
IV. ENVIRONMENTAL IMPACT ANALYSIS

L. PUBLIC SERVICES

1. FIRE PROTECTION

ENVIRONMENTAL SETTING

Fire prevention, fire suppression, and life safety services are provided throughout the City of Los Angeles by the Los Angeles Fire Department (LAFD). These activities are governed by the Fire Protection and Fire Prevention Plan (FPPP), an Element of the City's General Plan, as well as the City of Los Angeles Fire Code (Fire Code) of the Los Angeles Municipal Code (LAMC). The FPPP and Fire Code serve as guides to City departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles. Policies and programs addressed in the documents include the following: fire station distribution and location, required fire flow (i.e., water supply), fire hydrant standards and locations, access provisions, and emergency ambulance service.

The LAFD has 3,594 uniformed personnel and 346 non-uniformed support staff. Their services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. A professionally trained staff of 1,101 firefighters (including 226 paramedic-trained personnel) is on duty at all times at 106 neighborhood fire stations located across the LAFD's 471-square-mile jurisdiction.¹

Fire Stations

Fire protection and paramedic services to the project site would be provided by the LAFD from three fire stations (see Figure IV.L-1 for the locations):

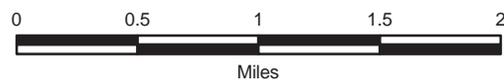
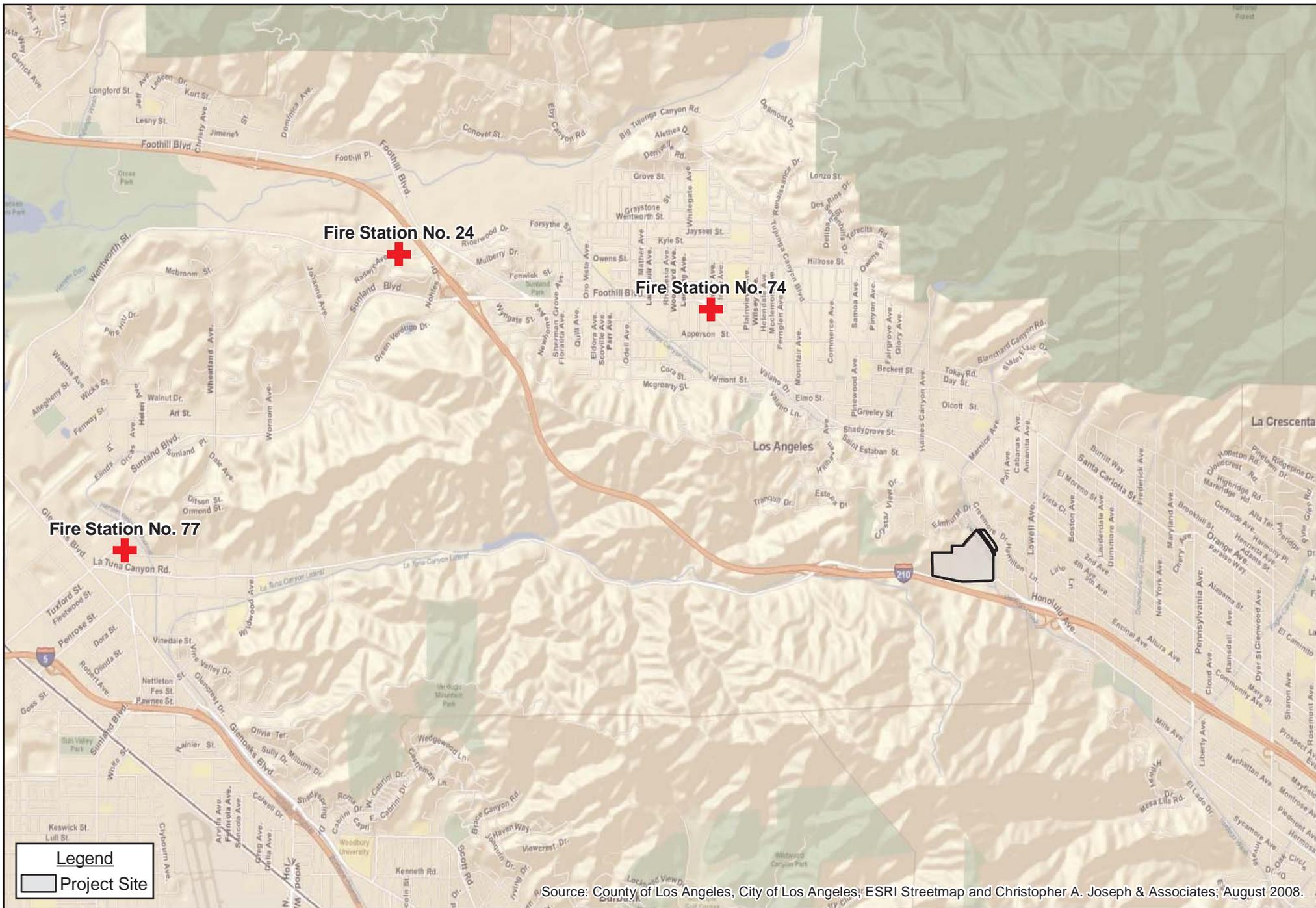
- Fire Station No. 74, located at 7777 Foothill Boulevard, Tujunga;
- Fire Station No. 77, located at 9224 Sunland Boulevard, Sun Valley; and
- Fire Station No. 24, located at 9411 Wentworth Street, Sunland.

Table IV.L-1 lists the existing staff and equipment of the fire stations that are anticipated to serve the project site.

Fire Flows

The adequacy of fire protection for a given area is based on required fire flow, response time from existing fire stations, and the LAFD's judgment of assessing the needs in a given area. The required fire

¹ Los Angeles Fire Department website: <http://lafd.org/about.htm>, January 24, 2008.



flow is closely related to the type and size of land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing.²

**Table IV.L-1
Fire Protection Services**

Station No.	Equipment	Distance to Project Site	Response Time	Staff
74	Paramedic Assessment Light Force Fire Engine Paramedic Rescue Ambulance	2.8 miles	8.0 minutes	12
77	Paramedic Assessment Fire Engine Paramedic Rescue Ambulance Battalion EMS Captain	5.3 miles	13.0 minutes	7
24	Paramedic Assessment Fire Engine Basic Life Support Rescue Ambulance	5.5 miles	13.4 minutes	6

Source: Written correspondence from Captain William Wells, Los Angeles Fire Department, March 17, 2008.

The City of Los Angeles Department of Water and Power (LADWP) would provide fire flow for the proposed project. Fire flows are supplied by the same water mains as the domestic water system, including the lines located in local streets and major roadways. Refer to section IV.O-2, Water, for a complete discussion of water service infrastructure. Fire hydrants and building fire water service systems connect directly to local water mains. The fire service system for each building or structure, however, has water lines, vaults, etc., for fire water flows that are separate from their respective domestic water systems.

