage per day. Related projects not yet under construction would be subject to ordinances restricting the issuance of building permits based on the availability of allotted monthly sewer capacity. This restriction prevents exceedence of sewage treatment capacity and prevents any significant cumulative impact.

Mitigation Measures

- ! The project shall comply with all provisions of ordinances regarding sewer capacity allotment in the City of Los Angeles.
- ! The project shall incorporate water saving design techniques in order to reduce sewage flows.
- ! The installation of low-flush toilets, low-flow showers and self-closing faucets.
- ! See mitigation measures under *Water*.

Impacts After Mitigation

The Proposed Project would result in an increase in sewage generation of approximately 34,000 gallons per day. This increase represents less than 0.01 percent of current daily sewage flows to the Hyperion System and approximately 0.1 percent of the remaining system capacity. Such an increase would not cause a significant impact on local or regional system capacity.

Solid Waste and Disposal

Environmental Impacts

During construction, the Proposed Project would require the grading of approximately 80,000 cubic yards of cut and 20,000 cubic yards of fill. Grading activities would require the export of material and, as a result, would incrementally contribute to the exhaustion of local landfills. Earth materials exported to local landfills could be utilized to cover wastes collected each day.

Operation of the 316,700 square foot, 290 bed hospital, 382 assisted living dwelling units with 473 beds, 65,350 square feet of service use, and 42,371 square feet of activity use would result in the total daily generation of approximately 5,032 pounds of solid waste. This is an approximately 1,444 pound increase per day in solid waste generation on the site.

As mandated by the California Integrated Waste Management Act, at least 50 percent of site generated waste should be diverted. After diversion, approximately 722 pounds of additional site generated solid waste would reach local landfills.

The addition of approximately 722 pounds of solid waste per day from the Proposed Project into the current solid waste stream in the City of Los Angeles would be a less than significant quantity.

Cumulative Impacts

Related Projects are expected to generate approximately 96,377 pounds of solid waste per day. The Proposed Project, along with the related projects, would generate approximately 98,151 pounds of solid waste daily, or 17,913 tons per year. This increase in cumulative disposal quantities would have a cumulative adverse impact on remaining landfill capacity, and would result in an increase in the need to develop alternative disposal sites or to increase the permitted capacity of existing facilities.

The construction of foundations under the Related Projects would result in unknown quantities of exported earth material. Earth material exported to local landfills would be utilized to cover wastes collected each day.

Mitigation Measures

- ! The applicant shall implement recycling programs for paper, glass, plastics, and metal.
- ! Either an on-site or off-site composting program shall be implemented.

Impacts After Mitigation

Implementation of the Proposed Project would result in a net increase of approximately 722 pounds of solid waste per day to local landfills. This additional waste would add to current demand for solid waste disposal facilities, but considered individually, would have no significant impact on the exhaustion of existing local landfills.

Aesthetics/View

Environmental Impacts

The Proposed Project consists of a total of 316,700 square feet of medical use and 65,350 square feet of service/administration use on the northern portion of the site, and the development of 269 assisted living dwelling units, with associated activity/recreational space and surface parking, on the central and southern portions of the site. Each cluster of assisted living dwelling units would take on its own architectural character, while in harmony with overall campus materials, colors and scale.

The Proposed Project includes the provision of a perimeter landscape plan. This perimeter landscaping would be the single most identifying landscape element for the campus. The perimeter landscape would be a unifying element, and the only element of the campus that the majority of the public would see while driving by. For this purpose, the landscape would provide the unifying element that would be compatible with the existing surrounding neighborhoods. The perimeter landscape would provide a sense of arrival that would clearly identify points of entry for all visitors and returning residents. This would serve to separate pedestrian circulation from both on-site parking areas and off-site traffic. Finally, the perimeter landscape would also play a major role for the interior of the campus. For the resident of MPTF, the perimeter landscape, while beautifying their home, would also provide a certain level of safety as a landscape barrier. The perimeter of the MPTF campus would consist of four different landscape zones: Mulholland Drive to the east, Calabasas Road to the north, Park Sorrento to the west, and Valmar Road to the south. Each landscape zone would be developed subsequent to the proposed construction of buildings in the vicinity of each zone.

Looking South from Mulholland Drive at Valley Circle Boulevard

Phase One development that would be visible from this view point would include the Alzheimer residences in the near foreground and the Health Village in the far foreground. The Alzheimer residences would be a one-story building on the same site as the existing one story C and D wings of the existing Alzheimer building. The Health Village would be made up of three buildings, none of which would exceed three stories in height. During Phase One, the main entrance at Spielberg Drive would be redeveloped, and perimeter landscaping along the Mulholland Drive frontage would be installed. The remainder of Phase One development would not be visible from this view point.

