

City of Los Angeles

Department of City Planning • Expedited Processing Section
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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE PORTER RANCH LAND USE/TRANSPORTATION SPECIFIC PLAN

Chatsworth–Porter Ranch Community

Case Number: 88-0026-(P)(ZC)(PA)
State Clearinghouse Number: 88050420

Project Location: 11601 Porter Ranch Drive / 20200 Rinaldi Street, Los Angeles, California 91326

Council District: 12

Project Description: Shapell Properties, Inc. (Applicant) proposes to develop a new shopping center totaling approximately 345,295 square feet within Subarea II of the Community Center Area of the Specific Plan. The proposed shopping center would include a grocery store, a luxury movie theater, medical office uses, retail and restaurant uses, and a hotel. As part of the proposed shopping center, the Applicant proposes modifications to the Specific Plan to provide for the development of a 4,000-square-foot community room for a variety of community-oriented uses within Subarea II of the Community Center Area. This proposed community room would be constructed in lieu of the previously approved development of government offices or other municipal buildings and uses within Subareas I, II, III, or IV of the Community Center Area, or as part of the K–8 school site, as provided in Section 9.I of the Porter Ranch Specific Plan. Modifications to the signage requirements set forth in the Specific Plan for the Community Center Area are also proposed, including the development of new signage regulations that would allow for new types of signage and a larger project pole sign than what is currently permitted under the Specific Plan.

APPLICANT:
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PREPARED BY:
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ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Expedited Processing Section

August 2016

EXHIBIT D

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I. Introduction/Background

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the Porter Ranch Land Use/Transportation Specific Plan (State Clearinghouse No. 88050420), which was certified by the City of Los Angeles (City) in 1989. As discussed below, following certification of the EIR, several modifications were proposed for the Porter Ranch Land Use/Transportation Specific Plan (Porter Ranch Specific Plan). These modifications were addressed in a Supplemental Draft EIR and Final EIR prepared in 1990 and four Addenda prepared in 1990, 2000, 2000, and 2006. Therefore, the Certified EIR, as referred to herein, consists of the Draft EIR and the Final EIR (1989), the Supplemental Draft and Final EIRs (1990), and four Addenda (1990, 2000, 2000, and 2006). This Addendum analyzes additional proposed modifications to the development program for the Porter Ranch Specific Plan, as described in detail below in Section III, Project Description, of this Addendum.

As a conceptual planning document, the Porter Ranch Specific Plan provides guidelines and a process for review and approval of subdivisions, building and site design (i.e., building heights, sign and lighting standards, setbacks, etc.), open space, or other developments proposed for construction within the Specific Plan area. The Porter Ranch Specific Plan area, as described further below, is divided into two major areas referred to as the Community Center Area and the Single-Family Area. These areas are further divided into subareas (Subareas I through V within the Community Center Area and Subareas A through H-2 within the Single-Family Area).

The Porter Ranch Specific Plan currently allows for the development of 2,437 single-family dwelling units within the Single-Family Area; 1,400 multi-family residential dwelling units; 2,755,000 square feet of floor area for office, hotel, and retail space and other uses in Subareas I, II, and III of the Community Center Area; and 293,000 square feet of open space, quasi public, public uses, religious institutions and schools in Subareas IV and V of the Community Center Area. All references within this Addendum to the currently entitled Project (herein referred to as the Approved Project) reflect the Porter Ranch Specific Plan as evaluated in the EIR and as modified by the Supplemental EIR and four Addenda.

As detailed below in Section III, Project Description, of this Addendum, as part of the proposed development of a new shopping center within Subarea II of the Community Center Area, modifications to the Porter Ranch Specific Plan are proposed to provide for the development of a 4,000-square-foot community room for a variety of community-oriented uses within Subarea II of the Community Center Area. This proposed community room would be constructed in lieu of the previously approved development of government offices or other municipal buildings and uses, including a public library facility, within Subareas I, II, III, or IV of the Community Center Area, or as part of the K–8 school site, as provided in Section 9.1 of the Porter Ranch Specific Plan. Modifications to the signage requirements set forth in the Specific Plan for the Community Center Area are also proposed. The proposed modifications to the Approved Project described herein are collectively referred to in this Addendum as the Modified Project.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

“The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

Section 15162 of the CEQA Guidelines requires the preparation of a Subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

- “1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- 2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- 3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*

- a. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
- b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
- c. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”*

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- (a) *Substantial changes are proposed in the project which will require major revisions of the environmental impact report.*
- (b) *Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.*
- (c) *New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.*

As demonstrated by the analysis herein (refer to Section IV, Comparative Analysis of Modified Project Impacts, below), the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with the Modified Project are within the envelope of impacts addressed in the Certified EIR and do not constitute a new or substantially increased significant impact. Based on this determination, the Modified Project does not meet the requirements for preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 of the CEQA Guidelines.

III. Project Description

A. Overview of the Porter Ranch Specific Plan Area

The Porter Ranch Specific Plan area comprises approximately 1,118.33 acres in the northwest San Fernando Valley area of the City of Los Angeles. As shown in Figure 1 on page 5, the Porter Ranch Specific Plan area is specifically situated along the southern foothills of the Santa Susana Mountains, lying roughly north of the Ronald Regan Freeway (SR-118) and the Department of Water and Power's Granada Trunk Line; west of Porter Ranch Drive; south of Sesnon Boulevard and the City/County boundary; and east of the City/County boundary.