Response Distance and Access

Response time relates to the physical linear travel distance (i.e., the number of miles between a fire station and a specific location) and the Fire Department's ability to successfully navigate the given roadway network. Roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along the response route can affect the response distance in terms of travel time.

The Fire Code specifies maximum response distances allowed between specific locations and Engine/Truck companies, based upon land use and fire flow requirements. The Fire Code states that the maximum response distance from an engine or truck company to a low density residential area should be

² *Los Angeles Municipal Code, Los Angeles Fire Code, Section 57.09.06.*

one to 1.5 miles.³ When response distances exceed these requirements, all structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.).

Fire Hazards

The project site is located in a “Very High Fire Hazard Severity Zone” (VHFHSZ).⁴ VHFHSZs are areas identified by the LAFD that are prone to wind-driven fires. The Fire Code states that no building within a designated VHFHSZ (formerly called “Mountain Fire District”) shall be located more than 1,000 feet from a fire hydrant with the distance being measured along a route providing reasonable access. In addition, the Chief Engineer of the LAFD needs to report that adequate fire protection exists or is in the process of being provided in VHFHSZs.

The climate of Southern California is classified as a Mediterranean type in which hot summer droughts are followed by winter season rainfall. The hot, dry summers subject vegetation to prolonged periods of moisture stress at times when wildfire is most likely. Seasonal weather changes introduce periods with distinctly different “fire weather” conditions. At the end of the summer, Santa Ana winds can exacerbate fire hazard levels in the project vicinity. Drought, a relatively frequent occurrence in Southern California, causes accumulation of dead plant material annually during their dormant stages, which contributes to a build-up, or fuel-loading, of volatile plant material. This build-up produces conditions that may exacerbate the intensity of wildfires and, thereby, increases the degree of the fire hazard over time.

Slope steepness and the ruggedness of terrain throughout the project site could influence the speed of a fire spreading, the accessibility of fire-fighting equipment, and response times. Up-slope fires move substantially faster than down-slope fires because of an up-slope “wind effect” which accelerates the spread of fire. As slope steepness increases, the ability to use fire trucks and bulldozers to directly fight fires is inhibited.

The LAFD provides an enhanced level of response to the areas that are at risk on “high hazard” days. The enhancements provided to homes in a VHFHSZ include: pre-deployment of additional fire companies, brush patrol apparatus, command officers, and community fire patrols in hillside areas; pre-deployment of helicopters with water dropping capability; local fire company patrol of critical areas for brush fires; pretreatments of hillside homes with Class A and/or barricade foams to protect them from wildfires; and the development of pre-attack plans for areas where fires have historically occurred.

³ *Los Angeles Municipal Code (LAMC), Los Angeles Fire Code, Section 57.09.07 website: http://lafd.org/prevention/hydrants/division_9_fc.html, January 24, 2008.*

⁴ *Los Angeles Fire Department VHFHSZ website: <http://www.lafd.org/brush/zone.htm>” www.lafd.org/brush, March 18, 2008.*

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the fire department.

Furthermore, as set forth in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

Project Impacts

Construction

The proposed project includes the subdivision and development of 229 homes on 53.8 acres. The site is currently occupied by the Verdugo Hills Golf Course, which will be removed.

Construction of the proposed project would increase the potential for accidental on-site fires from such sources as the operation of mechanical equipment, use of flammable construction materials, and from carelessly discarded cigarettes. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. Good housekeeping procedures that would be implemented during construction of the proposed project include: the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur. Additionally, such procedures as watering newly graded areas to keep dust down and the cessation of grading during high winds would also help to reduce fire hazards during dry summer months.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant for the following reasons:

- Construction impacts are temporary in nature and do not cause lasting effects; and
- Partial lane closures would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets

surrounding the project site, flagmen would be used to facilitate the traffic flow until construction is complete.

While the proposed project's construction-related activities would increase the potential for starting a wildfire, construction is not considered to be a high-risk activity and the LAFD is equipped and prepared to deal with such fires should they occur. During demolition, the fire department access will remain clear and unobstructed. Project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Therefore, construction-related impacts to fire protection and medical emergency services would be less than significant.

Operation

The proposed project would introduce approximately 577 new residents⁵ to the project site (see Section IV.J., Population and Housing). Thus, an increase in the demand for fire protection services is anticipated. The following discussion analyzes the major criteria for determining the proposed project's impacts to fire protection services, including fire flows, response distance, emergency access, and fire hazards.

Fire Flows

As determined by the LAFD, the overall fire flow requirement is 4,000 gpm from four adjacent fire hydrants flowing simultaneously with a 20 PSI minimum residual pressure.⁶ Due to the steep grade of the terrain, the LADWP is unable to determine if it would be able to provide water at adequate pressure. The LADWP recommends replacement of the existing 8-inch water main in Tujunga Canyon Boulevard with a 12-inch one to meet the expected 2,000 gpm fire flow.⁷ For a complete discussion of the proposed project's provision of water service for fire flows and domestic purposes, refer to Section IV.Q.2 (Water Supply).

The Water Operations Division of the DWP would perform a fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks would be installed per Fire Code requirements and would be based upon the specific land uses of the proposed project. Therefore, with respect to fire flows, fire protection would be adequate.

⁵ *Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, Average Household Sizes (Owner Households) = 2.52 persons per unit x 229 units = 577 persons.*

⁶ *Written correspondence with C. A. Fry, Assistant Fire Marshal, Los Angeles Fire Department, January 3, 2008.*

⁷ *Written correspondence with Charles Holloway, Manager of Environmental Assessment, Los Angeles Department of Water and Power, March 26, 2008.*

Response Distance

As previously mentioned, the project site is 2.8 miles from an LAFD fire station housing a Fire Engine Company. In addition, the project site is 5.3 miles away from an LAFD fire station housing another Fire Engine Company and Paramedic Rescue Ambulance. A third fire station 5.5 miles away would be able to provide additional support to the project site. The response distance from these fire stations does not meet LAMC recommendations, and therefore, the project site's proximity to three well-equipped fire stations, fire protection response would be considered inadequate with respect to response distance and impacts would be potentially significant.⁸ However, LAMC Section 57.09.07 provides that, where a response distance exceeds the maximum response distance set forth in the Fire Code, all project structures shall be constructed with automatic fire sprinkler systems in order to compensate for the additional response distance. That requirement has been included as Mitigation Measure L.1-1 below.

Emergency Access

Traffic impacts during operation of the proposed project would not result in a significant impact on any nearby roadways or intersections, which could thereby impede emergency access. The proposed project would not involve any other activities during its operational phase that could impede public access or travel upon public rights-of-way or would interfere with an adopted emergency response or evacuation plan. Thus, project implementation would not require the construction or expansion of fire stations or other fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Fire Hazards

As discussed above, the project site is in a VHFHSZ. To protect against wildfires, several acres surrounding the site will be subject to modification due to the City's fuel modification requirements. In compliance with the Fire Code, onsite fire hydrants would be sited within 1,000 feet of all buildings as measured along any route that would be potentially used for emergency access. Furthermore, the LAFD's standard conditions with respect to emergency access are included as recommended mitigation measures below to ensure that there would be sufficient emergency access to the project site. Also, the LAFD has reviewed preliminary plans for the proposed project and would again review the plans prior to approval of the vesting tract map. This would ensure that adequate fire protection facilities would be provided, particularly in light of the project site's location in a VHFHSZ, and that new or expanded fire protection facilities would not be necessary.

