0. EXECUTIVE SUMMARY

In accordance with the California Environmental Quality Act ("CEQA") Guidelines Section 15123, this Draft Environmental Impact Report ("Draft EIR" or "DEIR") contains a brief summary of the proposed Project, the proposed actions, areas of controversy known to the lead agency and issues to be resolved, and a summary of significant impacts and proposed Mitigation Measures or alternatives that would reduce or avoid those effects. Detailed information regarding the proposed project and its potential environmental effects are provided in the following sections of this Draft EIR.

A. PROJECT SUMMARY

1. LEAD AGENCY AND APPLICANT

The City of Los Angeles is the Lead Agency for the preparation of this Draft EIR; all inquiries regarding the Draft EIR should be directed to the City. Key contacts are as follows:

Lead Agency: City of Los Angeles
Department of City Planning
Major Projects Section
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Applicant: Weddington Golf and Tennis, LLC
4167 Bakman Avenue
North Hollywood, CA 91602
Attention: Guy Weddington-McCreary

Owner: Weddington Investment Properties, LLC
4167 Bakman Avenue
North Hollywood, CA 91602
Attention: Guy Weddington-McCreary

2. PROJECT DESCRIPTION OVERVIEW

The proposed Project is located within a 16.1-acre property (the "Project Site") at 4141 Whitsett Avenue, occupied by the Weddington Golf & Tennis Club, a private recreation facility consisting of an existing nine-hole, par-3, pitch-and-putt golf course ("golf course") and sixteen tennis courts, within the Studio City area of Los Angeles. The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, which serves as a guide for development and land uses in the area, designates the land use for the Project Site as Open Space and identifies the Project Site as a private golf course. The Project Site is currently zoned A1-1XL, which indicates agricultural zoning (A1) within an Extra Limited Height District (1-XL) that restricts all buildings and structures to two stories or 30 feet in height.

The Project involves three components: 1) Division of the Project Site into two lots, one for the continuation of the nine-hole golf course on the northern and westerly portion of the Project Site (also referred to as Lot 1) and the other for a new senior condominium development on approximately 4.5 acres within the southeast portion of the Project Site (also referred to as Lot 2); 2) Minor modifications to the golf course and driving range to accommodate the lot split, and 3) Demolition and removal of sixteen existing tennis courts and construction of the new senior housing development, to be known as the Studio City Senior Living Center (SCSLC). Collectively, all of Lot 2 and that portion of Lot 1 (i.e., primarily the southeastern portions adjacent to Lot 2) that will undergo any physical change (i.e., demolition, construction, modification, or reconstruction) for the Project are referred herein as the "Development Site". A detailed description of the Project is provided in *Section II: Project Description* of this Draft EIR.

The goal of the proposed Project is to establish a residential community oriented toward senior independent housing to benefit the increasingly aging population existing within the area while maintaining the recreational value of the golf course, clubhouse, and driving range uses on the Project Site to accommodate the needs of the surrounding community at large.

The new senior housing will consist of six, 45-foot-high, 4-story buildings, designed as a unified senior community campus. The ground floor of four buildings will provide common areas for senior activities. The six buildings will house a total of 200 senior condominium units and 40,000 square feet of common area. The total floor area is expected to be approximately 336,000 square feet. The senior residential housing will be age-restricted for seniors aged 55 and older. Detailed figures showing the proposed site plan are provided in *Section II: Project Description* of this Draft EIR.

Implementation of the proposed Project would require various approvals from the City of Los Angeles. The Project includes requests for the following entitlements and approvals:

- Tentative Tract Map to subdivide the Project Site in order to create two functional parcels (Lots 1 and 2) for future development and management, as well as for residential condominiums on Lot 2.

- General Plan Amendment to change the Community Plan's designation of Lot 2 from Open Space to Medium Density Residential.

- Zone Change from A1-1XL to R3-1 on Lot 2.

- Building Line Removal, incident to the subdivision, to remove an obsolete 18-foot building line along Whitsett Avenue.

- Conditional Use Permit to allow the driving range and pitch-and-putt golf course in the existing A (Agricultural) Zone on Lot 1.

- Revocable/Encroachment Permits on Lot 1 to retain existing golf course encroachments in the City's and County's rights-of-way along Valleyheart Drive and the Los Angeles River.

- Zone Variance may be required to permit the existing over-in-height driving range fence with minor reconfiguration on Lot 1, if the fence cannot be entitled by the above Conditional Use Permit.

- Site Plan Review for a development over 50 dwelling units on Lot 2.

- Zone Variance for golf course/driving range parking and the dispensing of golf balls for the driving range in the proposed R3 zone on Lot 2.

- Conditional Use permit for alcohol (CUB) is requested for the sale and/or dispensing of alcohol to residents and/or their guests within common area facilities for on-site consumption on Lot 2.

- Haul Route Permit to export approximately 82,000 cubic yards of earth.

- B-Permit for necessary street, sewer, storm drain, and lighting improvements;

- Grading Permits;

- Demolition Permits;

- Building Permits;

- Any other necessary discretionary or ministerial permits and approvals required for the construction or operation of the Project.

The Project will incorporate many "sustainable" or "green" strategies that target sustainable site development, water savings, energy efficiency, green-oriented materials selection, and improved indoor environmental quality. Implementation of a variety of design and operational features (i.e., Project Design Features ["PDFs"]) into the Project to achieve energy conservation, water efficiency and other sustainable practices, will reduce impacts to noise, air quality, traffic and waste. Specific "sustainable strategies" incorporated into the Project are identified in *Section II.F: Project Description – Project Characteristics* of this Draft EIR.

0. EXECUTIVE SUMMARY

B. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Section 15123 of the CEQA Guidelines requires that an EIR identify areas of controversy and issues to be resolved which are known to the Lead Agency, including issues raised by other agencies and the public. Potential areas of controversy and issues to be resolved by the City's decision-makers include those environmental issue areas where the potential for a significant unavoidable impact has been identified and/or an area where community concerns elevate the project's perceived effects beyond reasonable threshold criteria.

Areas of controversy associated with the Project are made known through comments received during the Notice of Preparation ("NOP") process (see *Section I.A: Introduction – Environmental Review Process* of this Draft EIR), as well as input solicited during the public scoping meeting and an understanding of the community issues in the Project area. Areas of known controversy, including issues raised by some members of the community are: traffic generation and congestion, loss of open space and recreation, dust and air quality impacts, water quality of urban runoff and water supply, land use incompatibility with the surrounding neighborhood, noise impacts, population increase and effect on public services and utility systems, impacts to wildlife habitats, impacts on historical resources, hydrological impacts to the Los Angeles River and access to the river, impacts to views of the mountains, parking impacts, safety concerns due to proximity of the golf course to the senior housing, impacts from loss of trees, impacts to neighborhood character and density, geological impacts, and impacts from shade. The areas of known controversy noted above are analyzed, either directly or as indirect (secondary) effects, in *Section IV: Environmental Impact Analysis*.

0. EXECUTIVE SUMMARY

C. ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

The Los Angeles Department of City Planning and CEQA Guidelines Section 15126.6 require that an EIR describe a range of reasonable alternatives, including a "No Project" alternative, that may potentially attain most of the basic Project objectives and could possibly avoid or substantially lessen any of the significant environmental effects of the Project. The CEQA Guidelines state that only those alternatives necessary to permit a "reasoned choice" are required. Based on the analysis of alternatives, an environmentally superior option must be designated. A complete analysis of Project alternatives, including an explanation of alternatives considered but not evaluated, is provided in *Section V: Alternatives* of this Draft EIR and is summarized below.

Four alternatives, in addition to the Project, were evaluated, and an Environmentally Superior Alternative was identified. These alternatives are summarized as follows:

Alternative A: No Project Alternative. The "No Project" Alternative typically assumes that no changes to a project site or existing structures would occur.

Alternative B: Higher Density with Recreation Project Alternative

Alternative C: Original Zoning Project Alternative

Alternative D: Los Angeles River Natural Park Project Alternative

Environmentally Superior Alternative. The impacts of the four selected alternatives are evaluated in comparison to the impacts of the Project in *Section V: Alternatives*. As required by CEQA, an environmentally superior alternative has been identified. The environmentally superior alternative is the one that results in substantially reduced impacts to either all environmental issue areas or within one or several key environmental issue areas, while still maintaining and satisfying the Project objectives.

Of the alternatives analyzed in this Draft EIR (*Section V: Alternatives*), the No Project Alternative is considered the overall environmentally superior alternative as it would reduce (or avoid) the vast majority of the significant or potentially significant impacts that are anticipated to occur under the Project. However, the No Project Alternative would not substantially satisfy the objectives of the Project.

Aside from the No Project Alternative, the Higher Density with Recreation Project Alternative would also be considered an Environmentally Superior Alternative since it would result in the least Project impacts over any other of the remaining alternatives. This alternative is the only alternative that does not have additional potentially significant impacts beyond those determined for the proposed Project. Most impacts of this alternative would be comparable to the proposed Project with a reduction to recreational impacts, primarily due to the retention of the tennis courts and all recreational components that currently exist on the Project Site. There are slightly greater impacts from this alternative with regards to biological resources, cultural resources,

population and housing, public services, transportation and circulation, and utilities, primarily due to the increase in the number of dwelling units in the alternative; however, all of these impacts would continue to be less-than-significant, and the potentially significant impacts would be identical to the Project (construction related impacts to air quality and noise). Retention of as many recreational uses as possible on the Project Site is a Project objective and has been determined to be an important point for the surrounding neighborhood and community. The Higher Density with Recreation Alternative also satisfies the Project objectives and Community Plan objectives to provide diverse housing in the community.

0. EXECUTIVE SUMMARY

D. SUMMARY OF PROJECT IMPACTS

Section IV: Environmental Analysis of this Draft EIR includes a detailed analysis of the following environmental topics: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology, Soils, and Seismicity; Greenhouse Gas Emissions; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services; Recreation and Parks; Transportation and Circulation; Utilities; and Cumulative Effects. A summary of the impacts addressed, and identification of the Mitigation Measures (and Project Design Features which have been incorporated as Mitigation Measures to ensure compliance), is presented below in *Table 0-1: Summary of Environmental Impacts/Mitigation Measures/Level of Significance After Mitigation*.