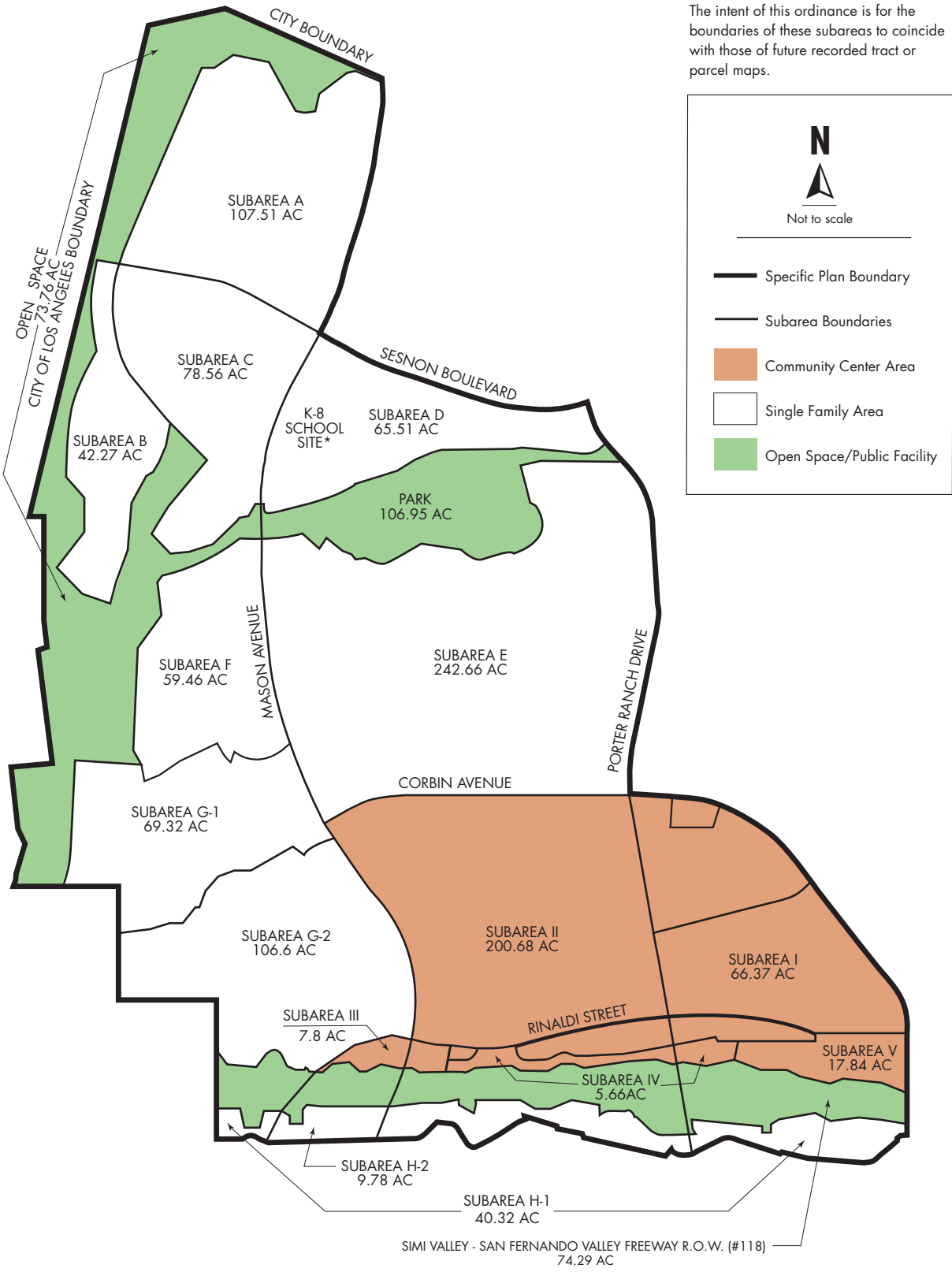
As previously discussed, the Specific Plan area is divided into two major areas referred to as the Community Center Area and the Single-Family Area. As shown in Figure 1, the Community Center Area is situated generally in the southerly portion of the Porter Ranch Specific Plan area, roughly bounded by Corbin Avenue to the north, Porter Ranch Drive to the east, Rinaldi Street and the CA-118 to the south, and Mason Avenue to the west. As shown in Figure 1, the Single-Family Area comprises the majority of the Porter Ranch Specific Plan area. Some development has occurred within the Community Center and Single-Family Areas of the Porter Ranch Specific Plan.

B. Project Location and Existing Conditions

As previously discussed, as part of the proposed development of a new shopping center within Subarea II of the Community Center Area (collectively referred to herein as the Shopping Center Site), modifications to the Porter Ranch Specific Plan are proposed to provide for the development of a 4,000-square-foot community room within Subarea II of the Community Center Area. This proposed community room would be constructed in lieu of the previously approved development of government offices or other municipal buildings and uses, including a public library facility, within Subareas I, II, III, or IV of the Community Center Area, or as part of the K-8 school site, as provided in Section 9.I of the Porter Ranch Specific Plan. Modifications to the signage requirements set forth in the Specific Plan for the Community Center Area are also proposed.

As shown in Figure 2 on page 6, the proposed shopping center would be developed on two adjacent sites (in Subarea II of the Community Center Area) west of Porter Ranch Drive, which are bisected by Rinaldi Street. Subarea II lies north and south of Rinaldi Street. The Shopping Center Site is approximately 1,402,200 square feet (32.19 acres) and is specifically located at 11601 Porter Ranch Drive and 20200 Rinaldi Street.

The intent of this ordinance is for the boundaries of these subareas to coincide with those of future recorded tract or parcel maps.



*Final location within subarea D to be determined by LAUSD (rev. 12/11/2007)

Figure 1
Porter Ranch Specific Plan Boundaries and Subareas



Figure 2
Shopping Center Site

The Shopping Center Site is located in the Chatsworth-Porter Ranch Community Plan (Community Plan) area and the Porter Ranch Specific Plan area. The Shopping Center Site is currently vacant. The Shopping Center Site is bounded by residential uses to the north, retail uses associated with the Porter Ranch Town Center and office uses to the east, open space to the south, and residential uses to the west.

C. Approved Project

The Porter Ranch Specific Plan provides for the development of a mix of residential, commercial, recreational, and public service uses within the Specific Plan area. Specifically, the Specific Plan currently allows for the development of 2,437 single-family dwelling units within the Single-Family Area; 1,400 multi-family residential dwelling units; 2,755,000 square feet of floor area for office, hotel, and retail space and other uses in Subareas I, II, and III of the Community Center Area; and 293,000 square feet of open space, quasi public, public uses, religious institutions and schools in Subareas IV and V of the Community Center Area. In addition to the specific uses allowed within the Community Center Area and the Single-Family Area, Section 8, Advisory Agency Approvals, and Section 9, Development and Improvements to be assured by Development Agreement(s), of the Specific Plan provide for the development of improvements to support the uses within the Specific Plan, including utilities, parks and open space, public open space, sidewalks, bike lanes, equestrian and hiking trails, roadways, schools, library and other municipal facilities, community meeting facility, child care, and refuse separation and recycling. To ensure that such improvements are implemented, Section 5 of the Specific Plan provides that the owners of the fee interests in the property within the Specific Plan area may enter into one or more Development Agreements with the City in which the owners agree to the construction of all of the improvements contained in Sections 8 and 9 of the Specific Plan. Section 5 of the Specific Plan further provides that if an applicant seeks to obtain a building permit to build a project on property which is not the subject of an executed Development Agreement suitably guaranteeing the construction of all of the applicable improvements listed in Sections 8 and 9 of the Specific Plan, then the applicant must obtain a Project Permit Compliance pursuant to Section 11 of the Specific Plan. As a conceptual planning document, the Porter Ranch Specific Plan also provides guidelines and a process for review and approval of subdivisions, building and site design (i.e., building heights, sign and lighting standards, setbacks, etc.), open space, or other developments proposed for construction within the Specific Plan area.