LAFD Review

As previously noted, the LAFD has preliminarily reviewed the proposed project and has requested a number of conditions of approval. These are presented below as recommended mitigation measures.

⁸ Written correspondence with Captain William Wells, Los Angeles Fire Department, March 17, 2008.

Additional LAFD review would occur during the vesting tract map stage, prior to any building construction. The incorporation of the LAFD's requirements would ensure that the proposed project would not result in a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Therefore, the proposed project's operational-related impacts to fire protection and emergency services would be less than significant.

CUMULATIVE IMPACTS

The proposed project, in combination with the construction and operation of the 28 related projects would increase the demand for fire protection services in the project area. However only 26 related projects would impact the LAFD (2 projects are located in Los Angeles County and would be served by the Los Angeles County Fire Department). Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (i.e., property taxes, government funding), to which the proposed project and related projects would contribute.

Similar to the proposed project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City of Los Angeles in order to adequately mitigate fire protection impacts. For example, all related projects would be required to assure that LAFD access remains clear during all demolition and construction activities. In addition, for any residential related project more than 1.5 miles from the nearest LAFD Engine or Truck Company, or for any commercial related project more than one mile from an LAFD Engine Company or 1.5 miles from an LAFD Truck Company, LAMC Section 57.09.07 would require the installation of automatic fire sprinkler systems, in order to compensate for the additional response distance. Any LAFD or LADWP-required upgrades to the water distribution systems serving the related projects would be addressed for each individual related project in conjunction with their project approvals. Each of the related projects is also individually subject to LAFD review and would be required to comply with all applicable fire safety requirements, including hydrant and access improvements, if necessary, in order to adequately mitigate fire protection impacts. If any of the related projects would create demands on fire protection staffing, equipment, or facilities such that a new station would be required, potential environmental impacts would be addressed in conjunction with the environmental review for that project.

At present there are no need or specific plans to build a new fire station, the construction of which could cause significant environmental impacts.⁹ Depending on the facility and staffing decisions made by the City of Los Angeles, new or physically altered fire protection facilities may be authorized at some time in the future to meet future demands. The decision to construct new or altered facilities is part of the City's general planning and budgeting process and is outside the scope of this draft EIR. Therefore, the proposed project would not have a cumulatively considerable incremental effect upon fire protection services and the proposed project and related project's cumulative impact would be less than significant.

⁹ *Written correspondence with C. A. Fry, Assistant Fire Marshal, Los Angeles Fire Department, January 3, 2008.*

MITIGATION MEASURES

- L.1-1** Sprinkler systems shall be provided in each structure in accordance with Section 57.09.07 of the LAMC.
- L.1-2** At least two different ingress/egress roads shall be provided for each area that will accommodate major fire apparatus and provide for major evacuation during emergency situations.
- L.1-3** Adequate off-site public and on-site private fire hydrants may be required, with their number and location to be determined after the LAFD's review of the plot plan.
- L.1-4** The project developer shall have irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet, which shall be considered as a buffer between the brush and the proposed project.
- L.1-5** All landscaping shall use indigenous fire-resistant plants and materials, based on the LAFD's list of such plants.
- L.1-6** All homes shall have Class A noncombustible roofs (non-wood).
- L.1-7** The brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the homeowners' association(s) under supervision of the LAFD in order to reduce the risk of brush fires spreading to the homes.
- L.1-8** Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.
- L.1-9** Private development shall conform to the standard street dimensions shown on City Department of Public Works Standard Plan S-470-0.
- L.1-10** Because the project is located in a VHFHSZ, it shall comply with requirements in accordance with LAMC 57.25.01, which include: a. boxed-in eaves; b. double pane, double thickness (minimum 1/8 inch thickness) or insulated windows; c. non-wood siding; d. exposed wooden members shall be two inches nominal thickness; e. noncombustible finishes; and f. vertical vents with 1/4 inch non-combustible corrosion-resistant metal mesh.
- L.1-11** No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road or designated fire lane.
- L.1-12** Fire lanes, where provided, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be provided.

- L.1-13** All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all fire lanes or private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the LAMC.
- L.1-14** Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- L.1-15** Definitive plans and specifications shall be submitted to the LAFD and requirements for necessary permits satisfied prior to commencement of construction. Plans shall include the availability and location of fire suppressant materials onsite.
- L.1-16** All residential units adjacent to fuel modification area shall store onsite class A non-toxic chemical fire inhibitor/retardant gel and/or barricade foams to protect from wildfires. The availability and location of fire suppressant materials onsite shall be the responsibility of the HOA. Documentation of foams shall be provided to Department of Building and Safety prior to Certificate of Occupancy.
- L.1-17** Equip automatic gates with approved emergency key operated switches that override all command functions so the gate can be opened by emergency personnel.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measures above, potentially significant impacts to fire protection services would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS

L. PUBLIC SERVICES

2. POLICE PROTECTION

ENVIRONMENTAL SETTING

The Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police services to the project site and immediate project vicinity. The LAPD is divided into four Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. The project site is located in the Valley Bureau. Each of the bureaus encompasses several community stations. The Valley Bureau includes the Devonshire Community Police Station, Foothill Community Police Station, Mission Community Police Station, North Hollywood Community Police Station, Van Nuys Community Police Station, and West Valley Community Police Station. The Foothill Community Police Station, located at 12760 Osborne Street in Pacoima serves the project site and surrounding communities of Tujunga, Lakeview Terrace, Sun Valley (North of Golden State Freeway), Sunland, Arleta and Shadow Hills (see Figure IV.L-2).¹⁰ The Foothill Community Police Station covers an area of approximately 46.13 square miles and is defined by the following boundaries: Los Angeles City boundary to the north, Los Angeles City boundary and Golden State Freeway (I-5) to the south, Los Angeles City boundary to the east, and Pacoima Wash and Los Angeles City boundary to the west. The project site is located in Reporting District (RD) 1694, within the Foothill community area. The boundaries of RD 1694 are: Foothill Boulevard to the north, Foothill Freeway (I-210) to the south, Cottonwood Avenue to the west, and Tujunga Canyon Boulevard to the east.¹¹