TABLE 0-1
SUMMARY OF ENVIRONMENTAL IMPACTS/MITIGATION MEASURES/LEVEL OF SIGNIFICANCE AFTER MITIGATION

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
A. AESTHETICS		
The aesthetic characteristics due to implementation of the Project are detailed in *Section IV.A: Environmental Impact Analysis – Aesthetics* of this Draft EIR and summarized below. **Visual Quality and Character**. The proposed Project consists of the construction of the 200-unit Studio City Senior Living Center (SCSLC) consisting of six, four-story buildings on the Project Site with associated landscaping, hardscaping, common areas, and amenities. Construction of the senior residential complex will require movement of the existing southern driving range fence approximately 21 feet to the north, thus eliminating three of the 24 existing tee stands, as well as movement of the existing green/hole for golf hole number five approximately 25 feet to the northwest and the tee for golf hole number six approximately 90 feet to the west, thus shortening the fairways for the two holes by the respective distances. The six, four-story buildings proposed for the Project would be similar in size and mass to several existing multi-family residential buildings across the street from the Project Site along Whitsett Avenue. The design of the new buildings would incorporate many of the architectural elements that are present in the surrounding multi-family residential buildings, as well as in the community in general. The architectural style and treatment will be consistent throughout all the buildings in the complex. The proposed subterranean parking structure for the complex will not be visible at or above grade. As such, the proposed Project will be consistent in visual character, architecture, size, height, and massing with the surrounding community	**PDF AES-1** The Project shall include an exterior lighting design that will minimize nighttime illumination. **MM AES-1** During the construction/demolition phase of the Project, equipment, materials, and temporary facilities (such as construction trailers, staging sites, and portable toilets) shall be stored on the Project Site and screened by temporary construction fencing. **MM AES-2** Due to potentially ongoing golf course and driving range operations during the construction/demolition phase of the Project, efforts shall be made by the developer to continue to present an attractive community presence through sufficient screening of construction and responsible cleanup of dirt around the construction site. **MM AES-3** To enhance safety, construction areas shall be clearly partitioned and visually segregated from public areas. **MM AES-4** Any existing golf ball light standards removed from their current locations shall be retained and relocated so that they remain on the property and continue to be visible to the public, whether they are utilized for lighting purposes or not.	Project impacts during operations, with regard to visual character, views, illumination, and glare, are less-than-significant and do not require Mitigation Measures. During the construction and demolition phase of the Project, aesthetic impacts would be temporary and would be applicable only to uses immediately surrounding the Project Site or with direct view to the Development Site; however, with implementation of the required Compliance Measures and Mitigation Measures, any potential short-term aesthetic impacts related to construction and demolition would be reduced to a less-than-significant level.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
and impacts will be less-than-significant. The minor modifications to the southeastern portion of the golf course turf and the southern portion of the driving range fence will not substantially alter the visual character of the Project Site or the general image of the immediate area. The areas to be modified will continue to be used as turf for golf course purposes and fencing for the driving range. The fairways for golf holes nos. five and six will be shortened; however, the fairways, greens, and tees will be recreated to appear similar to those that currently exist. No stands of trees are anticipated to be affected by the reconfiguration of the two golf hole fairways. The overall visual character and aesthetic of the golf course as a green open space with an abundance of mature trees, used for a nine-hole pitch-and-putt golf course, will remain intact and impacts will be less-than-significant. Although construction-related activities would create a notable change to the visual character, these changes would extend only for the duration of the construction activities (approximately 24 months). The Project Applicant ensures that efforts will be made to continue to present an attractive community presence throughout the duration of the construction activities, and that to enhance safety concerns, construction areas will be clearly partitioned and visually segregated from public areas. Following the completion of construction, proposed Lot 1 of the Project Site, containing the golf course, driving range, and clubhouse would resume the visual character that currently exists, while proposed Lot 2 will maintain a visual character, aesthetics, and architecture that are consistent with the surrounding multi-family residential uses. Therefore, with appropriate Mitigation Measures to screen construction activity to		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
the extent possible, the temporary impacts on the visual character of construction activity on the Project Site would be less-than-significant during the construction phase of the Project. **Views**. Implementation of the Project would increase visibility of development at the Project Site. The buildings would be taller than all existing development on the Project Site, with the exception of the driving range fence and many tall trees within the golf course, but of similar height and massing to the surrounding residential buildings along Whitsett Avenue. The footprint of the senior housing complex would be similar to the existing footprint of the 16 tennis courts with the intention to preserve the location and configuration of the golf course and driving range to the extent possible. The Project will increase the general height and massing of the site by converting the existing footprint from 16 tennis courts with approximately 12-foot-high fencing into six residential condominium buildings that extend 45 feet high. However, the height and massing of the Project would be consistent with the surrounding multi-family residential buildings, specifically along Whitsett Avenue. The Project will also be buffered from the smaller single-family homes along Valley Spring Lane by the existing greens of the golf course, the driving range, and the clubhouse. As the Project would incorporate many of the architectural elements that are present in surrounding multi-family residential buildings, the Project would appear as a continuation of existing background features. Overall views from surrounding areas would not be significantly impacted due to the existing development and landscaping surrounding the Project Site, which already obscures or limits views to and from the Project Site and the mountains in the		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
distance. Furthermore, the Project Site and surrounding area are not considered scenic resources and do not constitute scenic vistas according to the Community Plan. Although the immediate views of the Project Site would be of the intensified development, the senior housing complex would be visually consistent with the surrounding residential structures. Therefore, less-than-significant impacts to existing viewsheds are anticipated. **Light, Glare, and Nighttime Illumination**. At 45 feet in height, the senior housing buildings of the Project will not be significantly taller than the surrounding buildings along Whitsett Avenue and thus, the nighttime lighting will not be visible to properties outside of the immediate surrounding area. Views of the Project's nighttime lighting from the single-family residential dwellings on both Valley Spring Lane and Bellaire Avenue would largely be unnoticeable or unseen due to the distance of these properties from the senior housing complex, as well as the intervening tree foliage and stadium-style lighting that currently emanates from the approximately 20-foot-high golf ball light standards for the driving range. Similarly, the Project would not have significant impacts on the already brightly lit Ventura Boulevard due to the intervening effects of tree foliage along the Los Angeles River, as well as nighttime lighting from existing commercial development, big-box retail, and associated parking lots along the corridor. Finally, the Project would not significantly impact residences in the Hollywood Hills and other outlying areas due to the distance of these areas from the Project and the cumulative illumination effect from the intervening commercial development of Ventura Boulevard (i.e., the incremental effect of additional lighting due to the Project would be negligible at these distances). Therefore, no significant adverse nighttime		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
illumination impacts are expected to occur. With regard to glare, the SCSLC building façades will be treated with a combination of stone, cement plaster, and glass for windows and doors. The glass surfaces are not continuous along the façades of the buildings and would be broken up by the cement plaster walls, cultured stone base, balusters, balconies, landscaping, and other architectural detailing, thereby minimizing the potential for glare at ground-level and from early morning or late afternoon sun on the upper levels. Compliance with the LAMC Section 93.0117 (reflective materials design standards), which limit reflective surface areas and the reflectivity of architectural materials used, would reduce any adverse impact for building material glare. Implementation of the Project would not produce glare that would create a visual nuisance and, therefore, would not result in a significant impact. **Consistency with Adopted Plans and Policies**. The Community Plan identifies the Project Site as an Open Space land use with a private golf course designation. The Project is consistent with the Community Plan, in part due to the fact that the Project preserves the pitch-and-putt golf course, driving range, and golf clubhouse, which have long been recognized by the community as established uses in this area. Further, the Project is consistent because it furthers the Urban Design policies and guidelines in the Community Plan (i.e., as through physical site improvements) and indirectly supports those policies by not creating obstacles for their realization. The Project implements many of the site planning, building height, pedestrian-orientation, lighting, and landscaping guidelines identified in the Urban Design section of the Community Plan for mutli-family residential uses. Pedestrian-orientation is also addressed in detail in		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Section IV.M: Environmental Impact Analysis – Transportation and Circulation of this Draft EIR. The Project would result in a less-than-significant impact to aesthetic-related and urban design consistency and compatibility issues in the Project area as demonstrated by the Project's consistency with applicable policies and programs of the Community Plan. **Cumulative Impacts**. Development of the Related Projects would incrementally increase the intensity and urbanization of the Project area. However, the surrounding community is already considered to be one of an urban nature and aesthetic. As required by the City of Los Angeles, the project designs of the Related Projects must be reviewed by the Los Angeles City Department of Planning for consistency with applicable City codes and regulations, as well as the Community Plan, prior to final plan approval. With Compliance Measures implemented on the Related Projects, cumulative impacts would be less-than-significant.		
B. AIR QUALITY		
The emissions associated with the construction and operational phases of the Project, and cumulative future emissions, are detailed in *Section IV.B: Environmental Impact Analysis – Air Quality* of this Draft EIR and summarized below. **Construction Activity.** Construction of the proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., excavation) activities. NO_X emissions would primarily result from	**PDF AQ-1** Project shall be located so that the proposed senior housing is adjacent to the existing golf course to allow use of the existing greenery as a heat absorption source, thus creating a steady micro-climate, helping to increase occupant comfort, and lower air-conditioning and energy usage. **PDF AQ-2** The landscaping for the SCSLC shall use water efficient landscaping and native drought tolerant plants. **PDF AQ-3** The Project shall attempt to use as many	Implementation of the Mitigation Measures would reduce all project air quality impacts, except for construction-phase localized impacts, to less-than-significant levels. Implementation of the Mitigation Measures related to construction would ensure that fugitive dust emissions would be reduced by approximately 61 percent. However, PM2.5 and PM10 emissions would continue to exceed the localized significance. Therefore, the Project would result in a significant and unavoidable impact related to localized construction emissions.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs. The assessment of construction air quality impacts considers each of these potential sources. CalEEMod was used to calculate the daily construction emissions on both a regional scale and local scale. Construction of the Project would result in maximum mitigated (through mandatory compliance with SCQAMD Rule 403) daily regional emissions of approximately 37 pounds per day ("ppd") of VOCs, 84 ppd of NO_X, 51 ppd of carbon monoxide (CO), less than 1 ppd of sulfur oxides (SO_X), 11 ppd of particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and 16 ppd of particulate matter ten microns or less in diameter (PM_{10}). The estimated daily regional emissions associated with each construction phase would not exceed the SCAQMD regional thresholds. Therefore, assuming compliance with SCAQMD Rule 403 for Fugitive Dust, the proposed Project would result in a less-than-significant impact related to regional construction emissions. Construction of the Project would result in maximum mitigated daily local emissions of approximately 37 pounds per day ("ppd") of VOCs, 61 ppd of NO_X, 37 ppd of carbon monoxide (CO), 10 ppd of particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and 15 ppd of particulate matter ten microns or less in diameter (PM_{10}). The estimated daily localized emissions for $PM_{2.5}$ and PM_{10} would exceed the SCAQMD localized thresholds, inclusive of implementation of all Compliance Measures. Therefore, the Project would result in a significant and	regional construction materials as possible to reduce environmental impacts associated with the transportation of materials. **PDF AQ-4** The Project shall contain easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials for recycling. **PDF AQ-5** The Project shall use natural light as the primary source of light in dwelling units. Lighting systems will be controllable to achieve a maximum efficiency. **PDF AQ-6** The Project shall use exterior lighting that would minimize nighttime illumination. **PDF AQ-7** The SCSLC energy performance goal shall be 20% more effective than required by California Title 24 Energy Design Standards, 2010 Edition, thereby reducing energy use, air pollutant emissions, and greenhouse gas emissions. **PDF AQ-8** The SCSLC shall be designed to provide separate HVAC units for each dwelling unit and for common areas, thus providing a high level of thermal comfort controllability and satisfaction. **PDF AQ-9** The Project design shall incorporate roofing that serves to reduce unwanted heat absorption and minimize energy consumption. **PDF AQ-10** The Project shall achieve LEED Platinum, Gold, or Silver status.	Implementation of the Mitigation Measure related to operation would ensure that interior air supply is filtered at an acceptable level and will ensure that the air quality impacts during the operational phase of the Project remain at less-than-significant levels. Pursuant to CEQA Guidelines Sections 15092 and 15093, in the event that the Project is approved, the City of Los Angeles must adopt a Statement of Overriding Considerations acknowledging these outstanding significant adverse impacts and stating the reason(s) for accepting these impacts in light of the whole environmental record as weighed against any benefits of the Project.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
unavoidable impact (albeit temporary) related to localized construction emissions. **Long-Term Operation.** Long-term Project emissions would be generated by area sources, such as natural gas combustion and consumer products (e.g., aerosol sprays) and mobile sources. Motor vehicle trips generated by the Project residents and guests would be the predominate source of long-term Project emissions. CalEEMod was used to calculate operational mobile and area source emissions. Localized CO emissions were calculated utilizing the USEPA's CAL3QHC dispersion model and the CARB's EMFAC 2007 model. Operation of the Project would result in total daily regional emissions (cumulatively and at Project buildout in 2016) of approximately 21 ppd of VOC, 23 ppd of NO_X, 90 ppd of CO, less than one ppd of SO_X, one ppd of $PM_{2.5}$, and 17 ppd of PM_{10}. Daily regional operational emissions are anticipated to be less than the SCAQMD regional significance thresholds under both existing and future cumulative conditions and, as such, would result in a less-than-significant impact. Regarding localized air quality, CO concentrations in the future are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future, both without and with the implementation of the proposed Project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Based on the traffic study, the only intersection that requires a localized CO analysis is Whitsett Avenue/Riverside Drive (A.M. Peak Hour) under Existing With Project Conditions. The USEPA	**MM AQ-1** Water or a stabilizing agent shall be applied to exposed surfaces at least two times per day to prevent generation of dust plumes. **MM AQ-2** The construction contractor shall use at least one or more of the following measures at each vehicle egress from the Project Site to a paved public road, in order to effectively reduce the migration of dust and dirt offsite: • Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; • Pave the surface extending at least 100 feet and at least 20 feet wide; • Utilize a wheel shaker/ wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or • Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. **MM AQ-3** All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions). **MM AQ-4** Construction activity on unpaved surfaces shall be suspended when wind speed	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
CAL3QHC micro-scale dispersion model was used to calculate CO concentrations. One- and eight-hour CO concentrations would be approximately 3 and 2.4 ppm at worst-case sidewalk receptors, respectively. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the study intersection. Therefore, the proposed Project would result in a less-than-significant impact related to operational localized air quality impacts. The Project would not expose sensitive receptors to significant emissions of TAC as a result of activities associated with Project operations, and impacts associated with TAC emissions during operations would be less-than-significant. The Project would not expose people to objectionable odors. **Consistency with Adopted Plans and Policies.** The 2007 Air Quality Management Plan (AQMP) was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. The AQMP includes short-term control measures for stationary and mobile sources developed by the SCAQMD. As detailed in *Section IV.B: Environmental Impact Analysis – Air Quality*, the proposed Project would not interfere with implementation of these control measures. Therefore, the proposed Project would result in a less-than-significant impact related to the AQMP. **Cumulative Impacts.** A significant impact would occur if the proposed Project resulted in a cumulative net increase in any criteria pollutant above threshold standards. The proposed Project would not result in a significant regional impact during construction or operation. However, the proposed Project would result	exceed 25 miles per hour (such as instantaneous gusts). **MM AQ-5** Ground cover in disturbed areas shall be replaced as quickly as possible. **MM AQ-6** The Project shall include heating, ventilation, and air conditioning (HVAC) systems equipped with air filtration media that provides a Minimum Efficiency Reporting Value (MERV) of 13. Filtration shall be applied to process both return and outside air that is to be delivered as supply air.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
in significant localized $PM_{2.5}$ and PM_{10} impacts during short-term construction activities. As the Project results in localized significant impacts during construction relative to particulate matter, it is anticipated that Related Project development would also result in significant localized impacts. While Compliance Measures and Mitigation Measures would reduce air quality impacts, cumulative construction emissions would exceed SCAQMD localized significance thresholds. Therefore, the proposed Project would result in a cumulatively considerable impact related to construction air quality. However, this impact would be temporary and short-term during the construction period of the Project and Related Projects.		
C. BIOLOGICAL RESOURCES		
The biological impacts due to development of the Project are detailed in *Section IV.C: Environmental Impact Analysis – Biological Resources* of this Draft EIR and summarized below. **Animal Species.** Based on biological surveys conducted in 2007 and 2008, the existing Project Site, and specifically the golf course, contains a variety of wildlife (reptiles, birds, and mammals) that have adapted to normal golf course operations. Although the proposed senior housing development located on Lot 2 and currently containing tennis courts has no specific habitat area, the surrounding golf course provides suitable mature trees, brush, and vegetative cover used by existing wildlife species. The proposed Project will not remove any of the stands of large mature trees or brush that would contain potential bird nesting habitat and squirrel nesting areas, and as such, these habitats will remain intact. However, since the Project footprint would be contiguous to these existing habitat areas, resident bird and wildlife species would	**BIO-1** Biological monitoring of all construction activities shall be performed during the regular nesting season (February 1 through September 1). If birds begin to nest during construction, these nest areas shall be marked and a 50-foot buffer/avoidance zone shall be established to protect nesting/fledgling birds. Any nesting birds within this zone shall be avoided until such time that all young have fledged and the nest is no longer active, or until the nest is observed to have been abandoned for a sufficient period of time to preclude egg viability. Heavy equipment (dozer, backhoe, trucks, excavator, and pile driver) used for Project construction shall avoid working within this 50-foot buffer area. Alternatively, excavation, grading, fill, pile driving, or any other construction activity requiring the use of heavy equipment shall be conducted outside the typical nesting season.	Project impacts during operations, with regard to the biological life on the Project Site, are less-than-significant, primarily because the Development Site is largely void of suitable habitat for wildlife species. Further, with implementation of the Compliance Measures as required and the Mitigation Measures, all potential and short-term construction impacts related to biological resources would be reduced to less-than-significant levels.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
need to be protected during construction. **Exotic Parakeets.** The exotic parakeets observed on the Project Site are not protected by State or federal regulations, but are of interest to the general public in the area. As most of the proposed construction is planned to occur within the existing footprint of the tennis court complex and immediately adjacent area (comprising the Development Site), which generally lack suitable nesting and foraging habitat for the bird species observed onsite, it is likely that proposed construction activities within the Project Site will have negligible impacts to birds generally occurring within the golf course. As such, the Project will have a less-than-significant impact to the exotic parakeet population and bird population in general. **Squirrels.** Neither fox squirrels nor the California ground squirrels occurring onsite are special-status species, and are not provided any special State or federal regulatory protection. As all of the proposed construction is planned to occur within the Development Site, which generally lacks suitable burrowing, nesting, and foraging habitat for the squirrel species observed on the Project Site, it is anticipated that proposed construction will have negligible impacts to squirrels occurring on the golf course. In addition, it should be noted that fox squirrels are exotic to California (native to the eastern portion of the United States), and the ground squirrel population occurring on the Project Site is presently managed by golf course landscape and maintenance personnel in order to minimize damage caused by these burrowing mammals to the golf course fairway and green areas. Since most of the large mature stands of trees on the golf course will be left intact, any fox squirrel nests will be left intact during construction. Therefore, impacts are less-than-significant and no	**MM BIO-2** If additional trees, beyond those proposed in the EIR, are removed as a necessity for grading and construction operations, especially those trees which form a part of a large, established stand or canopy, or trees which appear visually unique, then the Project Applicant or developer shall preserve the trees, if healthy, for re-planting elsewhere onsite, to the extent possible. **BIO-3** New trees integrated into the Project should be selected to minimize the potential for impacts and incompatibility with other existing, remaining trees, to reflect native and indigenous species, and to reflect the transitioning character or the Los Angeles River interface. As such, the proposed Project tree program shall incorporate the following: • As recommended by Cal-IPC (California Invasive Plant Council-www.caHpc.org), the following trees should be avoided: Tree-of-Heaven (*Ailanthus altissima*), Single Seed Hawthorn (*Crataegus monogyna*), Russian Olive (*E/aeagnus angustifolia*), Blue Gum (*Eucalyptus globulus*), Myoporum (*Myoporum laetum*), Black Locust (*Robinia pseudoacacia*), Chinese Tallow Tree (*Sapium sebiferum*), Brazilian Pepper Tree (*Schinus terebinthifolius*), Scarlet Wisteria (*Sesbania punicea*) & Sa It Cedar (*Tamarix* sp.).	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
specific recommendations for protecting these animals are required. **Trees.** It is the intention of the proposed Project to preserve the majority of the trees primarily on the golf course of the Project Site. However, of the total 47 trees surveyed within the Development Site (area of physical disturbance on the Project Site), 38 trees will be retained and nine trees removed. Due to the fact that the Project Site does not support any indigenous, native to California (California "native" bay, oak, sycamore, and/or walnut) trees, there are no anticipated impacts to native trees. However, the nine trees to be removed to accommodate the Project meet the definition of "of size" trees per the City of Los Angeles' Tree Protection Guidelines. The removal of the nine trees compared to an overall total (approximately) 430 trees on the Project Site, represents a potential loss of approximately 2 percent of the total trees onsite. Further, this represents about 19 percent removal of the total "of size" trees at the Project Site. Since only a small percentage of the onsite trees are being removed to accommodate the Project and no protected indigenous trees, native to California, are being removed, the Project will have a less-than-significant impact on trees. **Cumulative Impacts.** A significant impact to biological resources is typically based on consideration of the Project's impact on known sensitive species and/or the loss of valued habitat. Due to the fact that the proposed Project would not affect any rare, threatened, or endangered species, nor result in the removal of any special or native habitats, the resultant cumulative impact is also considered less-	• As recommended by Cal-IPC, the following trees are discouraged to be planted in California: Acacia (*Acacia dealbata*, *A. decurrens*, & *A. melanoxylon*), Edible Fig (*Ficus carica*), Mayten (*Maytenus boaria*), Olive (*Olea europaea*), Canary Island Date Palm (*Phoenix canariensis*), California Pepper Tree (*Schinus californica*) & Mexican Fan Palm (*Washington robusta*). • As recommended by Cal-IPC, he following trees are encouraged: Strawberry Tree (*Arbutus* sp.), Eastern Redbud (*Cercis canadensis*), Chinese Fringe Tree (*Chionanthus retusus*), Japanese Blueberry Tree (*Elaeocarpus decipiens*), Bronze Loquat (*Eriobotrya deflexa*), Nichol's Willow-Leafed Peppermint (*Eucalyptus nicholil*), Crape Myrtle (*Lagerstroemia* sp.), Tulip Tree (Liriodendron tulipifera), Dawn Redwood (Metasequoia glyptostroboides), Sweet Michelia (Michelia doltsopa), Tupelo (Nyssa sylvatica), Burr Oak (Quercus macrocarpa), Southern live Oak (Quercus virginiana), Japanese Snowdrop Tree (Styraxjaponicus), Bald Cypress (Taxodium distichum) & Water Gum (Tristania laurina).	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
than-significant.		
D. CULTURAL RESOURCES		
The impacts to potential historical resources due to implementation of the Project are detailed in *Section IV.D: Environmental Impact Analysis – Cultural Resources* of this Draft EIR and summarized below. **California Register.** For CEQA purposes, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources or a qualified local register. The Weddington Golf and Tennis Club has not been previously listed on or determined eligible for the CRHR (California Register of Historical Resources) or the NRHP (National Register of Historical Resources), nor has it been designated as a City of Los Angeles Historic-Cultural Monument. The Project Site was not evaluated for National Register or Los Angeles Historic-Cultural Monument eligibility; however, the evaluation of significance under the California Register establishes a reasonable benchmark for national and local eligibility. After analysis and evaluation of all parts of the Project Site, the Weddington Golf and Tennis Club appears to be eligible for the CRHR under criteria one and three: ***Criterion 1.*** It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. ***Criterion 3.*** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.	**PDF CUL-1** In order to physically distinguish and differentiate between the two proposed parcels, appropriate landscaping, such as the placement of trees or shrubs at the parcel boundary to act as a natural screen between the two properties, shall be used to create a buffer between Lot 1 and Lot 2. **MM CUL-1** To the extent feasible, all of the golf ball light standards, which are located in the existing surface parking lot and are a character defining feature, shall be retained in place. If any light standard must be moved, it shall be retained and relocated to an unaffected portion of Lot 1. **MM CUL-2** Any modifications to the Project design and layout shall be reviewed to confirm compliance with the *Secretary of the Interior's Standards*. **MM CUL-3** Any treatments that could cause damage to historic materials shall require review by a qualified professional in order to ensure conformance with the *Secretary of the Interior's Standards*.	Since the Project has been designed to avoid significant impacts to the eligible historic components of the Weddington Golf and Tennis Club, as established per the *Secretary of the Interior's Standards for Rehabilitation,* and Mitigation Measures have been required to ensure that all golf ball light standards are retained onsite and building materials will not be deteriorated, the Project will not result in a significant adverse effect under CEQA and thus impacts are less-than-significant. Implementation of the Compliance Measures and additional PDFs and Mitigation Measures would ensure that impacts remain less-than-significant.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Secretary of the Interior's Standard for Rehabilition. Under CEQA, resources that meet the criteria for listing on the California Register and National Register of Historic Places are considered historic resources. The Weddington Golf Course appears to be eligible for the California Register under Criterion 1, as a privately-owned community recreation (golf) center built to serve the growing community of Studio City in the mid-1950s; and under Criterion 3, as a property that embodies the distinctive characteristics of a type as a typical example of a post-war community golf course. Therefore, the Weddington Golf and Tennis Club appears to be significant at the local level and an historic resource under CEQA. The tennis courts and facilities (including the small tennis house) were constructed outside of the period of significance for the site, and so are not considered potentially historic features of the Project Site. If the Weddington Golf Course uses are removed completely from the Project Site, a significant impact to cultural resources could result. Ultimately, because the Project has been designed to avoid significant impacts to the eligible historic components of the Weddington Golf and Tennis Club, as established per the *Secretary of the Interior's Standards for Rehabilitation*, it will not result in a significant adverse effect under CEQA and thus impacts are less-than-significant. Although, the Project may slightly alter two southern golf holes, the southern fence of the driving range, and relocate certain golf ball light standards in the surface parking lot, these uses would not be completely removed from the Project Site. The overall character, size, and appearance of the site would remain essentially unchanged. Further, the two golf holes being altered, as well as the driving range		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
have previously been altered to accommodate the tennis courts in the 1970s. These minor modifications to the golf uses would not trigger a significant impact. Implementation of Compliance Measures and Project Design Features would ensure that impacts remain less-than-significant. **Consistency with Adopted Plans and Policies.** The Project is consistent with the objectives and policies of the Community Plan, which encourages private owners of historic properties/resources to conserve the integrity of such resources. Because the Project is proposed to be developed on Lot 2, removing only the non-historic tennis courts, altering small portions of the golf course at holes/tees that were already previously altered, and retaining/relocating the "character-defining" golf ball light standards to an unaffected portion of the Project Site, the integrity of the Weddington Golf Course, including it potential historic eligible components of the golf course, clubhouse, and driving range, will remain intact. **Cumulative Impacts.** The Project will not have an incremental effect on historic resources.		
E. GEOLOGY, SOILS AND SEISMICITY		
The geological impacts due to implementation of the Project are detailed in *Section IV.E: Environmental Impact Analysis – Geology, Soils, and Seismicity* of this Draft EIR and summarized below. **Seismic Hazards and Groundshaking.** No known active or potentially active faults underlie the Project Site. Nor is the Project Site located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, impacts related to ground rupture would be less-than-significant.	**MM GEO-1** In order to mitigate against the effects of liquefaction, the Project structures shall be supported on a mat foundation, which shall be designed to resist one inch of differential settlement that could result due to seismic shaking. **MM GEO-2** In order to reduce differential settlement between the shallow and deep foundations, the developer shall create a compacted fill blanket. In areas of the shallow	Based on implementation of Compliance Measures and application of standard rules and regulations of the City of Los Angeles (i.e., Building Code and the Uniform Building Code), development of the proposed Project would result in less-than-significant geological impacts relating to structural integrity during a seismic or other geologic event. In addition, implementation of Mitigation Measures MM GEO-1 through MM GEO-71, or their equivalent as provided in the final approved