D. Modified Project

Shapell Properties, Inc. (Applicant) proposes to develop a new shopping center totaling approximately 345,295 square feet within Subarea II of the Community Center Area of the Specific Plan. Specifically, Subarea II, located primarily north of Rinaldi Street, would be improved with an approximately 221,804-square-foot shopping center, including a

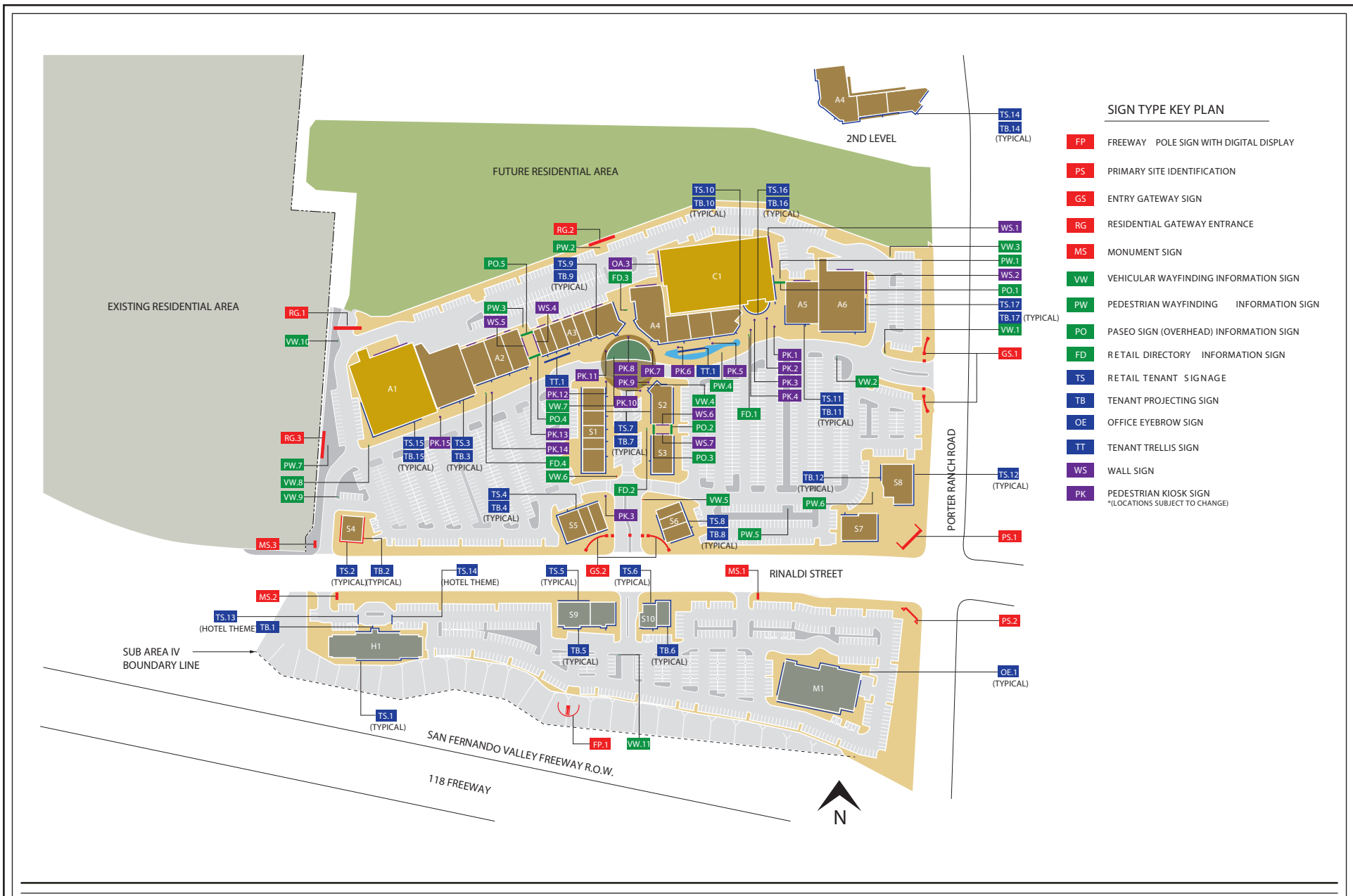
grocery store, a luxury movie theater, and retail stores. The remaining portion of Subarea II, which lies south of Rinaldi Street, would be improved with approximately 48,941 square feet of medical office uses, approximately 12,045 square feet of retail and restaurant uses, and a approximately 57,775-square-foot 120-room hotel with multipurpose rooms.

In conjunction with the proposed shopping center, the Applicant proposes to create new signage regulations that would allow for new types of signage and a larger project pole sign than what is currently permitted under the Specific Plan. The proposed signage regulations would place limitations on the types, amounts, locations, and sizes of permitted signs. Permitted signage would include a freeway-adjacent pole sign (located within Subarea IV of the Community Center Area) with a light-emitting diode (LED) digital display; information signs (e.g., retail directory signs and vehicular and pedestrian wayfinding signs); identification signs; wall signs; banner signs; monument signs; roof signs; projecting signs; holiday decorations; tenant signs; and real estate signs. Signage would range in size, with the largest permitted sign (i.e., the pole sign) not to exceed 1,608 square feet. The majority of signage would consist of interior signage with limited visibility from off-site locations. The types and extent of permitted signage would emphasize and be consistent with the Community Center aspect of the Shopping Center Site, and would be consistent with adjacent commercial development to the east in the Porter Ranch Town Center. The freeway pole sign would also incorporate design features and materials such as a stone clad retaining wall base, perimeter planters, rounded edges, and a neutral color palette to minimize visual contrast with the vegetated freeway right-of-way. Conceptual illustrations of the proposed signs are shown in Figure 3 on page 9 through Figure 4 on page 10.

Illuminated signage would include the proposed digital pole sign adjacent to the freeway as well as interior signage including identification signs, entry gateway signs, monument signs, directories, vehicular and pedestrian wayfinding signs, and tenant signs.

In response to specific community needs, as part of the proposed development of the shopping center, the Applicant also proposes modifications to the Specific Plan to provide for the development of a 4,000-square-foot community room for a variety of community-oriented uses within Subarea II of the Community Center Area. This proposed community room would be constructed in lieu of the previously approved development of government offices or other municipal buildings and uses, including a public library facility, within Subareas I, II, III, or IV of the Community Center Area, or as part of the K–8 school site, as provided in Section 9.I of the Porter Ranch Specific Plan.

The proposed modifications to the Specific Plan or Approved Project described herein (i.e., sign modifications and development of community room in lieu of other government facilities) are collectively referred to in this Addendum as the Modified Project.