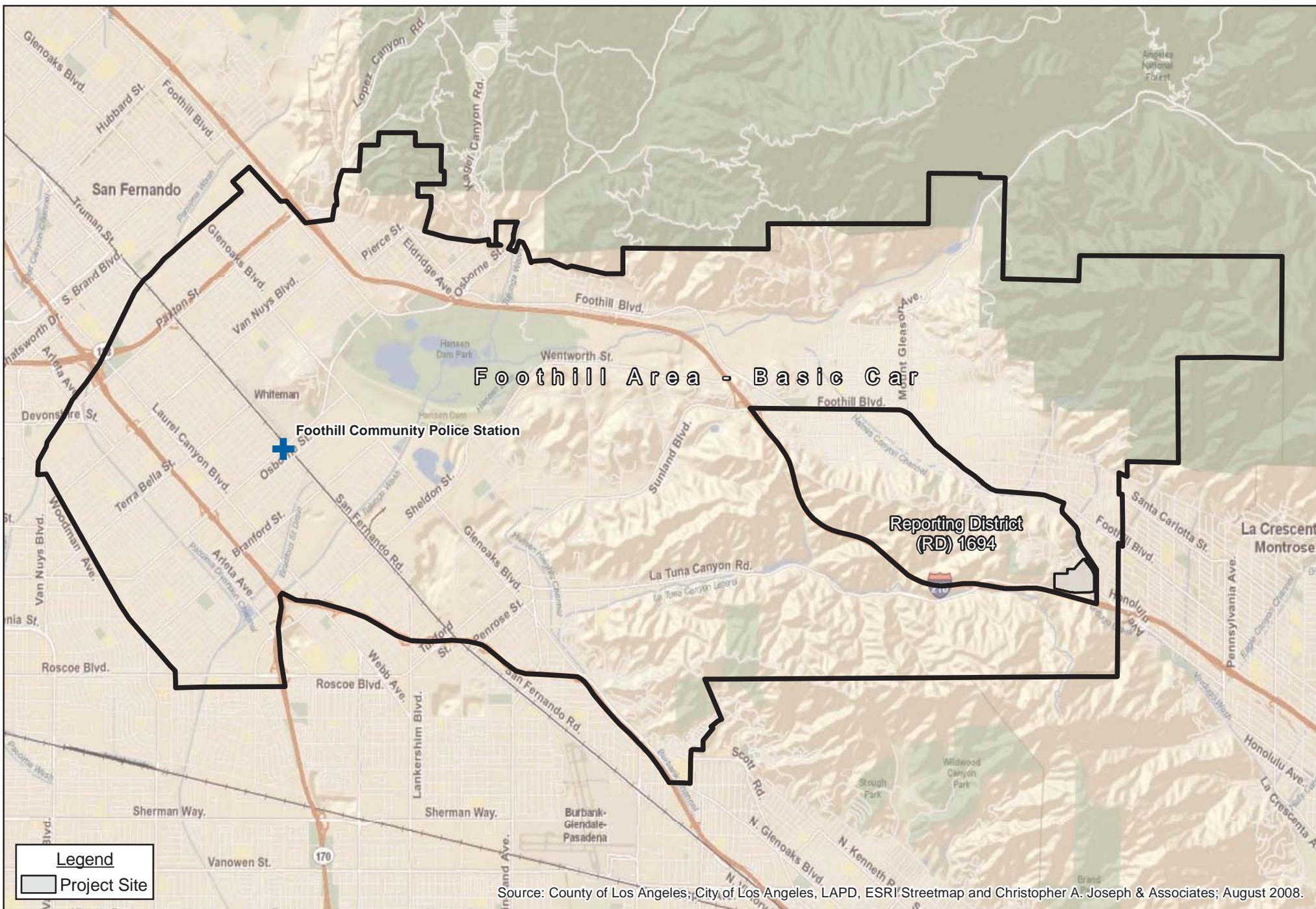
The Foothill Community Police Station has approximately 224 sworn officers and 25 civilian support staff. The Foothill area has a population of approximately 187,680 persons¹² and an officer to citizen ratio of approximately one officer to approximately 838 residents. The number of officers assigned to a geographic division is based on workload, not population of the area.

Table IV.L-2 provides crime statistics for Reporting District 1694, the Foothill Community Police Station area, and citywide. The most current crime data provided by the Los Angeles Police Department is for the year 2006. In 2006, an estimated 4,747 crimes were reported in the Foothill Community Police Station service area, with the predominant crime being vehicle theft, burglary from vehicle, and aggravated assault. In 2006, an estimated 89 crimes were reported in RD 1694, with the predominant crime burglary from vehicle, vehicle theft, grand theft, and aggravated assault. The crime rate, which represents the

¹⁰ Los Angeles Police Department, Foothill Community Police Department website: http://www.lapdonline.org/foothill_community_police_station/content_basic_view/1673, March 12, 2008.

¹¹ Written correspondence from Lt. Douglas Miller, Community Relations Section, Los Angeles Police Department, December 13, 2007.

¹² Ibid.



number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. To some extent, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because a number of other factors also contribute to the resultant crime rate, such as police presence, crime prevention measures, and ongoing legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increase in land use activity.

**Table IV.L-2
2006 Crime Statistics for RD 1694, Foothill Area, and Citywide**

Type of Crime	No. of Crimes for RD 1694	No. of Crimes for Foothill Area	No. of Crimes Citywide
Burglary from Business	7	177	3,795
Burglary from Residence	8	417	13,499
Burglary Other	6	177	3,038
Street Robbery	1	239	10,072
Other Robbery	4	133	4,284
Murder	0	19	485
Rape	1	31	1,046
Aggravated Assault	9	483	14,416
Burglary from Vehicle	19	649	20,483
Theft from Vehicle	7	449	10,079
Grand Theft	9	345	11,819
Theft from Person	0	13	869
Purse Snatch	0	6	374
Other Theft	2	483	15,898
Vehicle Theft	16	1,116	26,209
Bunco	0	7	342
Bike	0	3	270
Total	89	4,747	136,978
Percentage of Crimes Citywide	0.06%	3.47%	100%
<i>Source: Written correspondence with Lt. Douglas Miller, Community Relations Section, Los Angeles Police Department, December 13, 2007.</i>			

Unlike fire protection services, police units are often in a mobile state; hence actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers on the street is more directly related to the realized response time. Response time is defined as the total time from when a call requesting assistance is placed until the time that a police unit responds to the scene. Telephone calls for police assistance are prioritized based on the nature of the call. The LAPD has an existing preferred response time of seven minutes for emergency calls. Response times are not broken

down by RD, however, the average response time for emergency calls in the Foothill area is 7.5 minutes, compared to the citywide average of 6.9 minutes.¹³

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the police department.

Furthermore, as set forth in the City of Los Angeles L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- (a) The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- (b) The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (i.e., facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- (c) Whether the project includes security and/or design features that would reduce the demand for police services.

Project Impacts

Construction

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. As such, temporary fencing will be installed around the construction site to keep out the curious. Deployment of roving security guards is also an effective strategy in preventing problems from developing. When such common sense precautions are taken, there is less need for local law enforcement at the construction site.

¹³ *Written correspondence with Lt. Douglas Miller, Community Relations Section, Los Angeles Police Department, December 13, 2007.*

Due to the topography in the project area, site access is limited to La Tuna Canyon Road and Tujunga Canyon Boulevard. Most construction-related traffic (i.e., commuting construction workers and truck deliveries) is anticipated to be predominantly freeway-oriented on Interstate-210. Although minor traffic delays may occur during construction, particularly during utilities and street improvements, impacts to police response times would be minimal and temporary. Therefore, the proposed project's construction-related impacts to police protection services would be less than significant.