Subsequent to the development of the Stark Villas, the development of Phase One of the Proposed Project would be perceived as in-fill of the existing MPTF campus. The Health Village buildings would respect the existing width of the setback from Mulholland Drive, thus reducing the visual prominence of the three-story buildings. The installation of coordinated landscaping along Mulholland Drive, and the separation of MPTF parking from Mulholland Drive would further minimize the prominence of the Health Village, serving to reduce the institutional appearance of the facility, and blending the campus into the surrounding neighborhood.

The landscaped perimeter along Mulholland Drive would vary in width, and would separate a public walkway along the length of Mulholland Drive from the campus access road and parking area. The walkway would be shaded by canopy trees, and landscaped with a shrub area and a perimeter fence. The fence would be planted with fast growing vines so that it would blend into the shrub foliage, becoming a living garden “sculptural element,” and not merely a protective barrier between the campus and Mulholland Drive. At the points of entry, the perimeter fence would be omitted and turf areas enlarged to visually “penetrate” the perimeter boundary. This would create a sense of arrival at the entry points. Three “heritage” sized oak trees (*Quercus lobata*) would be incorporated into the landscape design. By establishing repetitive elements along Mulholland Drive, a unifying theme would be created along the length of the campus.

Even when assessed from the current visual conditions, previous to the construction of the Stark Villas, Phase One development would not eliminate significant visual features, nor create a new prominent feature that would change the existing visual character or views from this vantage point. As a result, Phase One development would not significantly impact views from this location. Additionally, development under Phase One would be within the currently developed portion of the MPTF campus, and it would be designed to relate to the existing development. Therefore there would be no impact to the visual character from this view point under Phase One.

Phase Two development that would be visible from this view point would include the Outreach Center adjacent to the Health Village, a portion of two of the Assisted Living Villas, and an extension of the perimeter landscaping. This development would be visible in the far foreground and near middle ground. The Outreach Center would create a visual transition to the Health Village from the existing MPTF campus. Due to the distance from the view point to the Assisted Living Villas, these proposed structures would make little difference to the visual features of this view. As a result, Phase Two development would not significantly impact visual character and views from this location.

Looking North from Mulholland Drive from Southern Portion of Subject Site

Phase One development that would be visible from this view point would include the Health Village in the middle to far foreground. The Health Village would consist of three buildings, none of which would exceed three stories in height. During Phase One, the main entrance at Spielberg Drive would be redeveloped, and perimeter landscaping along the Mulholland Drive frontage would be installed. The remainder of Phase One development would not be visible from this view point.

Subsequent to the development of the Stark Villa buildings, the Phase One development would be perceived as in-fill on the existing MPTF campus. The installation of coordinated landscaping along Mulholland, and the separation of MPTF parking from Mulholland Drive would further reduce the visibility of the Health Village buildings. Without the presence of the Stark Villa buildings, the Phase One development would create a new prominent feature that would change the existing visual character from this vantage point. However, this feature would not eliminate any significant visual features or views from this vantage point. As a result, Phase One development would not adversely impact views from this location.

Additionally, development under Phase One would be within the currently developed portion of the MPTF campus, and it would be designed to relate to the existing development. Therefore there would be no impact to the visual character from this view point under Phase One.

Phase Two development that would be visible from this view point would include the Outreach Center adjacent to the Health Village, portions of two Assisted Living Villas, an extension of the surface parking, and the perimeter landscaping. This development would be visible in the near to middle foreground, depending on precise viewing location. Whereas the Outreach Center would be perceived as an in-fill project, the Assisted Living Villas would create a new prominent feature that would change the existing visual character from this vantage point. These new buildings and landscaping would eliminate the existing man-made mound on the site that is visible from this view point, and partially obstruct views of the natural knoll. As a result, Phase Two development would significantly impact visual character and views from this location.

Looking East from Calabasas Road

No development associated with either Phase One or Phase Two would be visible from this view point. Landscaping is proposed to further blend the campus in with its surroundings. The eastern end of Calabasas Road, at the corner with Mulholland Drive, would continue the landscaping themes of Mulholland Drive. To the west, the intersection of Calabasas Road and El Cañon would be designated to blend with the adjacent Old Town Calabasas street landscaping. California Coast Live Oaks (*Quercus agrifolia*) would be used extensively, along with other plant material, denoting the “old established western” heritage of the adjacent Calabasas area. The grade differential between the parking lot and Calabasas Road required by current street widening will result in a need for retaining walls. The walls will be highly visible from off-site, and would be included in the planning of the perimeter landscape to “soften” their appearance. The parking lot and landscape perimeter would be planted with evergreen canopy trees and tall vertical screen trees. As a result, project development would not adversely impact existing views or visual character from this location.

Looking North from Development Adjacent to Valmar Road

No development associated with Phase One would be visible from this view point. As a result, Phase One development would not significantly impact views for this location.