SIGN TYPE KEY PLAN

- **FP** FREEWAY POLE SIGN WITH DIGITAL DISPLAY
- **PS** PRIMARY SITE IDENTIFICATION
- **GS** ENTRY GATEWAY SIGN
- **RG** RESIDENTIAL GATEWAY ENTRANCE
- **MS** MONUMENT SIGN
- **VW** VEHICULAR WAYFINDING INFORMATION SIGN
- **PW** PEDESTRIAN WAYFINDING INFORMATION SIGN
- **PO** PASEO SIGN (OVERHEAD) INFORMATION SIGN
- **FD** RETAIL DIRECTORY INFORMATION SIGN
- **TS** RETAIL TENANT SIGNAGE
- **TB** TENANT PROJECTING SIGN
- **OE** OFFICE EYEBROW SIGN
- **TT** TENANT TRELLIS SIGN
- **WS** WALL SIGN
- **PK** PEDESTRIAN KIOSK SIGN
*(LOCATIONS SUBJECT TO CHANGE)

Figure 3

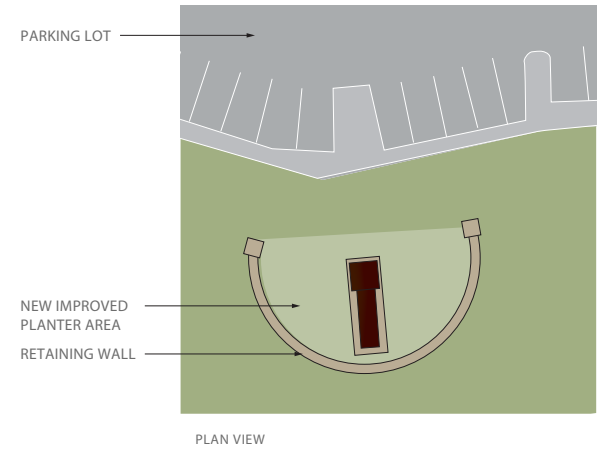
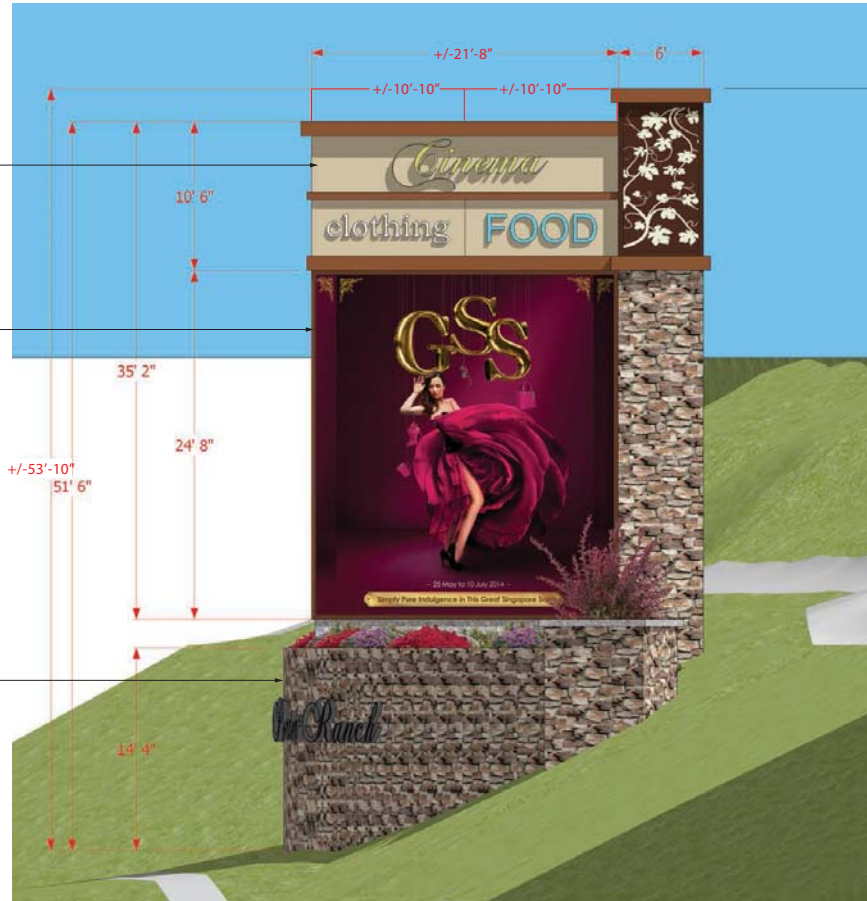
Modified Project Sign Location Site Plan

PAINTED ALUMINUM PYLON SIGN WITH CHANGABLE TENANT PANELS AND LANTERN.

PLACEHOLDER FOR 21' X 24' LED DISPLAY (OR) STATIC DISPLAY ON (2) FACES.

STONE CLAD RETAINING WALL (PLANTED) WITH PROJECT ID APPLIED TO WALL FACE. MAX. HEIGHT TO BE VERIFIED BY FINAL ENGINEERING

PRELIMINARY



SIGN AREA TOTAL: 1608 SQ.FT
*SUBJECT TO CHANGE

Figure 4
Modified Project Freeway Pole Sign With Digital Display

To provide for the proposed modifications to the Specific Plan, the Applicant is requesting the following discretionary approvals:

- Pursuant to LAMC Section 11.5.7-G, a Specific Plan Amendment to:
 - Allow for a 4,000-square foot community room in lieu of dedication of a 2-acre site for government offices or other municipal buildings and uses; and
 - Create new signage regulations that would allow for new types of signage and a larger pole sign than what is currently permitted under the Specific Plan. Permitted signage would include a freeway-adjacent pole sign with a light-emitting diode (LED) digital display.
- Pursuant to LAMC Section 12.24-W.1, a Master Conditional Use Permit for alcohol for a total of 24 establishments.
- Pursuant to LAMC Section 11.5.7-D, a Project Permit Compliance determination.
- Pursuant to LAMC Section 16.05, Site Plan Review and approval.
- A Development Agreement amendment.

IV. Comparative Analysis of Modified Project Impacts

The analyses provided below address each of the environmental issues analyzed in the Certified EIR and focuses on the potential changes in environmental impacts that could result from implementation of the Modified Project. Specifically, potential impacts attributable to the Modified Project are compared with the analysis and findings within the Certified EIR to determine if such impacts are within the envelope of impacts documented in the Certified EIR, including whether new significant impacts would result from the Modified Project or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the Modified Project would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR. All mitigation measures set forth in the Certified EIR and as modified during approval of the Approved Project would continue to be implemented under the Modified Project.

A. Earth

1. Approved Project Impacts

As discussed in the Certified EIR, there are no known active faults within the Specific Plan area. The closest fault to the Specific Plan area is the San Fernando Fault located approximately nine miles northeast of the Specific Plan area. Therefore, no direct ground rupture from fault displacement within the Specific Plan area is anticipated. However, there are several active and potentially active faults in proximity to the Specific Plan area. Movement upon this or any other active faults in the area would cause varying degrees of ground shaking within the Specific Plan area. Moderate to high intensity ground shaking would probably occur during the life of the development. In the event of a major earthquake, this ground shaking could result in significant impacts on the Specific Plan area. However, with implementation of the mitigation measures set forth in the Certified EIR, the potential risk related to ground shaking would be reduced to a level consistent with other residential, commercial and industrial projects in the Los Angeles area. Notwithstanding, the Certified EIR determined that potential impacts related to ground shaking would remain significant with implementation of mitigation.