Operation

The proposed project would introduce 577 new residents¹⁴ to the project site. Thus, an increase in the demand for police protection services is anticipated. According to the L.A. CEQA Thresholds Guide, police protection population is calculated according to the amount of square footage associated with a certain land use. While there is not a directly proportional relationship between increases in land use activity and increases in demand for police protection services, the number of request for assistance calls for police response to retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the increase in onsite activity and increased traffic on adjacent streets and arterials. However, such calls are typical of problems experienced in existing commercial and residential neighborhoods in the project area and do not represent unique law enforcement issues specific to the proposed project.

The crime rate in RD 1694 accounts for approximately 0.06 percent of the crime rate citywide and 1.9 percent of the crime rate in Foothill area as shown in Table IV.L-2. As such, the needs projection for the project area (i.e. RD 1694) is considered low compared to other areas of the city. An increase of police service calls from the project site would not be expected to increase the crime rate in the Foothill area to the extent that a new or expanded police station or other facilities would be required.

The LAPD has stated that the Foothill Community Police Station is staffed and equipped to provide full service to the Foothill area, which includes the project site, and that the proposed project would not result in the need for construction or expansion of police stations or other police protection facilities. As such, no new or expanded police stations would be needed, the construction of which could cause significant environmental impacts, as a result of the proposed project. Therefore, there would be no operational impacts to police protection services.

The LAPD has suggested that the proposed project could have a moderate impact on police protection services in the Foothill Area without crime prevention design features.¹⁵ However, the LAPD did not indicate that any new police facilities would be required or were otherwise anticipated in connection with the proposed project. Rather, the LAPD's concern related to safety stems from the current understaffing

¹⁴ *Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, Average Household Sizes (Owner Households) = 2.52 persons per unit x 229 units = 577 persons.*

¹⁵ *Written correspondence from Lt. Douglas Miller, Community Relations Section, Los Angeles Police Department, December 13, 2007.*

of the LAPD. Safety concerns are social issues rather than physical environmental impacts. Section 15131 of the CEQA Guidelines provides that social effects of a project shall not be treated as significant effects on the environment. Therefore, safety concerns are not addressed in this environmental analysis.

In any event, the proposed project does include significant crime prevention design features. The proposed project would minimize public access and be buffered by Interstate 210 and the steep hillsides and drainages that surround them. With these design features, the level of police protection required for the proposed project would be substantially reduced in comparison with a typical subdivision.

In addition to those crime prevention design features, mitigation measures are recommended below in order to maintain acceptable service ratios, response times and other performance objectives of the LAPD. These mitigation measures are not required under CEQA because, as discussed above, the proposed project should not create the need for new or expanded police facilities. However, they are recommended to reduce further the effects of the proposed project on police protection services.

CUMULATIVE IMPACTS

Development of the 28 related projects, in conjunction with the proposed project, would increase the demand for police protection services. In the absence of a concurrent expansion of current levels of LAPD personnel, equipment and facilities, the increased demand for police protection services could result in a reduction in services, a lengthening of response times, and inadequate facilities. In addition, the LAPD has indicated that existing service ratios including response times are considered below the average of the City. However the number of crimes in the Foothill area is below the average of the City.

Cumulative impacts are not expected to rise to a level of significance. Two related project (nos. 27 and 28) are located in the unincorporated community of La Crescenta. As the Los Angeles County Sheriff's Department provides police protection services to La Crescenta, the development of these two related projects would not contribute to the cumulative demand of LAPD for police protection services. The LAPD would provide police protection services to the 26 other related projects in the City of Los Angeles. Furthermore, the proposed project's impact on police protection services is considered to be less than significant because:

- the proposed single-family homes would have limited access from La Tuna Canyon Road as well as two emergency access points on Tujunga Boulevard that would be gated and locked;
- access to the project site would be limited by the steep hillsides and drainages that surround them; and
- the proposed project is relatively small (i.e., 229 single-family homes) and would not require police protection services of a substantial magnitude that would require additional or expanded police facilities.

For all of the foregoing reasons, the cumulative demand for police protection facilities is not anticipated to result in new or expanded police facilities in the foreseeable future and there would be no cumulatively significant impact on police protection services.

MITIGATION MEASURES

Construction

Although the proposed project would not have a significant construction-related impact on police projection services, the following mitigation measure is recommended to reduce further the proposed project's construction-related police protection impacts:

- L.2-1** During construction activities, the project developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, be secured to prevent trespass.

Operation

While the proposed project would not have a significant impact on police protection services following its completion, the following mitigation measures are recommended to reduce further the proposed project's police protection impacts:

- L.2-2** The project developer shall submit a plot plan for the proposed development to the LAPD's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented, to the extent feasible.
- L.2-3** Upon completion of the project, the project developer shall provide the Foothill Area Commanding Officer with a diagram of the project. The diagram shall include access routes, addresses, and any other information that might facilitate prompt and efficient police response.
- L.2-4** The project developer shall give the Foothill Area Commanding Officer access codes and/or keys to lock boxes to gated portions of the project site.
- L.2-5** The project homeowners' association(s) shall retain a single alarm and security patrol company to: patrol the site and correct false alarms expeditiously.
- L.2-6** The project homeowners' association(s) shall ensure that clearly identifiable address indicators are provided for all homes and other buildings.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project's impacts on police protection services would be less than significant without mitigation. The implementation of the recommended Mitigation Measures L.2-1 through L.2-6 would further reduce the proposed project's impacts.

IV. ENVIRONMENTAL IMPACT ANALYSIS

L. PUBLIC SERVICES

3. SCHOOLS

ENVIRONMENTAL SETTING

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into eight local districts. The project area is generally located within Local District 2, which encompasses the northeastern section of Los Angeles. The LAUSD schools that currently serve the project site include:

- Mountain View Elementary School (K-5) located at 6410 Olcott Street, Tujunga;
- Mount Gleason Middle School (6-8) located at 10965 Mt. Gleason Avenue, Sunland; and
- Verdugo Hills High School (9-12) located at 10625 Plainview Avenue, Tujunga.

Figure IV.L-3 shows the locations of these schools. As shown in Table IV.L-3, below, all three schools are currently operating under capacity. As such, there are no new schools planned for this area. The LAUSD response included a disclaimer that 2007-2008 data were not available at this time.