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Although the Project Site is not located in an area identified as an Alquist-Priolo Earthquake Fault Zone nor does a known active or potentially active fault underlie the Project Site, the Project would still be exposed to moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults that are located nearby. It is assumed that the proposed Project would be developed in accordance with the California Building Code Seismic Parameters to reduce the potential for building loss, and human injury or death. With implementation of all required Compliance Measures, impacts related to seismic activity would be less-than-significant. In addition, implementation of reasonable Mitigation Measures, or their equivalent as provided in the final approved Geotechnical and Soils Report, would further reduce the risk of building loss, and human injury or death during a strong seismic ground shaking event. **Landslides and Soil Stability.** The probability of seismically-induced landslides occurring on the Project Site is considered to be low due to the general lack of elevation difference and slope geometry across and adjacent to the Project Site. Building loss or human injury or death involving landslides are not expected to occur on the Project Site; therefore impacts would be less-than-significant. Lateral spreading is the most pervasive type of liquefaction-induced ground failure. Saturated cohesionless sediments that underlie the Development Site (area of physical disturbance on the Project Site), and would have the greatest potential for liquefaction-induced ground failure, have a corrected $(N_1)_{60}$ that is greater than 15. Therefore, the potential for lateral	foundations, all existing fill materials shall be removed and recompacted. Where existing fill materials are shallower than four feet in depth, all soils shall be removed to a minimum of three feet below the proposed foundations and recompacted as controlled fill prior to foundation excavation. **MM GEO-3** Foundations for small outlying structures not tied to the main structure, such as property line walls or maintenance sheds, shall be supported on conventional foundations bearing in native earth materials. **MM GEO-4** Fill material, including any fill material generated during demolition of existing structures on the Development Site, shall be removed during the excavation of the subterranean parking level and removed from the Project Site. Where not removed by the proposed excavations, this material and any fill material generated during demolition shall be removed and recompacted as controlled fill prior to foundation excavation. All existing fill materials and any disturbed geologic materials resulting from grading operations shall be removed and properly recompacted prior to foundation excavation. **MM GEO-5** A water-cement ratio of 0.5 shall be maintained in the poured concrete used for development of the Project. And minimum concrete strength for moderate sulfate exposure shall be a minimum of 4,000	Geotechnical and Soils Report, would further reduce the risk of building loss, and human injury or death during a strong seismic ground shaking event. The Mitigation Measures would reduce all potential significant impacts related to liquefaction or ground failure of the underlying soils (and subsequent building collapse) during a seismic event to less-than-significant levels. With implementation of the Compliance Measures and required Mitigation Measures, or their equivalent as provided in the final approved Geotechnical and Soils Report, impacts related to seismic activity, geology, and the potential for building loss and risk of human injury or death, would be less-than-significant.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
spread is considered remote at the Development Site and impacts would be less-than-significant. The existing fill material and upper native soils on the Development Site are not suitable to support the proposed Project's foundations, floor slabs, or additional fill. If the Project were to be developed on this native soil and existing fill material, there would be potential for collapse of the buildings associated with the proposed Project. Removal and replacement of engineered and recompacted fill would be required to ensure a stable base for onsite development. Implementation of Mitigation Measures would reduce the potential for building collapse due to unstable soils to a less-than-significant level. **Soils and Local Geotechnical Issues.** Based on field testing results, the Development Site is not located on expansive soils as defined in Table 18-1-B of the 1994 Uniform Building Code. However, as noted above, the existing fill materials and upper native soils are not suitable to support the proposed Project's foundations, floor slabs or additional fill. Excavation for the proposed subterranean parking lot would remove the unsuitable materials on the Development Site. Additionally, implementation of Mitigation Measures would ensure that these soils do not negatively affect the development of the Project buildings and would reduce impacts to less-than-significant. **Consistency with Adopted Plans and Policies.** City General Plan and Community Plan policies encourage adequate disaster preparedness and service planning to support the community in the event of a major disaster. Because the Project would be developed in accordance with all applicable and required building requirements and Compliance Measures, the potential for serious damage to buildings, or the risk to life and	pounds per square inch (psi). **MM GEO-6** All vegetation, existing fill, and soft or disturbed geologic materials shall be removed from the areas to receive controlled fill. Any vegetation or associated root system located within the footprint of the Development Site shall be removed during grading. The excavated areas shall be carefully observed and monitored by a geotechnical engineer prior to placing compacted fill. **MM GEO-7** Any existing or abandoned utilities located within the Development Site shall be removed or relocated as appropriate. **MM GEO-8** Any at-grade portions of proposed structures within the Development Site shall be excavated to a minimum depth of three feet below the bottom of all foundations. The excavations shall extend at least five feet beyond the edge of the foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. All positions of the proposed structure shall be accurately located so that the limits of the graded area are accurate and the grading operation proceeds efficiently. **MM GEO-9** Subsequent to the surface soil removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content and recompacted in excess of the minimum required comparative density.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
property, would be reduced to less-than-significant levels. Additionally, if the Project is required to incorporate the Mitigation Measures of the preliminary Geotechnical and Soils Report in *Appendix D* of this Draft EIR, impacts would be further reduced. Consequently, the potential to interfere with Citywide disaster response is minimized. The proposed Project would be consistent with adopted General Plan Safety Element Goal 1 (and its related objectives and policies) and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan recommended actions for natural disasters and emergency preparedness; therefore, impacts related to plans and policies affecting geotechnical issues would be less-than-significant. **Cumulative Impacts.** Geological and soil hazards are generally considered to be site-specific issues and thus do not have potential to be cumulatively considerable. Implementation of Compliance Measures and Mitigation Measures would adequately mitigate against geological and soil hazards to ensure that building loss and human injury or death due to the proposed Project is reduced to the extent practically feasible and to a less-than-significant level. Other Related Projects would be required to complete similar geotechnical investigations to determine site-specific geological hazards and provide adequate Mitigation Measures to reduce building loss or human injury or death. Furthermore, each Related Project would be required to abide by development standards and Compliance Measures in the Los Angeles Municipal Code's Building Code and the Uniform Building Code to reduce impacts associated with geological and soil hazards. Cumulative geotechnical impacts associated with concurrent development of the Project and Related Projects are not anticipated and would be less-than-significant.	**MMGEO-10** All fill shall be mechanically compacted in layers not more than eight inches thick. All fill shall be compacted to at least 90 or 95 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by a qualified professional using test method ASTM D 1557-07 or equivalent. **MMGEO-11** Any imported material shall be observed and tested by the representative of the geotechnical engineer prior to use in fill areas. Imported materials shall contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials shall consist of geologic materials with an expansion index of less than 50. The water-soluble sulfate content of the import materials shall be less than 0.1 percentage by weight. **MMGEO-12** Imported materials shall be free from chemical or organic substances which could affect the Project structures. A competent professional shall be retained in order to test imported materials and address environmental issues and organic substances which may effect development at the Development Site. **MMGEO-13** Utility trenches shall be backfilled with controlled fill. The utility shall be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 90 or 95 percent of the laboratory maximum density. Utility trench backfill shall be	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	tested by a qualified professional in accordance with ASTM D-1557-07. **MMGEO-14** Pumping (yielding or vertical deflection) of the high-moisture content soils at the bottom of the excavation may occur during operation of heavy equipment. Where pumping is encountered, angular minimum ¾-inch gravel shall be placed and worked into the subgrade. The exact thickness of the gravel would be a trial and error procedure, and shall be determined in the field. It would most likely be on the order of one to two feet thick. **MMGEO-15** Rubber tire construction equipment shall not attempt to operate directly on the pumping subgrade soils prior to placing the gravel. Direct operation of rubber tire equipment on the soft sub-grade soils will likely result in excessive disturbance to the soils, which in turn could result in a construction schedule delay. Extreme care shall be utilized to place gravel as the sub grade becomes exposed. **MMGEO-16** When rain is forecast, all fill that has been spread and awaits compaction shall be properly compacted prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed. **MMGEO-17** Temporary non-erosive drainage devices shall be installed to collect and transfer excess water from the graded work area.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	Drainage shall not be allowed to pond anywhere on the Development Site, and especially not against any foundation or retaining wall. Drainage shall not be allowed to flow uncontrolled over any descending slope. **MMGEO-18** When delayed due to periods of rainfall, resumption of grading activity shall be held until Development Site has been reviewed by a qualified geotechnical monitor. Any soils saturated by the rain shall be removed and aerated so that the moisture content will fall within three percent of the optimum moisture content. **MMGEO-19** Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, as determined appropriate by a qualified geotechnical monitor. **MMGEO-20** If abandoned seepage pits are encountered during grading, options to permanently abandon seepage pits shall include complete removal and backfill of the excavation with compacted fill, or drilling out the loose materials and backfilling to within a few feet of grade with slurry, followed by a compacted fill cap. If the subsurface structures are to be removed by grading, the entire structure shall be demolished. The resulting void may be refilled with compacted soil. Concrete and brick generated during the seepage pit removal may be reused in the fill as long as all fragments are less than six inches in	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	longest dimension and the debris comprise less than 15 percent of the fill by volume. All grading shall comply with the recommendations of the approved Geotechnical Report. **MMGEO-21** Compliance with the design concepts, specifications or recommendations during construction shall be reviewed by a qualified geotechnical monitor during the course of construction. Any fill which is placed shall be observed, tested, and verified if used for engineered purposes. **MMGEO-22** In compliance with credit requirements for LEED Certification, demolition debris shall be crushed onsite in order to reuse it in the ongoing grading operations. Onsite recycled demolition debris shall be limited to concrete, asphalt and other non-deleterious materials. All deleterious materials shall be removed including, but not limited to, paper, garbage, ceramic materials and wood. **MMGEO-23** For structural fill applications, the materials shall be crushed to two inches in maximum dimension or smaller. The crushed materials shall be thoroughly blended and mixed with onsite soils prior to placement as compacted fill. The amount of crushed material shall not exceed 20 percent. The blended and mixed materials shall be tested by a qualified geotechnical monitor prior to placement to insure it is suitable for compaction purposes and during placement to insure that it has been compacted in a suitable	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	manner. **MMGEO-24** Conventional foundations for structures such as privacy walls or trash enclosures which will not be rigidly connected to the Project buildings may bear in native soils. Continuous footings shall be designed for a bearing capacity of 1,000 pounds per square foot, and shall be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. **MMGEO-25** Since the recommended bearing capacity is a net value, the weight of concrete in the foundations shall be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when determining the downward load on the foundations. **MMGEO-26** Resistance to lateral loading may be provided by friction acting at the base of foundations and foundations, and by passive earth pressure. An allowable coefficient of friction of 0.2 shall be used with the dead load forces. Passive earth pressure for the sides of foundations and footings poured against undisturbed or recompacted soil shall be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component shall be reduced by one third. A one-third increase in the passive value shall be used for wind or seismic loads.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	MMGEO-27 All foundation excavations shall be observed and inspected by a qualified geotechnical monitor to verify penetration into the recommended bearing materials. The observation shall be performed prior to the placement of reinforcement. Foundations shall be deepened to extend into satisfactory earth materials, if necessary. Foundation excavations shall be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill shall be mechanically compacted. Flooding shall not be permitted. **MMGEO-28** The mat shall be founded exclusively in native soils found 10 feet below existing site grades. For the at-grade portion of any proposed structure, the mat shall bear in a minimum of newly placed compacted fill, subsequent to the recommended grading. The bottom of the mat foundation shall be a minimum of 18 inches in depth below the lowest adjacent grade at the perimeter of the proposed structure. An allowable bearing pressure of 850 pounds per square foot may be utilized in the design of the proposed mat foundation. The mat foundation shall be designed utilizing a modulus of subgrade reaction of 100 pounds per cubic inch. **MMGEO-29** Because the basement of proposed Project structures will be on the order of 20 feet below grade and historic high groundwater levels may be less than 20 feet, the building shall be designed for potential	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	hydrostatic and buoyancy pressures or a drainage system shall be installed which would operate in the unlikely event that the reported historic high groundwater level is attained again. **MMGEO-30** Retaining walls supporting a level backslope shall be designed utilizing a triangular distribution of pressure. Cantilever retaining walls shall be designed for 31.5 pounds per cubic foot for walls retaining up to 6 feet of earth. For this equivalent fluid pressure to be valid, walls which are to be restrained at the top shall be backfilled prior to the upper connection being made. Additional active pressure shall be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures. **MMGEO-31** Retaining walls shall be provided with a sub-drain covered with a minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. The onsite geologic materials are acceptable for use as retaining wall backfill as long as they are compacted to a minimum of 90 or 95 percent of the maximum density as determined by ASTM D 1557-07 or equivalent. **MMGEO-32** The type and brand of sub-drain pipe shall be cleared with the City Engineer. Sub-drainage pipes shall outlet to an acceptable location. **MMGEO-33** Restrained retaining walls shall be designed to resist a triangular pressure	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	distribution of at-rest earth pressure and hydrostatic pressure as indicated in the diagram on page 28 of the Geotechnical and Soils Report (*Appendix D* of the Draft EIR), or as otherwise approved by the City Engineer. The at-rest soils pressure for design purposes shall be 41 pounds per cubic foot. Additional earth pressure shall be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures. **MMGEO-34** The upper ten feet of the retaining wall adjacent to streets, driveways, or parking areas shall be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge shall be neglected. **MMGEO-35** Where necessary, the retaining walls shall be designed to accommodate any surcharge pressures that may be imposed by existing buildings on the adjacent property. **MMGEO-36** The retaining walls shall be waterproofed. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A qualified waterproofing expert shall be consulted in order to recommend a product or method that would provide protection to below grade walls. **MMGEO-37** Any required backfill shall be	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	mechanically compacted in layers not more than 8 inches thick, to at least 90 or 95 percent of the maximum density obtainable by the ASTM Designation D 1557-07 method of compaction. Flooding shall not be permitted. Proper compaction of the backfill shall be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill shall be anticipated, and any utilities supported therein shall be designed to accept differential settlement, particularly at the points of entry to the structure. **MMGEO-38** Excavations on the order of 10 to 25 feet in vertical height shall be required for the subterranean levels of the Project considering the proposed foundation and the recommended recompaction. The excavations are expected to expose fill and dense native soils, which are suitable for vertical excavations up to 5 feet where not surcharged by adjacent traffic or structures. Excavations, which will be surcharged by adjacent traffic or structures shall be shored. **MMGEO-39** Where sufficient space is available, temporary unsurcharged embankments shall be cut at a uniform 1:1 slope gradient. A uniform sloped excavation does not have a vertical component. Where sloped embankments are utilized, the tops of the slopes shall be barricaded to prevent vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the excavation.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	MMGEO-40 If temporary construction embankments are to be maintained during the rainy season, berms shall be made along the tops of the slopes to prevent runoff water from entering the excavation and eroding the slope faces. Water shall not be allowed to pond on top of the excavation nor to flow towards it. **MMGEO-41** Because the structure will extend to a maximum depth of 20 feet below existing site grades, continuous groundwater could be encountered locally in the deeper portions of the excavation. Temporary dewatering shall be installed as necessary. Temporary dewatering shall consist of gravel-filled drainage trenches leading to a sump area. The collected water shall be pumped to an acceptable disposal area. Where the exposed sub-grade is wet, pumping shall be required. **MMGEO-42** It is critical that the soils exposed in the cut slopes shall be observed by a qualified geotechnical monitor during excavation so that modifications of the slopes can be made if variations in the earth material conditions occur. All excavations shall be stabilized within 30 days of initial excavation. **MMGEO-43** The City Engineer shall review the final shoring plans and specifications. Consistent with the Preliminary Geotechnical Report, one acceptable method of shoring shall consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	shall be designed as cantilevers or laterally braced utilizing drilled tied-back anchors or raker braces. **MMGEO-44** Drilled cast-in-place soldier piles shall be placed no closer than two diameters on center. The minimum diameter of the piles shall be 18 inches. Structural concrete shall be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean mix concrete may be used throughout the pile where the reinforcing consists of a wide flange section. The slurry shall be of sufficient strength to impart the lateral bearing pressure developed by the wide flange section to the earth materials. For design purposes, an allowable passive value for the earth materials below the bottom plane of excavation may be assumed to be 600 pounds per square foot per foot. To develop the full lateral value, provisions shall be implemented to assure firm contact between the soldier piles and the undisturbed earth materials. **MMGEO-45** Groundwater was encountered during exploration at a depth of 23 feet below grade. Because proposed piles may be in excess of 23 feet in depth, groundwater may be encountered within that depth. Piles placed below the water level shall require the use of a tremie to place the concrete into the bottom of the hole. A tremie shall consist of a water-tight tube having a diameter of not less than 10 inches with a hopper at the top. The tube	