Due to the elevation and location of the Specific Plan area, the depth of the water table on-site, and the underlying materials, there is little potential for any impacts resulting from seismically induced tsunamis, seiches, floods from dam failure, or liquefaction to occur within the Specific Plan area. Therefore, no significant impacts from seismically induced tsunamis, seiches, floods from dam failure, or liquefaction would occur as a result of the Approved Project.

With regard to slope stability, as discussed in the Certified EIR, potential impacts from landslides, unstable soils, and natural slopes descending from a graded pad could occur. In addition, the failure to recognize soils or bedrock with expansive properties could potentially impact building foundations and slabs. Similarly, the failure to recognize areas underlain by compressible and/or collapsible soils can result in the eventual settlement of overlying fills and costly damage to structures and other improvements. However, with implementation of the mitigation measures set forth in the Certified EIR, potential impacts associated with slope stability would be reduced and no adverse impacts would occur.

Development of the Specific Plan area would result in the grading and excavation of earth material to create building pads and a circulation system. The proposed grading would cause much of the natural soil material to be removed and recompacted. Where structures are proposed, decreased subsoil permeability, increased runoff, and inherent fertility would likely be decreased. Grading impacts would be long-term since the landform alteration would be permanent and irreversible. With implementation of the mitigation measures set forth in the Certified EIR, potential grading impacts would be reduced.

However, the Certified EIR determined that such impacts would remain significant with implementation of mitigation.

2. Modified Project Impacts

As described above, the proposed modifications would be implemented primarily within the existing boundaries of Subarea II of the Community Center Area with the proposed pole sign located within Subarea IV of the Community Center Area of the Specific Plan. As the Modified Project would remain within the Specific Plan area analyzed under the Certified EIR, the geologic conditions under the Modified Project would remain the same. Similar to the Approved Project, the Modified Project would potentially expose people to on-site seismic hazards. However, with implementation of similar mitigation measures as the Approved Project, the Modified Project would be designed so that there would be no increased threat of exposing people, property, or infrastructure to geotechnical or seismic hazards. In addition, similar to the Approved Project, the Modified Project would implement similar mitigation measures as the Approved Project to address potential impacts related to landslides, unstable soils, natural slopes, expansive soils, and compressible and/or collapsible soils. Furthermore, similar to the Approved Project, all grading under the Modified Project would be required to conform to specific recommendations established by the soil engineers and to the City Grading Ordinance. As such, the Modified Project would not create any new impacts with respect to fault rupture, seismic hazards, slope stability, and grading, nor would the Modified Project increase the severity of any previously identified impacts. Thus, as with the Approved Project, the impacts of the Modified Project would be significant with respect to seismic hazards, less than significant with respect to slope stability, and significant with respect to grading with implementation of mitigation measures. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address impacts associated with seismic hazards, slope stability, and grading would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant impacts would result from implementation of the Modified Project.

B. Air

1. Approved Project Impacts

(a) Air Quality

(i) Construction

During the grading phases of proposed development within the Specific Plan area, emissions of sulfur dioxide, nitrogen oxides, hydrocarbons, carbon monoxide, and particulates would result from the operation of heavy-duty construction equipment. In addition, fugitive dust would be emitted from exposed surfaces by vehicle movement during grading and construction activities. Due to the transient nature of the grading and construction activities, the emissions associated with these activities would only have temporary and localized effects. Therefore, as set forth in the Certified EIR, regional and local air quality impacts during construction of the Approved Project would be significant. With the implementation of the mitigation measures set forth in the Certified EIR to ensure proper implementation of South Coast Air Quality Management District Rule 403, the Approved Project's regional and local air quality impacts during construction would be reduced to levels which are not expected to result in delays in regional attainment of state and federal air quality standards. As a result, the Approved Project is anticipated to be in conformance with the goals and objectives of the Air Quality Management Plan. However, construction emissions would result in significant air quality impacts.

(ii) Operation

As discussed in the Certified EIR, the primary source of on-site direct emissions from housing developments is the combustion of natural gas in homes or commercial buildings. An additional source of on-site emissions within the basin would occur indirectly as a result of electricity generation necessary to serve the proposed development. Furthermore, the primary source of off-site indirect pollutant emissions would be the increased amount of automobile traffic accessing the Specific Plan area. Buildout of the Approved Project would produce significant emissions of nitrogen oxides, carbon monoxide, hydrocarbons, and particulates. Of all emissions, carbon monoxide would be the largest constituent. Accordingly, modeling was conducted in order to estimate peak carbon monoxide concentrations resulting from the full development of the Approved Project. The results of the modeling indicate that projected levels of carbon monoxide emissions would be above the California 1-hour and 8-hour standards and the federal 8-hour standard. Furthermore, the Certified EIR determined that at two of the three intersections, traffic generated by the Approved Project would provide an incremental increase in carbon monoxide emissions of less than 1 ppm, which is below the measurable increase limits for carbon monoxide as set by the South Coast Air Quality Management District. However, at the remaining intersection, projected-generated traffic would produce

an incremental carbon monoxide increase of nearly 5 ppm and would exceed the measurable increase limits for carbon monoxide set by the South Coast Air Quality Management District. With implementation of mitigation measures set forth in the Certified EIR for traffic, carbon monoxide emissions at the remaining intersection would be reduced from 5 ppm to 3 ppm and would be above the measurable increase limits for carbon monoxide set by the South Coast Air Quality Management District. However, as stated above, the Approved Project would not result in delays in attainment of state and federal air quality standards and would be consistent with SCAQMD's Air Quality Management Plan. Notwithstanding, operational emissions would result in significant air quality impacts.

(b) Meteorology

With development of the Approved Project, winds that now flow directly across the site would instead flow around the sides of each structure. The wind speed of the ambient air flow in the general area would not be increased by the proposed development. However, some acceleration of wind speeds around the upwind corners of these buildings would be expected. Since many meteorological factors vary on a day to day basis, a range of wind conditions could be expected.