Open Enrollment Policy

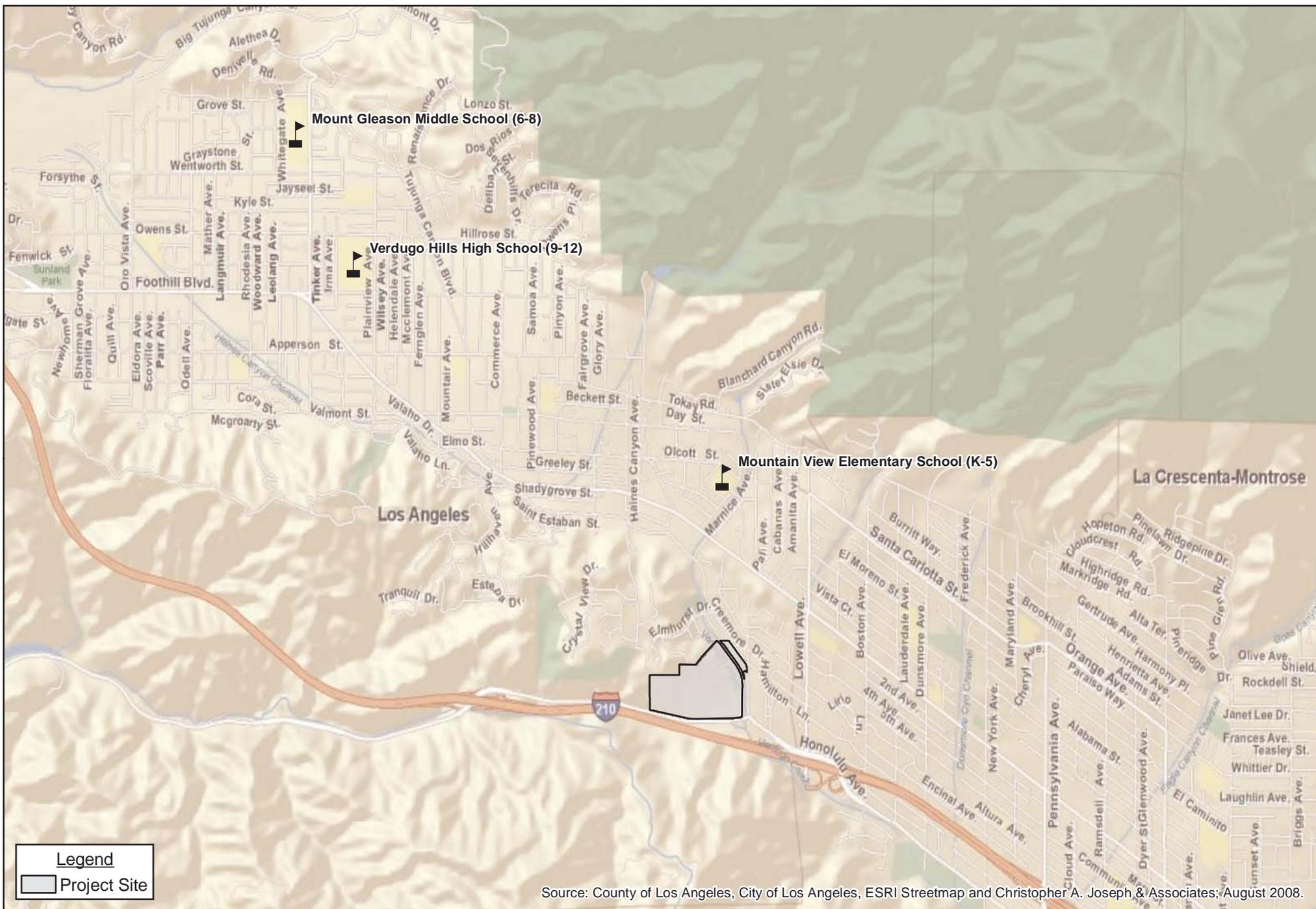
The open enrollment policy is a State-mandated policy that enables students anywhere in the LAUSD to apply to any regular, grade-appropriate LAUSD school with designated “open enrollment” seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on the principal’s knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school’s attendance area are not displaced by a student requesting an open enrollment transfer to that school.¹⁶

School Facilities Fees

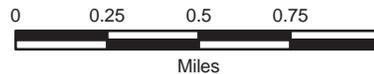
California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district’s levy of the fees authorized by Section 17620 of the California Education Code.¹⁷

¹⁶ News Release, Los Angeles Unified School District, Office of Communications, April 17, 2000.

¹⁷ Los Angeles Unified School District, School Facilities Fee Plan, March 2, 2002.



Source: County of Los Angeles, City of Los Angeles, ESRI Streetmap and Christopher A. Joseph & Associates; August 2008.



**Table IV.L-3
Capacity and Enrollment of Schools Serving the Project Site**

School	Enrollment (Design) Capacity	2006-2007 Enrollment	(-)Under / (+) Over Capacity
Mountain View	718	428	-290
Mount Gleason	1,970	1,526	-444
Verdugo Hills	2,460	2,352	-108

Source: Written correspondence from Rena Perez, Director, Master Planning and Demographics, Los Angeles Unified School District, December 20, 2007.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws (Government Code Section 65996).

Pursuant to Section 65995.5-7 of the California Government Code, the LAUSD has imposed Level 2 residential developer fees at a rate of \$4.18 per square foot on new residential construction, \$0.42 per square foot of commercial/industrial construction, \$0.28 per square foot of self-storage space, and \$0.09 per square foot of parking structure construction within the boundaries of the LAUSD.¹⁸

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a project would have a significant effect on the environment if it would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives of the school district.

Furthermore, as set forth in the City of Los Angeles L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- (a) The population increase resulting from the proposed project, based on the increase in residential units or square footage of non-residential floor area;

¹⁸ Fax correspondence from Los Angeles Unified School District, Developer Fee Program Office, January 24, 2008. These rates are valid from October 23, 2007 to October 22, 2008 and are subject to change thereafter.

- (b) The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvement to LAUSD services (i.e., facilities, equipment and personnel) and the project's proportional contribution to the demand;
- (c) Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and
- (d) Whether the project includes features that would reduce the demand for school services (e.g., onsite school facilities or direct support to LAUSD).

Project Impacts

Implementation of the proposed project would involve the development of 229 homes. The project site is currently the Verdugo Hills Golf Course. It is therefore assumed that no student generation occurs from the project site existing use. As indicated in Table IV.L-4, Proposed Project Student Generation, the proposed residential uses are estimated to generate a total of 46 elementary students, 22 middle school students, and 26 high school students.

**Table IV.L-4
Proposed Project Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Residential	229 du	46	22	26	94
Proposed Project Total		46	22	26	94
<i>Note: sf = square feet; du = dwelling unit</i>					
<i>Source: LAUSD, School Facilities Needs Analysis, 2006.</i>					
<i>Student generation rates are as follows for single family residential units: 0.2024 elementary (K-5), 0.0979 middle (6-8), and 0.1119 high (9-12) students per dwelling unit.</i>					

While it is likely that some of the students generated by the proposed project would already reside in areas served by LAUSD and would already be enrolled in LAUSD schools, for a conservative analysis, it is assumed that all students generated by the proposed project would be new to LAUSD. As shown in Table IV.L-5, all three public schools serving the project site would have adequate capacity to accommodate the students generated by the proposed project. Therefore impacts would be less than significant. As such, there are no new school facilities planned for this area. Further, the project applicant is required to pay applicable school fees to LAUSD to offset the impact of additional students enrolled in LAUSD schools serving the project site.