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	shall be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The flow shall be continuous until the work is completed and the resulting concrete seal shall be monolithic and homogeneous. The tip of the tremie tube shall always be kept about five feet below the surface of the concrete and definite steps and safeguards shall be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete. **MMGEO-46** A special concrete mix shall be used for concrete to be placed below water. The design shall provide for concrete with strength of 1,000 psi over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present. **MMGEO-47** Casing may be required should caving be	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	experienced in saturated earth materials. If casing is used, extreme care shall be employed so that the pile is not pulled apart as the casing is withdrawn. At no time shall the distance between the surface of the concrete and the bottom of the casing be less than 5 feet. **MMGEO-48** The frictional resistance between the soldier piles and retained earth material may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.2 based uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 400 pounds per square foot. The minimum depth of embedment for shoring piles shall be five feet below the bottom of the footing excavation or seven feet below the bottom of excavated plane whichever is deeper. **MMGEO-49** It is possible that lagging between soldier piles could be omitted within more cohesive earth materials where the clear spacing between soldier piles does not exceed four feet. In less cohesive earth materials, such as sands and gravels, lagging shall be necessary. A qualified geotechnical monitor shall observe the exposed earth materials to verify their nature and establish areas where lagging could be omitted, if any. At this time, it is expected that most of the excavation will	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	require continuous lagging. Soldier piles and anchors shall be designed for the full anticipated pressures. Due to arching in the earth materials, the pressure on the lagging will be less. The lagging shall be designed for the full design pressure but is limited to a maximum of 400 pounds per square foot. **MMGEO-50** Cantilevered shoring supporting a level backslope shall be designed utilizing a triangular distribution of pressure as indicated in the table on page 36 of the Geotechnical Report (*Appendix D* of the Draft EIR). A trapezoidal distribution of lateral earth pressure shall be appropriate where shoring is to be restrained at the top by bracing or tie backs, with the trapezoidal distribution as shown in the diagram in the 'Restrained Retaining Walls' section of the approved Geotechnical Report. Restrained shoring supporting a level backslope shall be designed utilizing a trapezoidal distribution of pressure as indicated in the table on page 37 of the Geotechnical Report. **MMGEO-51** Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure shall be applied where the shoring will be surcharged by adjacent traffic or structures. **MMGEO-52** It should be realized that some deflection of a shored embankment will occur and that the estimated deflection could be on the order of one inch at the top of the	

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	shored embankment. If greater deflection occurs during construction, additional bracing shall be necessary to minimize settlement of adjacent buildings and utilities in adjacent street and alleys. If desired to reduce the deflection, a greater active pressure shall be used in the shoring design. Where internal bracing is used, the rakers shall be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring. **MMGEO-53** Because of the depth of the excavation, there shall be some means of monitoring the performance of the shoring system. The monitoring shall consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors shall be necessary, where applicable. Some movement of the shored embankments shall be anticipated as a result of the relatively deep excavation. Photographs of the existing buildings on the adjacent properties shall be taken during construction to record any movements for use in the event of a dispute. **MMGEO-54** It is critical that the installation of shoring shall be observed by a qualified geotechnical monitor. The observations shall insure that the recommendations of the approved Geotechnical Report are implemented and so that field	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	modifications of the recommendations can be made if variations in the earth material or groundwater conditions warrant. The observations shall allow for a report to be prepared on the installation of shoring for the use of the local building official, where necessary. **MMGEO-55** Concrete floor slabs shall be a minimum of five inches in thickness. Slabs-on-grade shall be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated shall be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density. **MMGEO-56** Outdoor concrete flatwork shall be a minimum of four inches in thickness. Outdoor concrete flatwork shall be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated shall be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density. **MMGEO-57** A qualified monitor in the field of moisture vapor transmission shall be consulted to evaluate the general and specific moisture vapor transmission paths and any impact on the construction of the proposed Project. The qualified consultant shall provide recommendations for mitigation of potential adverse impacts of moisture vapor transmission on various components of the proposed structure. Where dampness would be objectionable, the floor slabs	

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	shall be waterproofed. A qualified waterproofing expert shall be consulted in order to recommend a product or method which would provide protection for concrete slabs-on-grade. **MMGEO-58** All concrete slabs-on-grade shall be supported on vapor retarder. The design of the slab and the installation of the vapor retarder shall comply with ASTM E 1643-98 and ASTM E 1745-97. Where a vapor retarder is used, a low-slump concrete shall be used to minimize possible curling of the slabs. The barrier can be covered with a layer of trimmable, compactable, granular fill, where it is thought to be beneficial. **MMGEO-59** The recommendations of the approved Geotechnical Report shall be implemented to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls, and concrete slabs-on-grade may display some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking shall be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where entrant slab corners occur. **MMGEO-60** For standard crack control maximum expansion joint spacing of eight feet shall not be exceeded. Lesser spacing would	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	provide greater crack control. There shall be joints at curves and angle points. The crack control joints shall be installed as soon as practical following concrete placement. Crack control joints shall extend a minimum depth of one-fourth the slab thickness. Construction joints shall be designed by a structural engineer. **MMGEO-61** Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas shall not be required; however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs shall be anticipated. In order to provide uniform support beneath the flatwork, a minimum of 12 inches of the exposed subgrade beneath the flatwork shall be scarified and recompacted to 90 percent relative compaction. **MMGEO-62** Concrete slabs-on-grade shall be reinforced with a minimum of #4 steel bars on 16-inch centers each way. Outdoor flatwork shall be reinforced with a minimum of #3 steel bars on 18-inch centers each way. **MMGEO-63** Prior to placing paving, the existing grade shall be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 90 percent of the maximum density as determined by ASTM D 1557-02. Removal of all existing fill in the area of new paving is not required; however, pavement constructed in this manner will most likely have a shorter design life and increased	

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	maintenance costs. **MMGEO-64** Aggregate base shall be compacted to a minimum of 95 percent of the ASTM D 1557-laboratory maximum dry density. Base materials shall conform with Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), 1991 Edition. **MMGEO-65** The performance of pavement is highly dependent upon providing positive surface drainage away from the edges. Ponding of water on or adjacent to pavement can result in saturation of the sub grade materials and subsequent pavement distress. If planter islands are planned as part of the Project, the perimeter curb shall extend a minimum of 12 inches below the bottom of the aggregate base. **MMGEO-66** Engineering of the Project shall not begin until approval of the geotechnical report is obtained in writing from the Department of Building and Safety. Significant changes in the geotechnical recommendations may result during the building department review process. Any additional recommendations identified in the final approved geotechnical report shall be implemented during Project development. **MMGEO-67** Geotechnical aspects of the Project shall be reviewed by a qualified geotechnical expert during the design process. This review provides assistance to the design team by providing specific	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented in the Geotechnical Report are satisfied. **MMGEO-68** Geotechnical observations and testing during construction are considered to be a continuation of the geotechnical investigation. It is critical that a qualified geotechnical expert review the geotechnical aspects of the project during the construction process. Compliance with the design concepts, specifications, or recommendations during construction shall require review by a qualified geotechnical monitor during the course of construction. **MMGEO-69** If conditions encountered during construction appear to differ substantially from those disclosed in the approved Geotechnical Report, the Developer shall notify the City Engineer and/or qualified geotechnical expert, as appropriate, immediately so the need for modifications may be considered in a timely manner. **MMGEO-70** It shall be the responsibility of the developer's contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations shall be cut and maintained in accordance with applicable OSHA rules and regulations. **MMGEO-71** Since the exploration performed for in the preliminary Geotechnical Report is limited to the geotechnical excavations described	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	therein and the direct exploration of the entire site is not feasible, the Project team shall understand that differing excavation and drilling conditions may be encountered based on boulders, gravel, oversize materials, groundwater and many other conditions. Fill materials, especially when they were placed without benefit of modern grading codes, regularly contain materials, which could impede efficient grading and drilling. The appropriateness of all recommended geotechnical mitigation measures shall be evaluated against infield observations encountered during construction, and any and all adjustments coordinated through the City Engineer.	
F. GREENHOUSE GAS EMISSIONS		
The greenhouse gas (GHG) emission impacts due to implementation of the Project are detailed in *Section IV.F: Environmental Impact Analysis – Greenhouse Gas Emissions* of this Draft EIR and summarized below. Global climate change refers to historical variance in the Earth's meteorological conditions and has received substantial public attention for many years. Greenhouse gas emission reductions have been addressed through statewide regulations. Some GHGs are emitted naturally (water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O)), while others are exclusively human-made (e.g., gases used for aerosols and emissions from fossil fuel combustion). The transportation sector – largely the cars and trucks that move people and goods – is the largest contributor with 37 percent of the State's total GHG emissions in	Compliance with all required Compliance Measures would reduce GHG emission impacts to a less-than-significant level, and as such, Mitigation Measures are not required.	Implementation of all required Compliance Measures for the Project would reduce all cumulative greenhouse gas impacts to a less-than-significant level with respect to emissions and consistency with GHG eduction plans and policies. Voluntary implementation of the Project Design Features (PDFs) spelled out in *Section IV.B: Environmental Impact Analysis – Air Quality* of this Draft EIR would further reduce GHG impacts. Therefore, no Mitigation Measures are required and GHG impacts would remain less-than-significant.