As applied to the Approved Project, increased wind conditions would be limited to the Specific Plan area, and largely limited to the Community Center Area of the Specific Plan area. The building height threshold for wind impacts is generally considered to be six stories. As a result, wind impacts relating to development of the Single-Family Area would be expected to be of an insignificant level. Although specific development plans have not yet been created, the general design of the Community Center Area, consisting of lower buildings surrounding a central core of taller structures, would be expected to create a graduated effect on daytime winds flowing across the site from any direction. The greatest potential impacts from air movement would occur in the central portion of the Community Center Area where increased wind flows could impact pedestrian traffic, particularly during afternoon hours when wind speeds are higher and pedestrian activity is greater. These anticipated changes in wind speed in areas of pedestrian traffic are not anticipated to be a normal occurrence because of the variability of the wind conditions and speeds normally experienced in the Specific Plan area. However, during periods of increased ambient winds, wind speeds in excess of the 11 mile per hour threshold of discomfort can be expected to occur in unprotected pedestrian areas on-site. During the majority of evening, night, and morning hours, ambient wind speeds would be below that required to result in any pedestrian discomfort on-site. Increases in wind velocities should not be considered strictly an adverse impact. For example, with increases in wind velocities, the mixing and dispersion of air pollutants is enhanced. Also, during many months of the year, and particularly during the summer, increases in ambient wind velocities can be desirable for cooling areas that would normally receive little natural breeze. The Certified EIR included

mitigation measures to reduce potential meteorology impacts associated with the Approved Project. However, such impacts would remain significant.

(c) Greenhouse Gas Emissions

A greenhouse gas (GHG) analysis was not included in the Certified EIR due to the absence of regulations when the Certified EIR was written. The State Office of Planning and Research developed GHG-related amendments to the CEQA Guidelines, which became effective on March 18, 2010. The CEQA Guidelines state that a project would have a significant impact related to GHG emissions if it would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and/or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Neither the City nor SCAQMD have adopted GHG significance thresholds related to the Approved Project. SCAQMD has only adopted significance thresholds for Stationary Sources, and Rules and Plans where SCAQMD is the lead agency. Thus, in the absence of any adopted quantitative threshold, the Approved Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emission reduction measures discussed within the AB 32 Climate Change Scoping Plan and SCAG's Sustainable Communities Strategy.

The following discussion describes the extent the Approved Project would be consistent with the applicable regulatory plans and policies to reduce GHG emissions.

(i) AB 32 Climate Change Scoping Plan

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the Legislature as the 2006 Global Warming Solutions Act (Assembly Bill 32). In 2008, the California Air Resources Board (CARB) approved a Climate Change Scoping Plan as required by AB 32.¹ The AB 32 Climate Change Scoping Plan proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."² The AB 32 Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The following discussion focuses on pertinent

¹ *Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.*

² *Climate Change Scoping Plan, CARB, December 2008, www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm, accessed March 7, 2016.*

reduction actions that have the greatest potential to reduce Approved Project-related GHG emissions. Provided below is an evaluation of applicable reduction actions/strategies by emissions source category to determine the extent the Approved Project's design features comply with or exceed the reduction actions/strategies outlined in the AB 32 Climate Change Scoping Plan.

Applicable GHG reduction actions and strategies from the emission reduction measures discussed within the AB 32 Climate Change Scoping Plan that would serve to reduce GHG emissions from the Approved Project are included in the following tables by source type: Table 1, Energy, on page 18; Table 2, Mobile on page 20; Table 3, Solid Waste Diversion, on page 21; and Table 4, Water, on page 22. These GHG reduction actions and strategies would serve to reduce GHG emissions from the Approved Project. As shown in the tables, the Approved Project would be consistent with these reduction actions and strategies.

(ii) SCAG's Sustainable Communities Strategy

As described in Table 2 on page 20, SB 375 requires the Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. SCAG's SCS is included in SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS). The goals and policies of the 2016–2040 RTP/SCS that reduce vehicle miles traveled (VMT) feature transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high-quality transit service. The 2016–2040 RTP/SCS is expected to reduce per capita transportation emissions by 8 percent by 2020 and 18 percent by 2035. This level of reduction would meet and exceed the region's GHG targets set by CARB of 8 percent per capita by 2020 and 13 percent per capita by 2035.³ Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016-2040 RTP/SCS's GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040.⁴ The 2016-2040 RTP/SCS would result in an estimated 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016-2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

³ *Southern California Association of Governments, Final 2016–2040, RTP/SCS, Executive Summary, p. 8, April 2016.*

⁴ *Southern California Association of Governments, Final 2016–2040, RTP/SCS, April 2016, p. 153.*

**Table 1
AB 32 Climate Change Scoping Plan Reduction Measures—Energy**

Actions and Strategies	Consistency Analysis
<p>California Renewables Portfolio Standard (RPS) program: Senate Bill 2X modified California’s RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016.</p>	<p>Consistent. These levels of reduction are consistent with LADWP’s commitment to achieve 35 percent renewables by 2020. In 2011, LADWP indicated that 20 percent of its electricity came from renewable resources in Year 2010.^a As LADWP would provide electricity service to the Project Site, the Approved Project would use electricity consistent with this performance based standard.</p>
<p>Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030 and also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.^b</p>	<p>Consistent. LADWP would be required to meet this performance based standard. As LADWP would provide electricity service to the Project Site, the Approved Project would use electricity consistent with this performance based standard. Doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under the California Code of Regulations Title 24, Part 6 and utility-sponsored programs such as rebates for high-efficiency appliances, heating ventilation and air-conditioning (HVAC) systems and insulation. The Approved Project would support this action/strategy via compliance with specific requirements of the Los Angeles Green Building Code.</p>
<p>California Code of Regulations (CCR), Title 20: The 2012 Appliance Efficiency Regulations, adopted by the California Energy Commission (CEC), include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.</p>	<p>Consistent. This performance standard applies to new appliances and lighting that are sold or offered for sale in California. As such, appliances and lighting used by the Approved Project would comply with this performance based standard.</p>
<p>CCR, Title 24, Building Standards Code: The Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.</p> <p>The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.</p>	<p>Consistent. The Approved Project would comply with applicable provisions of the Los Angeles Green Building Code which in turn requires compliance with mandatory requirements included in the California Green Building Standards. The current 2013 Building Energy Efficiency Standards are 25 percent more efficient than the 2008 standards for residential construction and 30 percent better for nonresidential construction.^c The 2013 Standards are approximately 40 to 45 percent more efficient than the 2020 Projected Emissions under Business-as-Usual in the AB 32 Climate Action Scoping Plan. The standards offer builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses.</p>

Table 1 (Continued)
AB 32 Climate Change Scoping Plan Reduction Measures—Energy

Actions and Strategies	Consistency Analysis
<p>Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the Untitled States to phase out incandescent light bulbs between 2012 and 2014 resulting in approximately 25 percent greater efficiency for light bulbs and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.</p>	<p>Consistent. This performance based standard would serve to reduce the use of incandescent light bulbs for the Approved Project.</p>
<p>Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act prohibits a person from manufacturing for sale in the state requires the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.^d</p>	<p>Consistent. As discussed above, the Approved Project would meet this performance based standard.</p>
<p>The Cap-and-Trade Program: This program is designed to reduce GHG emissions from major sources, such as refineries and power plants, (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32’s emission-reduction mandate of returning to 1990 levels of emissions by 2020.</p>	<p>Consistent. The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program.</p>
<p>^a Website www.ladwpnews.com/go/doc/1475/987799/, accessed March 7, 2016.</p> <p>^b Senate Bill 350 (2015–2016 Reg. Session) Stats 2015, Ch. 547.</p> <p>^c California Building Standards Commission, Energy Commission Approves More Efficient Buildings for California’s Future, News Release, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed March 7, 2016.</p> <p>^d 2007b. Assembly Bill 1109 (2007–2008 Reg. Session) Stats. 2007, Ch. 534.</p> <p>Source: Eyestone Environmental, 2016.</p>	