**Table IV.L-5
Proposed Project Impacts on LAUSD Schools**

School	Enrollment (Design) Capacity	2006-2007 Enrollment	Project Generated Students	Future Enrollment with Project	(-)Under/ (+) Over Capacity
Mountain View	718	428	46	474	- 244
Mount Gleason	1,970	1,526	22	1,548	- 422
Verdugo Hills	2,460	2,352	26	2,378	-82
<i>Source: Written correspondence from Rena Perez, Director, Master Planning and Demographics, Los Angeles Unified School District, December 20, 2007.</i>					

CUMULATIVE IMPACTS

Development of the proposed project in conjunction with the identified 28 related projects would cause an increase in the demand for public school services. However, Related Project Nos. 27 and 28, are located in the unincorporated community of La Crescenta, which is served by the Glendale Unified School District. Therefore, the students associated with that project would not be served by LAUSD schools. Although negligible, they were not included in the cumulative analysis. The proposed project and the 26 related projects that would contribute students to LAUSD schools would cumulatively generate a total of 142 elementary school students, 71 middle school students, and 78 high school students for a total of 291 students. However, impacts are not expected to be significant for the reasons discussed below.

Development of some of the commercial related projects may indirectly increase enrollment, by providing new jobs that could cause employees with families to relocate to be closer to their workplace. Although, given the general mobility of the greater Los Angeles population and the fact that there are many residential neighborhoods with varying housing costs within close proximity to these commercial related projects, it is likely that no substantial amount of population relocation would occur with the development of the commercial related projects. In addition, the commercial related projects would likely employ people from the local workforce who may already have their children enrolled in project area schools. Furthermore, employees whose children attend LAUSD schools may petition under the LAUSD's "open enrollment" policy to have their children attend LAUSD schools away from their place of residence. The LAUSD allows such open enrollment in schools near the parent's place of employment where school capacity is deemed adequate. However, the LAUSD makes the final determination on whether or not they can accept students through their open enrollment policy, and would not accept them if it would adversely affect the provision of adequate educational services.

**Table IV.L-6
Cumulative Student Generation**

No.	Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
City of Los Angeles						
1	Shopping Center	26,500 sf	0	0	0	0
	High-turnover Restaurant	10,250 sf	0	0	0	0
2	Mini-Market Expansion	5,245 sf	0	0	0	0
3	Single Family Residential	221 du	45	22	25	92
	Equestrian Park	3 ac	0	0	0	0
4	Home Improvement Store	123,505 sf	2	1	1	4
5	Condominium	25 du	5	2	2	9
6	Condominium	7 du	1	1	1	3
7	Condominium	8 du	2	1	1	4
8	Condominium	12 du	2	1	1	4
9	Condominium	6 du	1	1	1	3
10	Condominium	8 du	2	1	1	4
11	Apartment	10 du	2	1	1	4
12	Condominium	11 du	2	1	1	4
13	Condominium	6 du	1	1	1	3
14	Condominium	6 du	1	1	1	3
15	Condominium	22 du	4	2	2	8
16	Condominium	26 du	5	3	3	11
17	Condominium	24 du	5	2	2	9
18	Condominium	10 du	2	1	1	4
19	Condominium	14 du	3	1	1	5
20	Condominium	10 du	2	1	1	4
21	Condominium	10 du	2	1	1	4
22	Single Family Residential	5 du	1	1	1	3
23	Condominium	11 du	2	1	1	4
24	Church	8,300 sf	0	0	0	0
25	Condominium	9 du	2	1	1	4
26	Single Family Residential	10 du	2	1	1	4
Related Projects Total			96	49	52	197
Proposed Project Total			46	22	26	94
Cumulative Total			142	71	78	291

Note: sf = square feet; du = dwelling unit, ac = acre

Source: LAUSD, School Facilities Needs Analysis, 2006.

Student generation rates are as follows for single family residential units: 0.2024 elementary (K-5), 0.0979 middle (6-8), and 0.1119 high (9-12) students per dwelling unit.

Student generation rates are as follows for multi-family residential units: 0.2042 elementary (K-5), 0.0988 middle (6-8), and 0.0995 high (9-12) students per dwelling unit.

Student generation rates are as follows for office uses: 0.0233 elementary (K-5), 0.0108 middle (6-8), and 0.0104 high (9-12) student per 1,000 square feet.

Student generation rates are as follows for commercial/retail/restaurant uses: 0.0149 elementary (K-5), 0.0069 middle (6-8), and 0.0067 high (9-12) students per 1,000 square feet.

All three schools are currently under capacity. Mountain View could accommodate the 142 new cumulative elementary school students as it is under capacity by 290 students. Mount Gleason could accommodate the 71 new cumulative middle school students as it is under capacity by 444 students. Verdugo Hills could accommodate the 78 new cumulative high school students as it is under capacity by 108 students. Since each school could accommodate the cumulative generated students, no new or expanded facilities are needed. Further, for each residential project, the project applicant is required to pay applicable school fees to LAUSD to offset the impact of additional students enrolled in LAUSD schools serving the project site. Therefore, the cumulative school impacts associated with the proposed project would be less than significant.

MITIGATION MEASURES

The proposed project would not generate enough students to exceed the capacities of the schools serving the project site to necessitate the construction of new or physically altered school facilities. Therefore, impacts on schools would be less than significant. Furthermore, as discussed in the Environmental Setting section, the project applicant would be required to pay a school fee of \$4.18 per square foot of new residential development to the LAUSD in compliance with SB 50, notwithstanding the less-than-significant impact on school facilities. This fee is identified as Mitigation Measure L.3-1 below. As previously discussed, this fee provides full and complete mitigation of any potential school impacts.

L.3-1 The applicant will pay all applicable mandatory school impact fees to LAUSD to offset the impact of additional student enrollment at schools serving the project area.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project's impacts on school facilities would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
L. PUBLIC SERVICES
4. LIBRARIES

ENVIRONMENTAL SETTING

City of Los Angeles Public Library

The City of Los Angeles Public Library (LAPL) provides library services throughout the City of Los Angeles. Within the City of Los Angeles, the LAPL provides library services at the Central Library, eight regional branch libraries, 67 community branches, and four bookmobiles. Approximately 6.5 million books and other materials comprise the collection, with about 2.2 million of these housed in the Central Library.¹⁹ City library policy is guided by the Public Libraries Plan, which is included within the Public Facilities and Service Systems Element of the City’s General Plan. The Public Libraries Plan guides the construction, maintenance, and operation of public libraries and specifies standards in defining geographic service area and facility size.

The LAPL Branch Facilities Plan was first adopted by the Board of Library Commissioners in August 1988 and revised in February 1998. On February 8, 2007 the Board approved a new Plan which includes a “Criteria for New Libraries” which recommends new size standards for libraries. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.²⁰ The current LAPL branch building size standards are presented below in Table IV.L-7.

Table IV.L-7
LAPL Branch Building Size Standards

Population Served	Size of Facility
Above 45,000	14,500 sf
Below 45,000	12,500 sf
Expansion or special situation	Special Size
Regional Branch	Up to 20,000 sf

Notes: sf = square feet
Source: Los Angeles Public Library, Branch Facilities Plan, approved February 8, 2007, website: http://www.lapl.org/about/Branch_Facilities_Criteria.pdf, March 10, 2008.