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2008. On-road emissions (from passenger vehicles and heavy duty trucks) constitute 93 percent of the transportation sector total emissions. On-road emissions grew to a maximum of 171 million metric tons of CO_2e in 2005, plateaued until 2007, and decreased in 2008 to 163 million. The amount of gasoline and diesel fuel consumed by on-road vehicles followed a similar trend. Greenhouse gas emissions from the Project were calculated for mobile sources, natural gas consumption, general electricity consumption, electricity consumption associated with the use and transport of water, and solid waste decomposition. Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. The proposed Project would result in 1,919 metric tons of CO_2e per year (cumulatively and at Project buildout in 2016). Estimated GHG emissions would be less than the 10,000 metric tons of CO_2e per year quantitative significance threshold under both cumulative existing and future conditions. Therefore, the proposed Project would result in a less-than-significant impact related to GHG emissions.		
G. HYDROLOGY AND WATER QUALITY		
The hydrological and water quality impacts due to implementation of the Project are detailed in *Section IV.G: Environmental Impact Analysis – Hydrology and Water Quality* of this Draft EIR and summarized below. **Hydrology.** The Project Site slopes from the northwest corner to the southeast corner at 1.2 percent decrease in elevation. For the proposed Project, Lot 1, consisting of the 9-hole golf course, clubhouse, and golf driving range, would remain intact with minimal changes to accommodate the Project. Lot 2, where the	**PDF HYD-1** Stormwater from the roofs shall be reclaimed by conveying runoff through roof downspouts via an underground storm drain pipe network to a pre-treatment system to remove debris and sediment from runoff and then conveyed to an infiltration trench and/or drywell for infiltration purposes. If infiltration is found not feasible, the use of capture and reuse BMPs or biofiltration BMPs that would store, evaporate, detain, and/or treat runoff may be used.	As required by City, State, and federal regulations, the Project would incorporate into its design all required Compliance Measures. With implementation of the Compliance Measures, no additional Mitigation Measures would be required. Additionally, due to the proximity of the Project to the Los Angeles River and the adjacent use of the golf course on the Project Site, the Project Applicant has volunteered certain PDFs that would further reduce environmental impacts related to hydrology. Therefore, impacts on hydrology and water quality would be less-than-significant with