**Table 2
AB 32 Climate Change Scoping Plan Reduction Measures—Mobile**

Actions and Strategies	Consistency Analysis
<p>Assembly Bill 1493 (AB 1493) “Pavley Standards”: AB 1493 requires the development and adoption of regulations to achieve “the maximum feasible reduction of greenhouse gases” emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. In compliance with AB 1493, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles and light duty trucks of model year 2009 through 2016. Model years 2017 through 2025 are addressed by California’s Advanced Clean Cars program (discussed below).</p>	<p>Consistent. It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency. GHG emissions related to vehicular travel by the Approved Project would benefit from this regulation and mobile source emissions generated by the Approved Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32.</p>
<p>Executive Order S-01-07: The Low Carbon Fuel Standard (LCFS) requires a 10-percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009).^{c,d}</p>	<p>Consistent. GHG emissions related to vehicular travel by the Approved Project would benefit from this regulation and mobile source emissions generated by the Approved Project would indirectly be reduced with implementation of the LCFS, consistent with reduction of GHG emissions under AB 32.</p>
<p>Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.</p>	<p>Consistent. These standards will apply to all passenger and light duty trucks used by customers, employees, and deliveries to the Approved Project. GHG emissions related to vehicular travel by the Approved Project would benefit from this regulation and mobile source emissions generated by the Approved Project would be reduced with implementation of this performance based standard, consistent with reduction of GHG emissions under AB 32.</p>
<p>Senate Bill (SB) 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.</p>	<p>Consistent. SB 375 requires the Southern California Association of Governments to direct the development of the SCS for the region. As shown below, the Approved Project would be consistent with SCAG’s Regional Transportation Plan Sustainable Communities Strategy and thus consistent with SB 375.</p>

^a *United States Environmental Protection Agency, Light Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, Final Rule, May 7, 2010, www.federalregister.gov/articles/2010/05/07/2010-8159/light-duty-vehicle-greenhouse-gas-emission-standards-and-corporate-average-fuel-economy-standards, accessed March 7, 2016.*

^b *California Air Resources Board, Addendum to Comparison of GHG Reductions for all Fifty United States Under CAFÉ standards and ARB Regulations Adopted Pursuant to AB 1493 (www.arb.ca.gov/cc/ccms/pavley-addendum.pdf).*

^c *California Air Resources Board, Initial Statement of Reason for Proposed Regulation for The*

Table 2 (Continued)
AB 32 Climate Change Scoping Plan Reduction Measures—Mobile

Actions and Strategies	Consistency Analysis
<p><i>Management of High Global Warming Potential Refrigerant for Stationary Sources, October 23, 2009, www.arb.ca.gov/regact/2009/gwprmp09/isorref.pdf, accessed March 7, 2016.</i></p> <p>^d <i>Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the “lifecycle” of a transportation fuel.</i></p> <p><i>Source: Eyestone Environmental, 2016.</i></p>	

Table 3
AB 32 Climate Change Scoping Plan Reduction Measures—Solid Waste Diversion

Actions and Strategies	Consistency Analysis
<p>California Integrated Waste Management Act of 1989 and Assembly Bill 341: The California Integrated Waste Management Act of 1989 requires each jurisdiction’s source reduction and recycling element to include an implementation schedule that shows (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.^a</p> <p>AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.^b</p>	<p>Consistent. GHG emissions related to solid waste generation from the Approved Project would benefit from this regulation and solid waste disposal emissions generated by the Approved Project would be reduced with implementation of this performance based standard, consistent with reduction of GHG emissions under AB 32.</p>
<p>^a <i>Cal. Pub. Res. Code Section 41780(a).</i></p> <p>^b <i>Cal. Pub. Res. Code Section 41780.01(a).</i></p> <p><i>Source: Eyestone Environmental, 2016.</i></p>	

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

**Table 4
AB 32 Climate Change Scoping Plan Reduction Measures—Water**

Actions and Strategies	Consistency Analysis
<p>CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings shall demonstrate a 20-percent overall water use reduction.</p>	<p>Consistent. The Approved Project would comply with applicable provisions of the Los Angeles Green Building Code which in turn requires compliance with mandatory standards included in the California Green Building Standards (20 percent overall water use reduction).</p>
<p>Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.</p>	<p>Consistent. As discussed above, the Approved Project would meet this performance based standard.</p>
<p>Source: <i>Eyestone Environmental, 2016.</i></p>	

The 2016–2040 RTP/SCS states that the SCAG region is home to about 18.3 million people in 2012 and currently includes approximately 5.9 million homes and 7.4 million jobs. By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of regional total land, but are projected to accommodate 46 percent and 50 percent of future household and employment growth respectively between 2012 and 2040. The 2016–2040 RTP/SCS’s overall land use pattern reinforces the trend of focusing new housing and employment in the region’s HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

Consistent with the SCAG’s RTP/SCS alignment of transportation, land use, and housing strategies, the Approved Project would be designed with a number of features and mitigation measures. Specifically, the Approved Project promotes reductions in vehicle trips and the resulting reduction in the generation of GHG emissions in the following ways: (a) by providing a mix of uses, including single-family homes, multi-family units, office uses, retail uses, and public and quasi-public space, including houses of worship and other community orientated facilities, as well as approximately 100 acres of recreation and public

land; (b) by providing improved opportunities for the use of public transit, including bus and rail, and other alternative transportation modes; (c) by encouraging pedestrian and bicycle circulation through a well established sidewalk system in the Approved Project vicinity; and (d) by providing on-site recreation and open space amenities. These measures would be consistent with the 2016–2040 RTP/SCS.

These measures would reduce the Approved Project’s estimated VMT and would be consistent with regional strategies to reduce transportation-related GHG emissions and would be consistent with and support the goals and benefits of the SCAG RTP/SCS, which seeks improved “mobility and access by placing destinations closer together and decreasing the time and cost of traveling between them. The convenient access to public transportation and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG’s 2012–2035. The Approved Project would be consistent with the goals of California’s AB 32 and SCAG’s 2016–2040 RTP/SCS.

Therefore, the Approved Project would not result in any significant impacts with respect to global climate change, either on a project-specific basis or with respect to its contribution to a cumulative impact.