¹⁹ LAPL, *Public Relations Fact Sheet*, provided by Robert Reagan, Public Information Director, December 29, 1994 and Los Angeles Public Library, 2003.

²⁰ Los Angeles Public Library, *Branch Facilities Plan*, approved February 8, 2007, website: http://www.lapl.org/about/Branch_Facilities_Criteria.pdf, March 10, 2008.

The State of California also has standards that apply to libraries. The State of California states that 0.5 square feet of library facility per capita should be provided.²¹

There is currently one city library that would serve the proposed project (see Figure IV.L-4 for location):

- Sunland-Tujunga Branch Library, located at 7771 Foothill Boulevard.

Please refer to Table IV.L-8 below for the facility and collection sizes, staffing, and total local community population served by this library. This branch library serves the residential community during the following times: Monday and Wednesday, 10:00 AM – 8:00 PM; Tuesday and Thursday, Noon – 8:00 PM; Friday and Saturday, 10:00 AM – 6:00 PM; and closed Sunday.²²

In November 1998, voters approved Proposition DD, which provides funds to replace, renovate, or expand 28 branch libraries, as well as build new branch libraries throughout the City. Regular funding for the operation of the LAPL system comes from the General Fund. The amount received by the LAPL fluctuates according to the priorities of the City.²³ The Sunland-Tujunga Branch Library underwent a renovation reopened in September 2005 and is adequately meeting the current demand for library services in the surrounding community.²⁴

County of Los Angeles Public Library

The Los Angeles County Public Library (LACPL) system currently serves 51 of the 88 cities and most unincorporated areas of Los Angeles County (County). There are 84 regional and community libraries, four bookmobiles, and seven special reference/resource centers serving a population of over three million people over 3,000 square miles. The LACPL has a book collection of 7.7 million volumes in addition to magazines, newspapers, and other media. Each community library has a catalog that gives patrons access to the total collection. The LACPL is financed by a dedicated share of property tax from the service area in addition to a general fund contribution, parcel tax, grants, and fees.

The LAPL and the LACPL both operate a universal borrowing program which allows residents of both the City and unincorporated County to obtain cards and lending privileges from both systems. Therefore, even though the Sunland-Tujunga Branch Library would be the primary library serving the residents of the project site, residents could also use the County's La Crescenta Library located at 4521 La Crescenta

²¹ *City of Los Angeles General Plan Framework, Chapter 9 Infrastructures and Public Services website: <http://cityplanning.lacity.org/cwd/framwk/chapters/09/09.htm#libraries>, March 10, 2008.*

²² *Los Angeles Public Library, Branch Hours website: <http://www.lapl.org/branches/Branch.php?bID=35>, May 30, 2008.*

²³ *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, 1996, page 2.12-12.*

²⁴ *Written correspondence from Rona Berns, Library Facilities Division, Los Angeles Public Library, March 3, 2008.*



Sunland-Tujunga Branch Library



La Crescenta Library

Legend

-  Library
-  Project Site

Source: County of Los Angeles, City of Los Angeles, ESRI Streetmap and Christopher A. Joseph & Associates; August 2008.



Avenue in La Crescenta (see Figure IV.L-4). The La Crescenta Library is located approximately 2.9 miles from the project site.²⁵ The La Crescenta Library is 4,300-square foot with a collection of 72,250 items including books, audio recordings, compact discs, videorecordings, magazines, and newspapers.

Table IV.L-8
Library Serving the Proposed Project

Library	Size	Collection	Staff Positions	Total Library Service Population (persons) ^a
Sunland-Tujunga Branch	10,500	58,000 volumes	11	52,465
<i>Notes: sf = square feet</i> <i>Source: Written correspondence from Rona Berns, Library Facilities Division, Los Angeles Public Library, April 14, 2008.</i> <i>^a Los Angeles Public Library Planning Department estimation of 2005 population. The population will reach an estimated 54,052 by 2010.</i>				

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

Furthermore, as set forth in the City of Los Angeles L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- (a) The net population increase resulting from the proposed project;
- (b) The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (i.e., renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- (c) Whether the project includes features that would reduce the demand for library services (e.g., onsite library facilities or direct support to the LAPL).

²⁵ *Approximate measurement along existing roadways from the Tujunga Boulevard/La Tuna Canyon Road intersection.*

Project Impacts

Construction of the proposed project would increase demand for library services at the Sunland-Tujunga Branch Library by increasing the permanent residential population in the area. As previously stated, the proposed project would increase the local permanent residential population by approximately 671 persons.²⁶ Although the LAPL has indicated that the Sunland-Tujunga Branch Library currently meets the service needs of the community, it has stated that the additional residents generated by the proposed project would adversely affect its ability to maintain its current levels of service.²⁷ The project's demand for library facilities was calculated using the State of California standards, which are 0.5 square feet of facility space per resident. This was the standard used in the City of Los Angeles General Plan Framework EIR. Based on these standards, the project would generate an additional library need of approximately 335.5 (671 x 0.5) square feet of space. The 335.5 square feet of additional space is the approximate equivalent of an 18.5' x 18.5' room, the construction of which would not be expected to result in any significant environmental impacts. In addition, some of the additional impact would be lessened with the use of the La Crescenta Library nearby. Finally, the payment of mitigation fees by the project developer would be used for staff, library materials, and other needs like funding a new or expanded facility. Therefore, impacts would be less than significant.

CUMULATIVE IMPACTS

Implementation of the proposed project, in combination with the 28 related projects would further increase demand for the library services at the Sunland-Tujunga Branch by increasing the number of employees, customers and residents in the project vicinity. However, employees and customers do not typically visit the library where they work, instead choosing to visit their local branch near their residence. Therefore, only the residential related projects would have an impact on library service.

The residential projects in the City of Los Angeles (not the two in Los Angeles County) total 471 dwelling units, with about half single-family and half multi-family units. This would generate about 1,380 new residents. Using the State of California Library Standard of 0.5 square feet per capita, this would require about 690 square feet of new library space. This space represents less than 5 percent of the total space needed for a new 14,500 square foot library.²⁸ The cumulative demand of the proposed project and the related projects may therefore present a potentially significant impact. In addition, nearly half the generated residents come from one project (no. 3), which would be subject to analyzing and mitigating its own impacts in an environmental impact report. However, with payment of the library mitigation fees, the potentially significant cumulative impacts will be reduced to less than significant.

²⁶ *Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, Average Household Sizes (Owner Households) = 2.93 persons per unit x 229 units = 671 persons.*

²⁷ *Written correspondence from Rona Berns, Library Facilities Division, LAPL, April 14, 2008.*

²⁸ $690/14,500 \times 100\% = 4.7\%$

MITIGATION MEASURES

L.4-1 The project applicant shall pay a mitigation fee of \$200 per capita based on the projected population of the development to the Los Angeles Public Library to offset the impact of additional library facility demand in the project area.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project and cumulative projects' impact to library services would be less than significant.