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
tennis courts and tennis house are currently located, would involve demolition of the tennis courts, tennis house, sidewalks and a portion of the surface parking lot followed by development of the proposed Studio City Senior Living Center Project. Because post-Project conditions for Lot 1 would be essentially unchanged, no net increase in the rate and quantity of stormwater runoff is expected from Lot 1. A net increase from pre-development to post-development conditions on Lot 2 is anticipated. During a 50-year storm event, Lot 2 would result in a net increase of runoff of 9.97 cfs. And a net increase of 9.16 cfs would result during a 25-year storm event. The Project would be required to incorporate design Best Management Practices (BMPs) in compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP). BMPs that would be incorporated, along with compliance with other required Compliance Measures, would minimize any net-increase of water flow expected to occur during a 50 or 25-year storm event. Volunteered PDFs would further reduce the increase in water flow. Additionally, the proposed drainage system of the Project would be designed utilizing sustainable methods consistent with Leadership in Energy and Environmental Design (LEED) criteria and River Improvement Overlay (RIO) compliance. With implementation of the BMPs, Compliance Measures, and the proposed drainage system sustainable PDFs described above, impacts related to hydrology would be less-than-significant. **Surface Water Quality.** During the construction of the Project, the existing tennis courts, tennis house, paved sidewalks and a portion of the surface parking area on Lot 2 would be demolished and approximately 82,000 cubic yards of grading and soil export would occur. As development occurs, if rainy days are	**PDF HYD-2** Various landscape areas shall be developed along the building perimeters. Landscaped areas shall be graded, where possible, to flow directly to an infiltration trench and/or drywell, for infiltration purposes, or intercepted by a series of planter drains, area drains, etc., and conveyed to the selected infiltration system through a subsurface PVC storm drain pipe. An overflow pipe shall be provided to discharge excess stormwater that cannot be infiltrated during a heavy storm event. Overflow from the infiltration trench shall be discharged to the Los Angeles River open channel. If infiltration is found not feasible, the use of capture and reuse BMPs or biofiltration BMPs that will store, evaporate, detain, and/or treat runoff may be used. **PDF HYD-3** Hardscaped pedestrian walkways shall be graded in coordination with existing topography to sheet flow storm runoff into landscaped areas, where possible, or to various catch basins and curb inlet catch basins with filter inserts to be treated prior to discharging into a bio-retention basin. A series of cleanouts shall be provided for the new subsurface pipe network at appropriate distances and/or bends.	development of the proposed Project.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
encountered, the potential exists for stockpiled soil to be exposed and cause contaminated surface water to enter the stormwater conveyance system that serves the Project Site. Additionally, dust-watering activities during construction could contribute to contaminated surface water entering the stormwater conveyance systems. The Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Permit, which in turn would require that a Stormwater Pollution Prevention Plan (SWPPP) be developed to address BMPs to minimize water quality impacts during construction activity. Construction activity on the Development Site would also be required to comply with City of Los Angeles grading permit regulations as described in the Los Angeles City Municipal Code. Through permitting and implementation of water quality control measures, contamination or pollution of surface water during construction activities would be reduced and impacts during construction would be less-than-significant. Occupancy and operational activities at the Project would be similar to other surrounding urbanized properties. While it is possible that activity associated with the Studio City Senior Living Center would contribute to polluted surface water entering the stormwater conveyance system, the potential for contaminants entering the water system would be minimized through Compliance Measures, such as BMPs and Low Impact Development (LID) protocol. Furthermore, with implementation of the City-required SUSMP, it is anticipated that the Project would not result in discharges that would create pollution, contamination or nuisance of surface water and therefore, surface water quality impacts during operation of the Project would be less-than-significant.		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Consistency with Adopted Plans and Policies. Development of the Project would not be inconsistent with plans and policies addressing water quality and hydrology on the Project Site. During the final design/engineering stages of the Project, the Applicant will be required to demonstrate compliance, exemption, or consistency with the Clean Water Act, NPDES, Los Angeles County Municipal Stormwater System, SUSMP, LID, County of Los Angeles Hydrology Manual, Los Angeles General Plan, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, RIO District Guidelines, and the Los Angeles Municipal Code, as applicable, in order to obtain a grading or building permit to start construction on the Project. The permitting plan check process and implementation of the Compliance Measures and PDFs will ensure that the Project is consistent with all adopted plans and policies applicable to the Project Site. **Cumulative Impacts.** Hydrological and water quality impacts are typically discussed on a regional level in urbanized locations. Individual sites are required to abide by regulations and development standards to reduce contribution of hydrological sheetflow and surface water quality concerns in urbanized areas. The *Hydrology and Water Quality Civil Narrative* (*Appendix F* of this Draft EIR) was developed by KPFF Consulting Engineers to determine site-specific hydrological and surface water quality characteristics at the Project Site. This report has recommended that the BMPs, PDFs and Compliance Measures be implemented to mitigate against hydrological and surface water quality issues during construction and operation of the Project. It is expected that the Related Projects associated with the Project would each be required to have a hydrology and water quality report completed to determine site-specific hydrological and		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
water quality issues and provide Mitigation Measures and/or BMPs to reduce such issues and impacts. Furthermore, each Related Project in the City would be required to abide by development standards in the Los Angeles Municipal Code, the NPDES, and the Regional Water Quality Control Board (RWQCB) to reduce impacts associated with hydrological and water quality issues. Significant cumulative hydrological and water quality impacts associated with concurrent development of the proposed Project and Related Projects are not anticipated.		
H. LAND USE AND PLANNING		
The land use impacts due to implementation of the Project are detailed in *Section IV.H: Environmental Impact Analysis – Land Use and Planning* of this Draft EIR and summarized below. **Land Use Compatibility.** The Project will require a General Plan Amendment to change the Community Plan's designation of a portion of the Project Site from Open Space to Medium Density Residential and a Zone Change from A1-1XL to R3-1. These entitlement changes are enacting approvals that would allow the land uses to transition from one of primarily open space and recreational uses to medium density residential uses, which would result in a change in how the Project Site interrelates with surrounding land uses. Although the Community Plan Map currently identifies the Project Site as "Open Space", the Applicant requests a change in land use designation that would designate a portion (4.52 acres) of the 16.1-acre Project Site as "Medium Density Residential". Because findings can be made to support this change, approval of residential uses on a portion of the Project Site would demonstrate that the proposed Medium	**PDF LU-1** The landscaping for the Project shall use water efficient landscaping and native drought tolerant plants. **PDF LU-2** The Project shall make use of stormwater infiltration and detention basins to manage stormwater runoff and limit disruption and pollution of natural water flows. **PDF LU-3** The Project shall install a high efficiency irrigation system and have its design reviewed by the City as part of the required Landscape Plan review. **PDF LU-4** The Project shall include display and distribution of transit information for both residents and visitors. **PDF LU-5** The Project shall utilize recaptured or reclaimed water for at least 50% of the irrigation needs of the Project. **PDF LU-6** The Project design incorporates subterranean parking that shall be located below the buildings and street level.	With implementation of the Compliance Measures, PDFs, and Mitigation Measures, the proposed Project would not result in significant land use compatibility or land use plan consistency impacts on a project-level or cumulative basis; it would not result in significant unavoidable impacts.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Density Residential uses would be compatible with the existing low-density, single-family residential neighborhoods to the northeast, north and west, as well as with the existing medium density developments to the east. The proposed change in land use would be a continuation of the residential land use pattern that is already observed in the area. The reallocation of 4.5 acres of open space would not adversely affect the land balance mix because a substantial area (11.6 acres) of open space would remain and additional opportunities to activate the open space along the Los Angeles River are available. The Project is consistent with the permitted uses of the R3-1 zone, complies with the adopted development standards, is similar in intensity to other R3-1 zoned properties in the immediate area, and would be appropriately conditioned through a Site Plan Review. As such, the proposed Project would have a less-than-significant impact with regard to zoning compliance. The site plan and building design variances requested for the Project can be supported without detriment to the environment. Approval and implementation of the requested variances related to the Project would be less-than-significant. Finally, the Project would be integrated into the community in such a manner that existing single-family neighborhoods are protected and linkages to key community components are maintained. The Project design would be in substantial compliance with the Urban Design Guidelines of the Community Plan, as well as adopted Community Plan policies and the RIO. **Consistency with Adopted Plans and Policies.** The Project is consistent with the Community Plan, in part	Therefore, the parking shall not be located between the buildings and the street and/or River. **PDF LU-7** Vehicle access for the Project shall be from a single driveway leading to the subterranean parking area that shall be provided from Valleyheart Drive (which shall lead from Whitsett Avenue). **PDF LU-8** The Project minimizes the number of driveways needed to serve the site and the driveways shall be designed to accommodate the anticipated demand for each driveway. **PDF LU-9** The Applicant shall require that landscape maintenance contractors employed at the SCSLC complete a class related to native plant gardening to ensure that they are qualified to maintain the health of native vegetation employed into the landscape palette. **PDF LU-10** The Project shall include a children's playground for public use along its southern edge. **PDF LU-11** Pedestrian walkways within the Project shall provide linkages from the SCSLC residential and community building to key areas on three sides of the development, including linkages to: the LA River greenway toward the south; the Whitsett Avenue street frontage to the east; and the golf course recreational facilities to north. **PDF LU-12** Pedestrian walkways within the Project	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
due to the fact that a substantial area of open space would be retained and because development of the SCSLC would further the housing goals and maintain the residential community character. As a result, the Project will result in a less-than-significant impact to land use consistency, as the Project is consistent with applicable policies and programs of the Community Plan. The Project would meet the minimum point threshold requirements for each of the three RIO categories (i.e., watershed, urban design, and mobility), as well as the overall point threshold minimum of 20 points. Because the Project exceeds the minimum required threshold points, the Project would be deemed to be in compliance with the RIO. Because the Project would be consistent with the RIO, it would also be consistent with the Los Angeles River Revitalization Master Plan (LARRMP) because the Project either directly contributes toward the furtherance of LARRMP policies (i.e., as through physical site improvements) or indirectly supports those policies by not creating obstacles for the realization of those policies. The Project will result in a less-than-significant impact to land use consistency and compatibility in the Project area due to conflicts with policies and programs of the LARRMP and RIO. The Project is consistent with the Walkability Checklist guidelines, in part due to the fact that it would be conveniently located within an established community with existing pedestrian access to commercial, services, transit, and recreational facilities. In addition, the surrounding community offers a safe and pleasant environment for non-destination recreational walking. Because the Project meets the intention of the Walkability Checklist, it is further demonstrated that the Project is substantially	and the adjacent sidewalks shall be appropriately landscaped and adorned to provide a "friendly" walking environment for residents, visitors and the public, including lighting and wayfinding signage. **PDF LU-13** Project landscaping in the vicinity of the parking garage driveway and the public playground along the south edge, and at the golf course/driving range secondary pedestrian access at the northeast corner of Lot 2, shall be designed to assist in the easy identification of and access to these areas. **PDF LU-14** Buildings oriented along the Whitsett Avenue frontage shall incorporate common area/community use areas in the ground-floor space so that larger window openings and architectural transparency features shall visually link interior gathering areas with the active streetscape. **PDF LU-15** The Project buildings and individual dwelling units shall be designed so that private open spaces (i.e., step-out patios and balconies) are oriented toward the living center perimeter, embracing both the Whitsett Avenue street and L.A. River development frontages. **PDF LU-16** The Project shall be designed as several (six) smaller building components, thus providing view corridors through the Project such that intermittent views of Weddington Golf Course (an urban landmark) are maintained from both Whitsett Avenue and the L.A. River	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
consistent with the General Plan. Because the Project requests the development of 200 dwelling units, it does not qualify as a regionally significant project, which is defined by a threshold minimum size of 500 dwelling units (per CEQA Guidelines Section 15206). Ultimately, the Project is consistent with the Southern Califronia Association of Government's (SCAG) Regional Comprehensive Plan (RCP) because the Project either directly contributes toward the furtherance of the RCP policies or indirectly supports the RCP policies by not creating obstacles for their realization. The Project will result in a less-than-significant impact to land use consistency, as the Project will not create any conflict with policies and programs of SCAG's regional plans, including the RCP. **Cumulative Impacts.** The majority of cumulative development (Related Projects) would be consistent with the underlying land use and zoning designations, thus not requiring a General Plan Amendment. As a result, those Related Projects are considered consistent with the General Plan. City review of those projects will require that they demonstrate consistency with the General Plan and relevant Community Plan policies. Since the proposed Project and other developments planned for the area are consistent with the overall existing and planned land use patterns in the area, cumulative impacts in this regard are not expected. The identified Related Projects are not located immediately adjacent to the Project Site such that they could not, in relation to the Project Site, divide an established community. Additionally, land use impacts due to conflict with applicable plans, such as the General Plan, are typically site-specific and will be identified during environmental analysis for each	greenway. **PDF LU-17** The Project shall provide building or site signage limited only to that necessary to provide address identification, business and operational identification, building name, wayfinding, and transit information. **PDF LU-18** The Project design for the parking structure layout shall allocate 2% of the residential (i.e., excluding the overflow golf) parking spaces for use by a third party shared car (or equivalent) program. **PDF LU-19** The Project shall be designed specifically to limit development to the Development Site, including Lot 2 and small southeastern portions of Lot 1, thus avoiding disturbance of any potential historic components on the Project Site. **PDF LU-20** The Project shall include 109,176 square feet of outdoor landscape and hardscape area. The outdoor landscaped area shall be designed as an extension of the indoor living space by creating an atmosphere for active use, exercise, socializing and coordinated events. The common area plaza connecting the six senior living center buildings shall function predominately as a common recreational area. The plaza area shall include a pool, outdoor lounge area, and a public children's playground. **MM LU-1** The Project shall obtain the appropriate approvals, including zone change, zone variances, site plan review, and conditional	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
specific Related Project. Cumulative land use impacts are anticipated to be less-than-significant.	use permits, prior to commencing Project development. Attainment of such approvals shall in turn ensure that the Project is in full compliance with local codes, procedures and regulations.	
I. NOISE		
The noise levels associated with the construction and operational phases of the Project, and cumulative future noise levels, are detailed in *Section IV.I: Environmental Impact Analysis – Noise* of this Draft EIR and summarized below. **Construction (Short-Term) Noise.** Construction of the Project would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby residents during the approximate 24-month construction schedule. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Noise levels related to construction activity of the Project would exceed the 5 dBA significance threshold at two of the five nearby sensitive receptors. As such, the Project would result in a net significant unavoidable impact related to construction (short-term) noise at sensitive receptors. Mitigation Measures should be implemented to reduce impacts to the extent possible. However, if impacts are still significant, pursuant to CEQA Guidelines Sections 15092 and 15093, and in the event the Project is approved, the City of Los Angeles must adopt a Statement of Overriding Considerations acknowledging these outstanding significant adverse impacts and stating the reason(s) for accepting these impacts in light of the whole environmental record as weighed against the	**MM NOI-1** All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices. **MM NOI-2** Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment). **MM NOI-3** All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. **MM NOI-4** A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of	Even with implementation of Mitigation Measures, construction and drilling noise levels would still exceed the significance threshold at various sensitive receptors. Therefore, general construction noise would result in a significant and unavoidable impact after incorporation of Mitigation Measures. However, this significant and unavoidable impact would be temporary during the construction phase of the Project. Pursuant to CEQA Guidelines Sections 15092 and 15093, and in the event the Project is approved, the City of Los Angeles must adopt a Statement of Overriding Considerations acknowledging these outstanding significant adverse impacts and stating the reason(s) for accepting these impacts in light of the whole environmental record as weighed against the benefits of the Project. The Project-related operational noise, as well as construction and operational vibration, would result in a less-than-significant impact without the need for Mitigation Measures.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
benefits of the Project. **Operational (Long-Term) Noise.** The predominant noise source during operation of the Project is vehicular traffic. The greatest Project-related noise increase from vehicular traffic would be 0.1 dBA L_{eq} along Whitsett Avenue. This would not exceed the most conservative roadway noise threshold of 3-dBA. Therefore, the operation of the Project under the scenario of being developed in existing noise conditions (current year) would result in a less-than-significant impact related to mobile noise levels. Potential stationary noise sources related to the long-term operations of the Project include mechanical equipment and parking areas. Per required Compliance Measures, mechanical equipment (e.g., parking structure air vents and HVAC equipment) would be designed so as to be located within an enclosure or confined to the rooftop of the proposed structure. HVAC equipment typically generates a noise level of approximately 60 dBA L_{eq} at 50 feet. Mechanical equipment would be screened from view as necessary to comply with provisions of the LAMC for onsite stationary sources. Operation of mechanical equipment would not be anticipated to increase ambient noise levels by 5 dBA or more. Therefore, the Project would result in a less-than-significant impact related to stationary equipment noise levels. The proposed Project would include 613 subterranean parking spaces underneath the senior housing community. Subterranean parking would be enclosed on all sides and noise generated by this facility would be inaudible at sensitive receivers. As such, parking structure activity would not be anticipated to incrementally increase ambient noise levels at sensitive receptors by 5 dBA or more. Therefore, the	the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator. **MM NOI-5** The construction contractor shall utilize caisson drilling instead of pile driving on the Development Site.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Project would result in a less-than-significant impact related to parking noise. **Vibration.** Heavy-duty equipment activity from construction/demolition on the Development Site would generate vibration. Typical heavy-duty equipment (e.g., a large bulldozer) generates vibration levels of 0.089 inches per second PPV at a distance of 25 feet. The closest sensitive receptor that can be potentially impacted from heavy equipment activity is a multi-family residence along Whitsett Avenue, located approximately 120 feet away from the Development Site. This sensitive receptor could experience a vibration level of 0.008 inches per second PPV. Vibration levels would not exceed the potential building damage threshold of 0.3 inches per second PPV. Therefore, the Project would result in a less-than-significant impact related to general construction vibration. The Project would not include significant stationary sources of vibration, such as heavy equipment operations. Operational vibration in the Project vicinity would be generated by vehicular travel on the local roadways. However, similar to existing conditions, traffic-related vibration levels would not be perceptible by sensitive receptors. Thus, operational vibration would result in a less-than-significant impact. **Cumulative Impacts.** The Project would result in significant construction noise impacts on sensitive receptors located in the Project area. Due to the possibility that construction of these identified Related Projects could potentially occur at times that overlap with Project construction. Project related construction noise levels could combine with Related Project construction noise levels to create a cumulatively		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
considerable temporary noise impact upon noise sensitive receptors. As such, cumulative construction noise impacts would be considered significant. With regards to cumulative operational noise impacts, the maximum cumulative roadway noise increase would be 0.6 dBA L_{eq} and would occur along Whitsett Avenue between Moorpark Street and Ventura Boulevard. Cumulative roadway noise levels would not exceed the 3 dBA threshold increment and would not result in a perceptible change in noise level. Therefore, the proposed Project would result in a less-than-significant cumulatively considerable impact related to roadway noise and Project operations. With regards to cumulative construction and operational vibration impacts, the Project would not exceed the potential building damage thresholds for construction and pile driving vibration. Additionally, neither the Project nor any Related Projects would substantially increase heavy-duty vehicle traffic near the Project Site and would not cause a substantial increase in heavy-duty trucks on local roadways. Therefore, the Project would result in less-than-significant cumulatively considerable impacts related to both construction and operational vibration.		
J. POPULATION AND HOUSING		
The population, housing and employment impacts due to implementation of the Project are detailed in *Section IV.J: Environmental Impact Analysis – Population, Housing* of this Draft EIR and summarized below. **Direct Growth.** The Project involves a request for a Zone Change on Lot 2 from A1-1XL to R3-1 and a General Plan Amendment from Open Space to Medium Density Residential to accommodate the new	**PDF POP-1** The Project shall be age-restricted for seniors aged 55 and older and shall target support for a resident population with an average age of approximately 75 years (upon move-in). **PDF POP-2** The Project shall provide for resident ownership of individual dwelling units and an undivided interest in the residential	Impacts related to population and housing would be less-than-significant as a result of development of the Project at the Project Site. There are no existing housing units located on the Project Site that would be demolished for the Project. Due to the need for housing within the City of Los Angeles, the addition of housing units, especially those serving special needs, such as for the elderly, could be considered a beneficial effect of the proposed Project.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
dwelling units. Approximately 340 persons are anticipated at full occupancy of the Project. The population increase of 340 persons is not considered to be substantial relative to the current built-out conditions of the Studio City community and the immediate neighborhood around the Project Site. Based on the 2010 Census population of 29,034 residents within the Studio City area, the increase of 340 residents due to the 200-unit SCSLC would result in a population increase of approximately 1.2 percent within the community. The projected population associated with the Project would be consistent with area-wide housing (and population) forecasts, because it would be consistent with the City General Plan, Community Plan and SCAG RCP/RTP. As a result, development of the proposed Project would not directly induce substantial population growth, and impacts related to population and housing would be less-than-significant. **Indirect Growth.** The Project would extend roadways and other infrastructure (e.g., water, sewer and energy services) to and within the Project Site as needed to ensure adequate access and support for the Project. However, these services and infrastructure are already in place within the established Studio City community. Further, the Project Site is already connected to the existing infrastructure for the existing golf course and tennis court uses. The extension and minor configuration adjustments necessary for the proposed Project to effectively connect to the available infrastructure within Whitsett Avenue would not induce growth because they would serve only the Project within Lot 2. The access road to serve the Project along Valleyheart Drive would utilize an existing easement for a	common areas. Individual resident-occupant ownership (rather than rental arrangement) shall be arranged through purchase agreements coordinated by the Project Applicant/Manager. Resale of units shall be facilitated and/or monitored through the Project Applicant/Manager to ensure that ownership is reserved for senior residents 55 years and older. For example, when an owner of a dwelling unit passes away or needs to relinquish ownership, the unit shall be transferred back (at market value to the owner or beneficiaries) to the Project Applicant/Manager and resold to another senior resident.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
roadway that was previously planned, but never built. Hence, Project-related roads would not induce growth because they would serve only the Project and would not open up access to new areas not previously contemplated for connection to the City's roadway and circulation system. Existing services and infrastructure are already adequate to serve the projected growth contemplated by the proposed Project. As a result, development of the proposed Project would not indirectly induce substantial population growth and impacts related to population and housing would be less-than-significant. **Consistency with Adopted Plans and Policies.** The Project would be consistent with applicable housing related goals, objectives, and policies because the Project would preserve existing housing and add new housing types that target diverse populations. Also, the Project would preserve the existing community character through retention of the existing golf course and by incorporating architecture and landscape design features that are sensitive and non-intrusive to the surrounding residential community, thus protecting the longevity of the existing residential neighborhoods. Further, the introduction of 200 new residential units for senior residents would contribute to the diversification of housing opportunities in the Project vicinity as it would target the needs for a select and underserved segment of the population. The Project would result in the establishment of a senior residential community that would fulfill a senior housing void currently present in the community. Additionally, the Project can be characterized as infill development on a large underutilized parcel in the Studio City area, in which development would be located within an established urban area that offers a		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
mix of uses. The Project would be conveniently located near residential neighborhoods, commercial retail and services, recreation facilities and public transit corridors (i.e., Ventura Boulevard), thus allowing for reduced commuting distances and facilitating opportunity for walkability. The Project would be located within close proximity (less than ½ mile) from other key community services, thereby adding to efficient development densities and community connectivity within Studio City. As such, the proposed Project would implement the City's vision for compact growth within community core areas. **Cumulative Impacts.** The Related Projects would introduce approximately 1,455 residents into the Community Plan Area, representing a total 1.98 percent increase from the 2010 projection of the City of Los Angeles Framework EIR as a result of the Project and Related Projects. This approximately 1.98 percent increase would not be a substantial enough growth beyond normal population growth to trigger a significant impact and thus would result in a less-than-significant impact on population in the area. Additionally, the population increase would not result in unplanned infrastructure not previously adopted by the Community Plan and would therefore result in a less-than-significant impact to population in the area. The Related Projects would add approximately 831 new multiple-family housing units to the Community Plan Area, representing a total 2.27 percent increase from the 2010 projection of the City of Los Angeles Framework EIR as a result of the Project and Related Projects. This approximately 2.27 percent increase would not be a substantial enough growth beyond normal housing stock growth to trigger a significant impact and thus would result in a less-than-significant		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
impact on housing stock in the area. Additionally, the housing stock increase would not result in unplanned infrastructure not previously adopted by the Community Plan and would therefore result in a less-than-significant impact to housing in the area.		
K.1 PUBLIC SERVICES: FIRE PROTECTION		
The fire service impacts due to implementation of the Project are detailed in *Section IV.K.1: Environmental Impact Analysis – Public Services: Fire Protection* of this Draft EIR and summarized below. **LAFD Response Distances and Site Access.** The nearest LAFD fire station that would serve the Project is Fire Station No. 78. Fire Station No. 78 is located directly south of the Project and is bordered on its northern boundary line by proposed Lot 2 of the Project Site. Station No. 78 would be the primary responding unit to any fire or medical emergency occurring on the Project Site. Additionally, if required, fire protection services would also be available by two other LAFD fire stations in the vicinity, including Fire Stations Nos. 86 and 102. No new LAFD fire stations would be required to be developed nor would an existing station need to be expanded to provide adequate fire and emergency medical protection service to the Project. Therefore impacts regarding fire protection service response distances would be less-than-significant. The Project will also incorporate numerous fire lanes and entry points into its design to allow ease of access for firefighting equipment in the event of a fire. With incorporation of these access points and fire lanes in the design of the proposed Project, it is expected that fire department access will be adequately provided onsite. Therefore, impacts would be reduced even further.	**MM PSF-1** All buildings developed on Lot 2, including the subterranean parking structure, shall be equipped with automatic sprinkler systems. **MM PSF-2** All landscaping associated with the Project shall be of indigenous plants and materials, and shall be "fire-resistant" (as defined by a Certified Landscape Architect or by the Metropolitan Water District of Southern California list of Fire-Resistant California Friendly Plants) to the extent possible. **MM PSF-3** The Project shall be designed so that the Los Angeles Fire Department has adequate access to, and sufficient equipment space for, every building in the complex, which shall include providing fire lanes of required width (as determined by the LAFD) along the perimeter of the Project, and providing a central courtyard, which shall dually function as an open space plaza for residents and a path of travel for fire and emergency vehicles to traverse the site and enter and exit the complex.	Implementation of all required Compliance Measures will ensure that adequate fire protection service is provided to the proposed Project. Implementation of the Mitigation Measures, specific to the Project, shall also be required to ensure safety at the Project Site. As such, all potential impacts related to fire safety and fire protection resulting from the Project would be less-than-significant.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Fire Flows. The Project Site is located in an area that currently has adequate existing fire flow pressure to provide adequate fire protection service for the existing uses in the neighborhood. The existing water system at the Project Site has a fire flow capacity of approximately 1,500 gpm with a water pressure of 150 psi for the existing golf course and tennis court uses on the Project Site. The existing water pressure meets the LAFD requirements for the existing uses on Lot 1. The fire flow capacity will need to be increased at the Project Site with development of the SCSLC on Lot 2; however, since the area has adequate existing fire flow pressure in general, this can be accomplished with the inclusion of additional fire hydrants for the Project, as anticipated by the LAFD. Additionally, the Project would comply with all required Compliance Measures that would ensure adequate fire flow for the Project. Finally, Mitigation Measures will be implemented to ensure that adequate fire flow to the proposed Project is provided. With implementation of the Compliance Measures and Mitigation Measures, impacts from the Project would be less-than-significant. **CAL-FIRE Very High Fire Hazard Severity Zones.** The California Department of Forestry and Fire Protection (CAL-FIRE) has begun a program to map Very High Hazard Severity Zones in Local Responsibility Areas and State Responsibility Areas. These maps show the locations of susceptibility to wildland fires for State controlled land and for local municipalities. The Project Site is located in an area mapped as LRA Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations. Because the Project is located within an LRA Unzoned area, according to CAL-FIRE, no wildland fire protection measures would be required with development of the proposed Project. Therefore, impacts would be less-than-significant.		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Consistency with Adopted Plans and Policies. Development of the Project would not be inconsistent with Plans and policies addressing the service requirements of fire protection services. **Cumulative Impacts.** The Project, in combination with the ten Related Projects, would increase the need for fire protection services from the LAFD. Specifically, there would be a demand to increase staffing ratios, equipment, fire station construction, and fire station expansion to better serve the proposed Project and Related Projects in the future. The demand for such increased service to the LAFD would be met through existing mechanisms such as property taxes and government funding to which the Project and Related Projects would contribute. Similar to the Project, the Related Projects would each be reviewed by the LAFD and would be required to implement design features and Compliance Measures of the Los Angeles Municipal Code to reduce impacts to fire protection services. All Related Projects would be required to be within 1.5 miles of an LAFD fire station and, if not, would be required to develop an automatic sprinkler system to slow down the spread of fire. Additionally, each Related Project would be required to abide by the fire flow requirements as presented in the Los Angeles Municipal Code along with site access requirements. In compliance with all regulations and design features required by the LAFD, the proposed Project and Related Projects would have less-than-significant impacts on LAFD fire services and would not contribute to cumulative impacts.		
K.2 PUBLIC SERVICES: POLICE PROTECTION		
The police service impacts due to implementation of the Project are detailed in *Section IV.K.2:*	Compliance with all required Compliance Measures would reduce police protection service impacts to a less-	Incorporation of crime prevention features into the Project in consultation with the LAPD during the