Phase Two development that would be visible from this view point would include the Hospice and Guest house located south of the existing creek. These buildings would not exceed two-stories, and they would be oriented away from Valmar Road. This development would be visible in the far foreground and near middle ground. To compliment the suburban landscaping of the adjacent properties, perimeter landscaping would consist of random groupings of native oaks and groundcover plantings. This character would be consistent with an open meadow or oak woodland environment. With the landscaping screening the proposed structures in this area, views would be virtually unaltered from current conditions. However, even if landscaping does not completely screen the Phase Two development, these buildings would not eliminate views of significant visual features. Nor would the proposed development create a new prominent feature that would change the existing visual character or views from this vantage point. As a result, Phase Two development would not significantly impact views for this location.

Looking East from Development along Park Sorrento

No development associated with Phase One would be visible from this view point. As a result, Phase One development would not be considered to significantly impact views for this location.

Due to existing and proposed heavy landscaping, the only views of Phase Two development would be sporadic views of the upper floors of the Assisted Living Villas. The second story views from the residences on Park Sorrento would have more unobstructed views of the Assisted Living units. The proposed landscaping would not change the planting along the southern half of this frontage with the exception of the inclusion of tall vertical evergreen trees planted in random, dense groupings. The chain link fence along Park Sorrento and the western boundary would be maintained. In addition, the adjacent on-site parking areas on the southern portion would include large canopy shade trees planted within the parking lot's landscape islands. At the extreme southern end of this perimeter, an emergency access driveway connecting to Park Sorrento is proposed. The access point would be permanently gated and secured with a 6 foot high wrought iron gate with a solid panel to obscure views. The gate would be operated per the City of Los Angeles Fire Department standards, and would be used for emergency purposes only. All pedestrian and local traffic would be denied access. This access point would be heavily landscaped to blend into the overall perimeter street landscaping, making the gate as anonymous as is possible. Depending on the existing view from specific residences, this may mean the introduction of visible development beyond the perimeter landscaping.

With the proposed landscaping, the Phase Two development would not eliminate significant visual features, nor create a new prominent feature that would change the existing visual character or views from this vantage point. As a result, Phase Two development would not significantly impact views from this location.

Cumulative Impacts

From the identified view locations only Related Project No. 11 (Stark Villas) can be seen at the same time as the proposed development. As discussed previously, the Stark Villas would be visible from Mulholland Drive, and would introduce a new prominent feature that would change the existing visual character or views. When combined with the proposed development, this introduction of a new feature on the subject site has the potential to contribute to a cumulative significant impact from view points both looking south and looking north on Mulholland Drive.

Mitigation Measures Impacts

- Prior to the issuance of a new building permit for the southern half of the site, the proposed perimeter landscaping shall be installed at least as far south as development has extended on the site.
- Site signage that is intended for identification primarily from public street shall be limited to the Calabasas Road and Mulholland Drive, north of the proposed main entrance.
- Also see mitigation measures identified under *Artificial Light*, of this document.
- All grading adjacent to the natural knoll shall be contoured to blend with the surrounding terrain. Angular cuts and fills shall be avoided.
- Utilities along Mulholland Drive and Valmar Road shall be placed underground.
- Architectural treatment shall be designed to be aesthetically complimentary to the existing MPTF campus.
- Implementation of mitigation measures identified under *Biota*, of this document.

Adverse Impacts After Mitigation

With implementation of proposed mitigation measures, the Proposed Project would still alter the visual character and views from surrounding streets. However, with the exception of views from Mulholland Drive, these impacts would be less than significant. Visual character and views looking north from Mulholland Drive would be significantly, and unavoidably altered.

Archaeological

Environmental Impacts

Development of the project would include grading and excavation of virtually all of the site. However, the field reconnaissance and record search have failed to yield any indication of the presence of significant archaeological material within the boundaries of the study area. Consequently, no significant impacts to archaeological resources are anticipated. However, as prehistoric artifacts have been recovered proximate to the project site, the possibility exists, however remote, that significant cultural resources could be recovered from the site during grading and construction activities.

Cumulative Impacts

The proposed and related projects are located in an area which is known to contain archaeological resources. As a result, there is a potential that implementation of these projects may encounter recorded or unrecorded resources and potentially create a significant impact to these resources. City requirements for site surveys reduce, but do not eliminate the potential for significant impacts. However, archaeological resources are a site specific concern. Potential impacts to archaeological resources from individual related projects would not compound the effects of the Proposed Project. Therefore, no cumulative impacts would occur.

Mitigation Measures

- ! A Phase I archaeological survey should be conducted prior to earth moving operations at the project site.

- ! In the event any cultural resources or remains are encountered during the course of land modification and construction activities, the project should be halted and a qualified archaeologist and/or paleontologist with expertise in the area shall be consulted immediately in order to assess the nature, extent and significance of any cultural materials that are encountered. Upon review of the resources by the Archaeologist, construction work on project elements determined by the archaeologist not to threaten the resources may resume, and project elements that threaten the resources may resume when the impact to such resources is reduced, mitigated or otherwise acceptable as approved by the project archaeologist. Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center. A Covenant and Agreement shall be recorded prior to obtaining a grading permit.

Impacts After Mitigation

None are anticipated with implementation of recommended mitigation measures.