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Environmental Impact Analysis – Public Services: Police Protection of this Draft EIR and summarized below. **LAPD Service Ratios and Facilities.** The Project will be served by LAPD through its North Hollywood Community Police Station located at 11640 Burbank Boulevard in the community of North Hollywood. This station is currently staffed with 300 sworn officers that serve a population of 220,000 residents. Therefore the North Hollywood Community Police Station has a current officer-to-population ratio of 1 officer per 734 residents. With the development of the Project, the population served by the North Hollywood Community Police Station within its boundary would increase by 340, up to 220,340 residents. With the projected population, the officer-to-population ratio would decline to 1 officer per 735 residents served. This ratio would still be consistent with the service goal of 1 officer per 758 residents as required by the City of Los Angeles. Considering that the proposed Project would not cause a decline in the current officer-to-resident ratio above the City of Los Angeles' standard of 1 officer per 758 residents, it is expected that the North Hollywood Community Police Station would continue to adequately serve the area of the proposed Project. Therefore, impacts from the development of the Project on police services would be less-than-significant. **Project Security and Design Features.** The Project Site is located within Reporting District 1581 and Basic Car unit area 15A85 of the North Hollywood Community Police Station's jurisdiction. In 2010, the North Hollywood Community Police Station reported 6,242 Part I Offences of which includes crimes such as Homicide, Rape, Aggravated Assault, Robbery, Burglary, Larceny and Vehicle Theft. This station	than-significant level, and as such, Mitigation Measures are not required.	final design stages of the building plans would reduce the calls for police protection from the LAPD at the proposed Project Site. The cumulative population increase from the Project and the Related Projects would not significantly impact police coverage or emergency response times. Therefore, impacts would be less-than-significant.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
reported a total of 13 Homicides, 42 Rapes, 314 Aggravated Assaults, 299 Robberies, 946 Burglaries, 3,681 Larceny crimes, and 847 Vehicle Thefts in 2010. As part of the LAPD's Design Out Crime program, the Project will incorporate specific design features to reduce calls from the LAPD involving crime. The specific design features will be determined in final design of the Project and in consultation with the LAPD. With implementation of the LAPD design features into the Project, it is expected that crime on the Project Site would be reduced. This in turn would reduce the number of calls to the LAPD to provide police protection services to the Project Site. Therefore, impacts would be less-than-significant. **Consistency with Adopted Plans and Policies.** Development of the Project would not be inconsistent with Plans and policies addressing the service requirements of police services. **Cumulative Impacts.** The population increase from the proposed Project in combination with the Related Projects would cause the officer-to-population ratio to decline to 1 officer per 740 residents resulting in a cumulative impact to the LAPD. However, this ratio would still be consistent with the service goal of 1 officer per 758 residents as required by the City of Los Angeles. The demand for such increased service from the LAPD would be met through existing mechanisms such as property taxes and government funding that the proposed Project and Related Projects would contribute. Similar to the proposed Project, each Related Project would be reviewed by the LAPD. Project Design Features for each Related Project would be incorporated into their design to help reduce calls for		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
police protection service from the LAPD. Furthermore, upon LAPD review, the department may suggest incorporating crime prevention features and techniques into each related project to further deter property crimes. Implementation of the Project would only incrementally increase the need for police protection services from the LAPD in the North Hollywood Community Police Department's jurisdiction. The proposed Project would have a less-than-significant impact on the LAPD police protection service and would not contribute to cumulative impacts.		
K.3 PUBLIC SERVICES: LIBRARY		
The library service impacts due to implementation of the Project are detailed in *Section IV.K.3: Environmental Impact Analysis – Public Services: Library* of this Draft EIR and summarized below. **Library Services.** The nearest library that would serve the residents of the Project is the Studio City Neighborhood Branch Library (Studio City Library). According to standards set forth by the LAPL, the Studio City Library is currently undersized for the amount of residents that it serves within its jurisdictional boundary. Development of the Project would increase the population of the area served by the Studio City Library. The increase in population would demand an increase in services from the branch; however, the increase would be nominal compared to the overall population. Although the Studio City Library is undersized, the LAPL indicates that this library branch adequately serves the population within its jurisdictional boundary. As such, the nominal increase	**MM PSL-1** The Project Applicant or developer shall pay a mitigation fee of $200 per capita based upon the Project population of the development to be used for books, computers, and other library materials. However, if a small library, adequate to serve the needs of the Project population, is provided as part of the Project, the $200 per capita mitigation fee shall be waived.	The Project is anticipated to have a less-than-significant service impact on the three nearest libraries to the Project Site. However, due to the fact that the nearest library, the Studio City Neighborhood Branch Library, is considered to be undersized for the community, there is the possibility that the Project will have an unexpected impact on this branch due to the increase in population resulting from the Project. However, implementation of the Mitigation Measures will ensure that any unexpected Project impacts are reduced to a less-than-significant level. Therefore, the Project will have a less-than-significant impact on library services.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
in population from the Project would not cause the Studio City Library to be overused. Additionally, two other LAPL branches (the Sherman Oaks Neighborhood Branch Library and the North Hollywood Regional Branch Library) are within three miles of the Project Site and would also be able to serve its residents adequately. Because the three library branches nearest to the Project Site would adequately serve the increase in population due to the Project, the Studio City Senior Living Center is not anticipated to cause a substantial impact on library services or to the LAPL System; therefore, impacts would be less-than-significant. Further, to ensure that any unforeseen impacts are less-than-significant, Mitigation Measures will be implemented, which will further reduce impacts. **Consistency with Adopted Plans and Policies.** Development of the proposed Project would not be inconsistent with Plans and policies addressing the service requirements and siting of library services. **Cumulative Impacts.** The Project along with the ten Related Projects (seven of which have residential or school components) would be served by the LAPL system for library services. The library branches in the LAPL system that would serve the Related Projects with residential and school components include: The Studio City Neighborhood Branch Library, the Sherman Oaks Neighborhood Branch Library, and the North Hollywood Regional Branch Library. The Studio City Library would continue to be undersized due to the population increase of the proposed Related Projects; however, the Sherman Oaks Neighborhood Branch Library and North Hollywood Regional Branch Library, which would absorb much of		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
patronage from the Related Projects, would be adequate to handle the new population. Each Related Project would be required to provide Mitigation Measures, if necessary, to reduce any possible significant impacts on library services at the respective LAPL library branches that would provide service. The proposed Project would cause a nominal increase in library service demand from the Studio City Library. As such, the Project would have a less-than-significant impact on the library service and would not contribute to cumulative impacts.		
L. RECREATION AND PARKS		
The impacts to recreational facilities and parks due to implementation of the Project are detailed in *Section IV.L: Environmental Impact Analysis – Recreation and Parks* of this Draft EIR and summarized below. **Impact on Citywide Tennis Facilities.** With the closure of several other tennis facilities in the City, the Weddington Golf and Tennis Club has become one of the few remaining privately-owned facilities that are open to the public for play in the City of Los Angeles and within the community of Studio City. Although there are many exclusive private golf and tennis facilities in the City of Los Angeles, there are a limited number of privately-owned facilities that are open to the public. However, seven pay tennis facilities are available for public play within a 10-mile radius of the Studio City community. Demolition of the 16 tennis courts at the Project Site would reduce the inventory of tennis courts within Studio City, the City of Los Angeles, and the County of Los Angeles, but would not significantly impact the tennis court inventory overall.	**PDF REC-1** The Project shall include 109,176 square feet of outdoor landscape and hardscape area. The outdoor landscaped area shall be designed as an extension of the indoor living space by creating an atmosphere for active use, exercise, socializing, and coordinated events. The common area plaza connecting the six senior living center buildings shall function predominately as a common recreational area. The plaza area shall include a pool, outdoor lounge area, and a public children's playground. **PDF REC-2** The Project shall include approximately 30,000 square feet of indoor common-use activity center area. These areas shall be used for exercise areas, craft rooms, organized social activities and similar recreational uses for the residents and their guests. **PDF REC-3** The Project shall include private balconies	With implementation of the Project Design Features and Compliance Measures, the Project impacts to park and recreational facilities would be less-than-significant.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Tennis facilities remain available through public and private facilities, as well as within school facilities. Patrons to local tennis courts may be inconvenienced by longer wait times to play, but the inventory of tennis courts throughout the region is enough to support the shift in use to other facilities. Therefore, impacts would be less-than-significant with regards to removal of the 16 tennis courts and effect on other tennis facilities. **Demand on Recreation and Park Facilities.** The Project is estimated to have a resident population of 340 residents. The increase in residential population would increase demand for parks and recreational facilities serving the Studio City area. The Project would be located in an area of Studio City that is served by five parks that are within a two-mile radius of the Project Site. According to the City of Los Angeles General Plan, neighborhood and community recreational facilities should be provided at a minimum of 2 acres per 1,000 persons. With an estimated population of 340 residents, under this standard, the Project would create a demand for 0.68 acres of neighborhood parkland or community recreational facilities. When considered on a one-for-one basis, the proposed Project would incorporate the equivalent of 3.19 acres of area within Lot 2 for common recreational uses. This represents almost four times the 0.68-acre demand for parkland calculated for the Project. In addition, and not part of the above calculation, the Project would retain the Weddington Golf Course essentially unchanged on the Project Site, inclusive of the existing 9-hole pitch-and-putt golf course, driving range, and clubhouse. The golf course would offer additional recreational opportunities for the SCSLC,	and small patios in some of the residential units that offer opportunities for private open space and recreation use. **PDF REC-4** The Project shall be designed to retain the golf course, driving range, and clubhouse currently on the Project Site, largely unchanged. Minor reconfiguration and modification are permitted. It is anticipated that these facilities shall continue to be privately-owned and made available for use by the public or the adjacent Project residents on a fee basis.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
continuing to serve the public as well as the new Project residents. The Weddington Golf Course would further offset the need for Project residents to use City recreational facilities. Implementation of all required Compliance Measures would reduce impacts to a less-than-significant level, and implementation of volunteered Project Design Features would reduce recreational impacts even further. **Consistency with Adopted Plans and Policies.** The Project is consistent with the objectives and policies of the Community Plan, which encourage a balance of open space and adequate recreational area to meet resident needs. The Project will be developed within proposed Lot 2 on the Project Site, which would require removal of 16 tennis courts and a tennis house. Within the Studio City Senior Living Center development, 109,176 square feet (approximately 2.5 acres) of outdoor plaza area, which would include a pool, outdoor seating areas, and a children's playground, would be provided. Although existing active-use recreational facilities (i.e., the tennis courts) would be lost, they would be replaced with both active and passive recreational facilities within the Project that are suitable for the specific resident population and are compatible with the senior residential use. Further, the site layout would include pedestrian access that would allow Project residents to access the Los Angeles River area. Lot 1, including the golf course, clubhouse, and driving range would remain intact. It is anticipated that this facility would continue to be privately owned and made available for public use on a fee basis. The golf course would continue to serve as a prominent		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
recreational facility within the Community Plan Area and would remain as a designated open space amenity for both the community and the Project residents. **Cumulative Impacts.** With an estimated 340 residents, the Project would generate the need for 0.68 acres of parkland or recreational uses. The Related Projects would increase the population of the area by approximately 1,455 persons and would require an estimated demand for 2.91 acres of park or recreation area. The 0.68 acres of parkland demand for the Project represents 18.9 % (percent) of the total demand identified for the proposed Project and Related Projects, combined. However, because the Project would incorporate Project Design Features that are expected to entirely offset the Project's recreational needs/demand, the incremental increase to cumulative demand would be negligible. Therefore, the Project would not cumulatively contribute to the need for parkland and recreational facilities. To offset their respective impacts, each Related Project would be required to dedicate the required parkland, develop the recreational facilities, or pay in-lieu fees to satisfy the demand for parks and recreational services. With implementation of such Project Design Features or payment of in-lieu fees, the Related Projects' cumulative impacts to parkland and recreational facilities would be less-than-significant.		
M. TRANSPORTATION AND CIRCULATION		
The transportation and circulation effects associated with the construction and operational phases of the Project, and cumulative future traffic levels, are detailed in *Section IV.M: Transportation and Circulation* of this Draft EIR and summarized below. A total of five study intersections and two street segments were studied to determine and estimate the	**PDF TRF-1** The Project design incorporates subterranean parking that will be located below the buildings and street level. Therefore, the parking shall not be located between the buildings and the street and/or Los Angeles River.	With implementation of Compliance Measures, all Project-specific and cumulative transportation and circulation impacts relating to traffic congestion on roadways and freeways and at intersections, cut-through traffic, Project access, pedestrian access, bicycle access, parking, public transit, and consistency with adopted Plans and policies will be

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
traffic impacts of the Project during the construction and operational phases of the Project. **Construction Activity.** During the construction phase, traffic would be generated by activities including construction equipment, crew vehicles, haul trucks, and trucks delivering building materials. Hauling of debris would be restricted to a haul route approved by the City of Los Angeles. The City would approve specific haul routes for the transport of materials to and from the Project Site during demolition and construction. It is assumed that heavy construction equipment would be located onsite during grading activities and would not travel to and from the Development Site (the area of the Project Site that will undergo physical disturbance for the Project) on a daily basis. However, truck trips would be generated during the demolition, grading, and export period, so as to remove material (from grading and demolition) from the Development Site. Trucks are expected to carry the export material to a receptor site located within 20 miles of the Project Site. During the construction phase, local traffic may experience a temporary increase as additional construction-related trips (comprising commuting construction personnel and haul trucks) would be added to the area in addition to traffic generated by the existing uses. However, based on the relatively low estimated number of generated construction related trips, traffic impacts due to construction activities are forecast to be less-than-significant at the five study intersections during the weekday A.M. and P.M. peak hours. Regardless, it will be necessary to develop and	**PDF TRF-2** Vehicle access for the Project shall be from a single driveway leading to the subterranean parking area that will be provided from Valleyheart Drive (which will lead from Whitsett Avenue). **PDF TRF-3** The Project shall minimize the number of driveways needed to serve the site and the driveways shall be designed to accommodate the anticipated demand for each driveway. **MM TRF-1** Existing access shall be maintained for the existing site uses and parking facilities. **MM TRF-2** Any roadway lane closures shall be limited to off-peak travel periods. **MM TRF-3** Receipt of construction materials shall be scheduled to non-peak travel periods, to the extent possible. **MM TRF-4** Deliveries shall be coordinated to reduce the potential of trucks waiting to unload for protracted periods of times. **MM TRF-5** Parking by construction workers shall be prohibited on adjacent streets and construction workers shall be directed to available parking areas within the Project Site. **MM TRF-6** The existing sidewalk along the Whitsett Avenue Project Site frontage shall be improved as portions of the sidewalks are cracked and uneven and in poor conditions for pedestrians. The sidewalks shall be well-lit, even, and wide enough to	less-than-significant and not cumulatively considerable. With implementation of the additional volunteered PDFs and required Mitigation Measures, impacts will be reduced further and any potentially unforeseen impacts will be reduced to a less-than-significant level.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
implement construction management practices for the Project to minimize impacts, including maintaining existing access to the Project Site, limiting roadway lane closures, delivering construction materials during non-peak travel periods, reduction of truck waiting times, and staging for construction worker parking. **Long-Term Operation.** Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volume expectations to be generated by the Project were based upon rates per number of dwelling units in the housing development, number of tees in the driving range, and number of holes in the golf course. The Project is expected to generate 59 net new vehicle trips (0 inbound trips and 59 outbound trips) during the A.M. peak hour. During the P.M. peak hour, the Project is expected to generate 38 net new vehicle trips (37 inbound trips and 1 outbound trips). Over a 24-hour period, the Project is forecast to generate 624 net new daily trip ends during a typical weekday (approximately 312 inbound trips and 312 outbound trips). With traffic generated from ambient growth and Related Projects taken into consideration, the proposed Project is not anticipated to create significant impacts at any of the study intersections. **Access.** Application of the impact threshold criteria from the City of Los Angeles indicates that none of the five study intersections or two study street segments would be significantly impacted by the forecast Project traffic. As no significant impacts are expected due to development of the proposed Project, it can be reasonably assumed that vehicular access into the SCSLC Project, as well as the driveways and surrounding streets that are utilized for site access will not be significantly impacted by congestion caused by	accommodate seniors in walkers or wheelchairs. The improvement shall be at the expense of the Applicant, Property Owner, Developer, and/or other private party, in coordination with the City of Los Angeles Department of Public Works. **MM TRF-7** Existing traffic signal timing at the Whitsett Avenue/Ventura Boulevard intersection shall be reviewed by the Los Angeles Department of Transportation (LADOT) to ensure that pedestrians, in particular senior walkers, have adequate time to safely cross Whitsett Avenue and Ventura Boulevard during allocated pedestrian walk phases. The costs or fees associated with submittal and review by LADOT shall be paid by the Applicant, Property Owner, Developer, and/or other private party. **MM TRF-8** A high visibility crosswalk with appropriate signage shall be installed at the west leg of the Whitsett Avenue/Valleyheart Drive intersection (i.e., across Valleyheart Drive) to provide access to nearby transit stops. The improvement shall be at the expense of the Applicant, Property Owner, Developer, and/or other private party, in coordination with the City of Los Angeles Department of Public Works. **MM TRF-9** A high visibility crosswalk with appropriate signage shall be installed across the west leg of the Whitsett Avenue/Valley Spring Lane intersection (i.e., across Valley Spring Lane) to provide	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
the Project. **Pedestrian Environment.** Due to the Project's consistency with the principles of walkability, its location in close proximity to commercial services on Ventura Boulevard, and its consistency with the design guidelines in the Community Plan, the Project can be considered a pedestrian-friendly development, and thus will not have any detrimental significant impacts on pedestrian access to the site and pedestrian orientation of the existing surrounding streets. **Bicycle Environment.** Bicycle access to the Project Site is facilitated by the City of Los Angeles bicycle roadway network. None of the identified bicycle paths/routes are adjacent to the Project Site. As such, neither construction nor operation of the proposed Project will have any significant impact on the three bicycle routes in the Project vicinity. Bicycle access to the existing pathway along the north side of the Los Angeles River, adjacent to the Project Site, can be utilized if the pathway is opened for public use by the City and Los Angeles County Flood Control District. The Project will not hinder nor prevent the river pathway from being used for bicycle access if desired by the City. Additionally, any required long-term and short-term bicycle parking will be provided within the Project. **Parking.** In accordance with City of Los Angeles Planning Department Deputy Advisory Agency residential parking requirements, a total of 500 parking spaces will be required for the Studio City Senior Living Center. Strictly speaking, approximately nine parking spaces would be required for the golf uses that will remain on the Project Site (using the floor area for the clubhouse). However, parking requirements for the recreational uses will be at the sole discretion of the	access to nearby transit stops. This improvement shall be at the expense of the Applicant, Property Owner, Developer, and/or other private party, in coordination with the City of Los Angeles Department of Public Works.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
decision-maker during the Conditional Use Permit process for those uses. As planned, a total of 70 of the 92 existing surface parking spaces on the Project Site will be eliminated to accommodate development of the Project. The Project will retain 22 of the existing surface spaces to continue to be used for the golf course, driving range, and clubhouse. In sum, a total of 635 parking spaces will be provided at the Project Site, including 613 new spaces in the subterranean parking garage and the aforementioned 22 existing spaces in the surface parking lot to be located adjacent to the driving range (the existing spaces may be modified to accommodate the Project). As required, of the 635 parking spaces, a total of 500 spaces will be allocated for residents and guests of the proposed Project and a total of 135 spaces will be allocated for employee parking and parking for patrons of the golf course, driving range, and clubhouse, which is more than currently exist for those uses. Therefore, the parking provided for the Project will be sufficient to satisfy the parking requirements for the Project Site uses. **Transit System.** It is anticipated that the existing transit service in the Project area will adequately accommodate the increase of Project-generated transit trips. Thus, given the low number of Project-generated transit trips per bus, no Project impacts on existing or future transit services in the Project area are expected to occur as a result of the proposed Project. **Consistency with Adopted Plans and Polices.** The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan is the primary guiding document for development in the Project area. The proposed residential Project will be consistent with a number of objectives and policies relating to		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
transportation set forth in the Community Plan and will not impede realization of any goals, objectives, or policies of the Community Plan. **Cumulative Impacts.** Application of the impact threshold criteria from the City of Los Angeles indicates that none of the five study intersections and two study street segments would be significantly impacted on a cumulative level by the forecast Project traffic and Related Project traffic. Incremental, but not significant cumulative impacts are noted at the study locations evaluated in the analysis.		
N.1 UTILITIES: ENERGY		
The impacts to energy resources due to implementation of the Project are detailed in *Section IV.N.1: Environmental Impact Analysis – Utilities: Energy* of this Draft EIR and summarized below. **Impacts on Energy Resources During Construction.** Proposed development for the Project would be limited to the Development Site. During construction of the proposed Project, both mobile and stationary equipment will require energy (electrical) supplies. Construction equipment and onsite facilities will require electrical energy. The amount of energy to be consumed during construction will be limited to the construction period during development. Existing electrical infrastructure of the LADWP currently has enough capacity to provide service during construction of the Project. Furthermore, electrical infrastructure or facilities would not have to be expanded or newly developed to provide service to the Project Site during construction or demolition. Therefore impacts would be less-than-significant during construction of the proposed Project.	**PDF UTE-1** The Project shall attempt to use as many regional construction materials as possible to reduce environmental impacts associated with the transportation of materials. **PDF UTE-2** The senior housing shall be located adjacent to the existing golf course to allow utilization of the existing greenery as a heat absorption source, thus creating a steady micro-climate, helping to increase occupant comfort, and lower air-conditioning and energy usage. **PDF UTE-3** The Project design shall incorporate roofing that serves to reduce unwanted heat absorption and minimize energy consumption. **PDF UTE-4** The Project shall use water efficient landscaping and native drought tolerant plants. **PDF UTE-5** The Project shall use stormwater	With implementation of all required Compliance Measures, the Project will result in less-than-significant construction and operational impacts related to energy resources. With implementation of the volunteered Project Design Features, any impacts will be further reduced and any potentially unforeseen impacts will be less-than-significant.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Construction activities are not anticipated to utilize natural gas infrastructure or facilities at the Development Site. Therefore, impacts to natural gas resources or infrastructure during construction would be less-than-significant. **Operational Impacts on Electrical Resources.** The proposed Project's net increase in electricity demand of almost 4.98 million kWh per year represents less than 0.02 percent of LADWP's forecast annual net energy load in 2016, and even less in subsequent years after 2017. As such, the Project would be adequately served for its demand on electricity, and no new electrical infrastructure or facilities would need to be developed to accommodate the Project. With implementation of all required energy saving Compliance Measures from the LAMC and the Green Building Code, as well as volunteered PDFs, the Project would have a less-than-significant impact on electrical services. **Operational Impacts on Natural Gas Resources.** The Project represents a large increase in natural gas demand on the Project Site from current uses; however, this is due to the recreational nature of the existing uses on the Project Site, which have a minimal usage of natural gas in comparison to residential uses in general. The approximately 27,178 cubic feet per day (cf/day) natural gas demand of the Project represents a very minimal percentage of the supply to be provided by SoCalGas in 2016 and beyond. Additionally, the Project's increase in natural gas demand at the Project Site is not out of line with the general demand for natural gas in the area from the multi-family residential buildings along Whitsett Avenue. Ultimately, the Southern California Gas Company has capacity to adequately serve the proposed Project upon its completion and during its	infiltration and detention basins to manage stormwater runoff and limit disruption and pollution of natural water flows. **PDF UTE-6** The Project shall contain easily accessible recycling areas dedicated to the collection and storage of non-hazardous materials for recycling. **PDF UTE-7** The Project shall utilize natural light as the primary source of light in all dwelling units. Lighting systems shall be controllable to achieve maximum efficiency. **PDF UTE-8** The Project energy performance shall be 20% more effective than required by California Title 24 Energy Design Standards, 2010 Edition, thereby reducing energy use, air pollutant emissions and greenhouse gas emissions. **PDF UTE-9** The Project shall be designed to provide separate HVAC units for each dwelling unit and for common areas, thus providing a high level of thermal comfort controllability and satisfaction. **PDF UTE-10** The Project shall achieve LEED Platinum, Gold, or Silver status.	

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
operation. Furthermore, the Project Site is currently served by an underground 4-inch natural gas line within Whitsett Avenue. This existing infrastructure would be adequate to serve the proposed Project upon its completion and during its operation. Similarly, the existing distribution facilities have capacity to serve the increase in demand of the Project. No new or expanded facilities would have to be developed. Therefore, impacts to natural gas resources would be less-than-significant. **Cumulative Impacts.** Similar to the proposed Project, each of the ten Related Projects would be required to contact LADWP and SoCalGas to ensure that existing infrastructure and facilities serving each Related Project site would be adequate. LADWP and SoCalGas may suggest new infrastructure development or expansion of existing infrastructure for certain Related Projects as needed. Furthermore, Title 24 of the California Code of Regulations establishes energy conservation standards for new construction. These energy conservation standards would be incorporated into new buildings as part of the building permit process and thus would reduce the amount of electricity and natural gas cumulatively consumed by the proposed Project in combination with the Related Projects by addressing insulation, glazing, lighting, shading, and water and space heating systems. In consideration of the fact that the proposed Project would have a nominal increase in demand of energy resources compared to the Related Projects; the proposed Project would have a less-than-significant contribution to cumulative impacts of energy resources.		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
N.2 UTILITIES: WATER		
The impacts to recreational facilities and parks due to implementation of the Project are detailed in *Section IV.N.2: Environmental Impact Analysis – Utilities: Water* of this Draft EIR and summarized below. **Water Supply.** The proposed Project includes replacement of 16 existing tennis courts and related facilities with 200 multiple-family units intended for senior residents. The analysis generally assumes that the Project will be constructed and operated in accordance with all required Compliance Measures, including Title 20 and Title 24 of the California Code of Regulations, which establish various conservation standards, including standards that relate to water conservation and the protection of water resources. A project would have a significant environmental impact if sufficient water supplies were not available to serve the project from existing entitlements and resources, or if new or expanded entitlements were needed. According to the City of Los Angeles Urban Water Management Plan (LA-UWMP), water demand Citywide in 2010 was approximately 555,500 acre-feet per year (AFY). The proposed Citywide demand for 2015 is expected to be approximately 614,800 AFY, and in 2035 to be 710,800 AFY. Project buildout is in 2016, however, it is anticipated that the 2015 figure for Citywide demand will be substantially similar in 2016. Since the projected water supply is based on the growth projections of the City's General Plan and SCAG, and the Project is consistent with the General Plan and Community Plan designations, the Project will fit within the water demand projections. LADWP has stated that water requirements for any project that	**PDF UTW-1** The landscaping for the Project shall use water efficient landscaping and native drought tolerant plants. **PDF UTW-2** The Project shall utilize recaptured or reclaimed water for at least 50% of the irrigation needs on proposed Lot 2 of the Project Site.	With implementation of all required Compliance Measures, as well as volunteered Project Design Features, the Project will result in less-than-significant impacts to water supply or water delivery infrastructure. No Mitigation Measures are required since impacts related to water supply and delivery are already less-than-significant as a result of the proposed Project.

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
is consistent with the City's General Plan have been taken into account as part of the planned cumulative growth used to forecast water demand. As such, sufficient water supplies are available to accommodate the proposed Project. Further, the LADWP has indicated in its LA-UWMP that it will provide an adequate water supply to meet current and future growth through year 2035. Finally, LADWP does not have any known water service problems in the area and the treatment plant has adequate capacity to handle the Project. Therefore, impacts to water supply would be less-than-significant. **Cumulative Impacts.** With respect to potential cumulative impacts to water provisions, based on the uses identified and not accounting for demolition of existing uses as part of the Related Projects (which would result in water demand reductions), the ten Related Projects could result in an increase in water demand of approximately 193,918 gpd, which, based on a conservative estimate of a seven-day-a-week operation, could result in approximately 217.4 AFY of additional water demand. Since the anticipated Related Projects are already planned for in the City's General Plan, SCAG's population projections, and the LA-UWMP, these Related Projects' additional demand of 217.4 AFY will not be cumulatively considerable, resulting in a less-than-significant impact. Additionally, the SCSLC Project's addition of 40.35 AFY of water demand to the Project Site represents approximately 18.6% of water demand from the Related Projects, which is not a considerable contribution to the cumulative water demand. Consequently, the proposed Project will result in a less-than-significant cumulative impact to water supply and infrastructure, and as such, no Mitigation Measures are required.		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
GROWTH INDUCING		
Section 15126(d) of the CEQA Guidelines requires that an EIR discuss the growth inducing impact of a proposed project, including "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." The California Department of Transportation ("Caltrans") requires similar analysis for projects located along State highways, including the proposed Project. The proposed Project is not expected to generate growth in the area beyond the intensification of the Project Site. Development of the Project will result in an increase in permanent senior residents on the Project Site and in the area, as well as short-term construction and long-term employment opportunities. The Project consists of 200 additional housing units that will accommodate the non-significant increase in senior residents in the area. Additionally, it is not expected that any significant number of employees will move to the area specifically because of the Project. Further, no additional infrastructure would be constructed that could generate additional population growth in the Project area. Surrounding land uses and businesses may experience secondary effects through stimulated economic activity and growth due to an increased need for commercial support services in the general vicinity of the Project Site due to the incremental increase in the number of residents and employees at the SCSLC. Although the proposed Project would directly provide residential and employment growth at the Project Site, and indirectly stimulate economic growth in the surrounding area, such growth is not outside the scope of what has been anticipated and planned for in the		

ENVIRONMENTAL IMPACT	PROJECT DESIGN FEATURES (PDF) AND MITIGATION MEASURES (MM)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area. Further, in conducting a "First-cut Screening" analysis of the Project, utilizing criteria set forth by Caltrans relating to accessibility, Project type, Project location, growth pressure, and geography, it has been determined that the Project is unlikely to cause direct or indirect growth-related impacts. Therefore, no significant growth inducing impacts are anticipated from the Project.		

0. EXECUTIVE SUMMARY

E. MITIGATION PROGRAM

A Mitigation Monitoring and Reporting Program ("MMRP") will be prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." A Final MMP will be adopted at the conclusion of the EIR process and will reflect the final set of required mitigation measures to address Project impacts.