2. Modified Project Impacts

(a) Air Quality

(i) Construction

With regard to construction, similar to the Approved Project, potential short-term air quality impacts could result from the Modified Project. However, the Modified Project would result in a decrease in the amount of building construction and related air pollutant emissions since the amount of building square footage from the proposed community room would be substantially less compared to the amount of building square footage that could be built on a 2-acre site for a library and other municipal facilities. Therefore, potential construction emissions associated with the Modified Project would be less than those identified in the Certified EIR and potential short-term air quality impacts would be within the envelope of impacts identified under the Approved Project. In addition, mitigation measures set forth in the Certified EIR would continue to be implemented under the Modified Project. Therefore, similar to the Approved Project, air quality impacts during construction would not be expected to result in delays in regional attainment of state and federal air quality standards. As a result, the Modified Project is anticipated to be in conformance with the goals and objectives of the Air Quality Management Plan. However, similar to the Approved Project, impacts to air quality would remain significant with implementation of mitigation.

(ii) Operation

Similar to the Approved Project, air pollutant emissions associated with operation of the Modified Project would primarily be generated by the operation of on-road vehicles. The Modified Project would have a reduction in the previously estimated average daily trips and associated emissions in comparison to the Approved Project due to the reduction in building square footage. Therefore, operational emissions would be reduced under the Modified Project, and impacts would be within the envelope of impacts set forth in the Certified EIR.

With regard to localized carbon monoxide concentrations, the Modified Project would have a reduction in estimated average daily trips in comparison to the Approved Project. Therefore, the intersections volumes would be less and carbon monoxide concentrations would be less than those analyzed for the Approved Project.

Based on the above, as with the Approved Project, the Modified Project would not be expected to result in delays in regional attainment of state and federal air quality standards. As with the Approved Project, the Modified Project is anticipated to be in conformance with the goals and objectives of the Air Quality Management Plan. In addition, the Modified Project would not result in any new impacts with respect to air quality or any increase in the severity of previously identified impacts, and any such impacts would be within the scope of impacts set forth in the Certified EIR. The Modified Project would also implement the mitigation measures set forth in the Certified EIR. However, similar to the Approved Project, operational impacts to air quality would remain significant with implementation of mitigation.

(b) Meteorology

Similar to the Approved Project, with the development of the Modified Project, winds that now flow directly across the site would instead flow around the sides of each structure with some acceleration of wind speeds around the upwind corners of the proposed buildings. However, wind speeds would be expected to be reduced under the Modified Project with the replacement of the previously proposed 2-acre site for a library and other municipal facilities with a 4,000-square-foot community room. In addition, the Modified Project would implement the mitigation measures set forth in the Certified EIR to address potential impacts related to increases in wind speeds. While meteorology impacts associated with the Modified Project would be reduced, such impacts would remain significant, similar to the Approved Project.

(c) Greenhouse Gas Emissions

The proposed community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or municipal facility would operate on a continuous basis during standard business hours. The traffic impacts of Specific Plan build-out were re-evaluated in a 2006 update to the previous Specific Plan traffic studies (Crain & Associates, May 2006). Applying the trip generation rates set forth in the Specific Plan, the trip generation for the Modified Project would be below levels analyzed in the 2006 traffic study update. Thus the proposed change in use from library or other municipal facility to community room would result in reduced impacts with regard to GHG emissions.

As with the Approved Project, the Modified Project is designed with a number of features and mitigation measures consistent with those provided for the Approved Project. Specifically, the Modified Project would promote reductions in vehicle trips and the consequent reduction in the generation of GHG emissions in the following ways: (a) by providing a mix of uses which reduce commuter trips and miles traveled; (b) by providing improved opportunities for the use of public transit, including bus and rail, and other alternative transportation modes; (c) by encouraging pedestrian and bicycle circulation through a well established sidewalk system in the Modified Project vicinity; and (d) by providing on-site recreation and open space amenities. In comparison to the Approved Project, the Modified Project weekday and weekend daily trips would decrease. Additionally, given the recent and continued expansion of the local public transit system, it is anticipated that vehicle trips previously allocated to the Modified Project would now be reallocated to the public transit system, further reducing mobile source GHG emissions.

Similar to the Approved Project, the Modified Project would be consistent with the goals of California's AB 32 and SCAG's 2016–2040 RTP/SCS. Therefore, since the GHG analysis for the Approved Project did not result in any significant impacts and given that the Modified Project would further reduce GHG emissions in comparison to the Approved Project, the Modified Project would similarly not be considered to have a significant impact with respect to global climate change, either on a project-specific basis or with respect to its contribution to a cumulative impact.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address air impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant air impacts would result from implementation of the Modified Project.

C. Water

1. Approved Project Impacts

As discussed in the Certified EIR, buildout of the Specific Plan area would increase the amount of runoff from a 50-year frequency storm. This runoff would be controlled by storm drain systems that would be designed in accordance with the standards of the City of Los Angeles Department of Public Works. Notwithstanding, the proposed development would result in an increase in the overall area-generated runoff during a 50-year frequency storm and could contribute incrementally to system-wide storm drain water quality issues. Implementation of the mitigation measures included in the Certified EIR would reduce potential impacts. However, such impacts would remain significant with implementation of mitigation.

2. Modified Project Impacts

As described above, the proposed modifications would be implemented primarily within the existing boundaries of Subarea II of the Community Center Area with the proposed pole sign located within Subarea IV of the Community Center Area of the Specific Plan. The Modified Project would not increase the size of these development areas. In addition, as with the Approved Project, these development areas are comprised almost entirely of pervious surfaces. The Modified Project would replace these existing primarily pervious surfaces with new impervious surfaces and additional landscaping. Therefore, similar to the Approved Project, the Modified Project would increase the amount of impervious area within the Specific Plan area. Accordingly, similar to the Approved Project, the rate and amount of stormwater runoff would increase under the Modified Project compared to existing conditions. However, compared to the Approved Project, the amount of stormwater runoff would decrease under the Modified Project as the Modified Project would replace the requirement for a 2-acre site previously contemplated to be improved for a library and other municipal facilities with a 4,000-square-foot community center. Therefore, since the rate and amount of stormwater runoff would not increase under the Modified Project, the Modified Project would not result in new or increased impacts related to water. Notwithstanding, like the Approved Project, development within the Specific Plan area could contribute incrementally to system-wide storm drain water quality issues. Implementation of similar mitigation measures as set forth in the Certified EIR under the Modified Project would reduce potential water impacts. However, as with the Approved Project, water impacts under the Modified Project would be significant. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address water impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant water impacts would result from implementation of the Modified Project.

D. Plant and Animal Life

1. Approved Project Impacts

(a) Plant Life

As discussed in the Certified EIR, development of the Specific Plan area would require the conversion of existing grassland, coastal sage scrub, chaparral, riparian communities, woodland communities, and ornamental area. Conversion of the majority of the Specific Plan area represents a significant loss of open space and vegetation habitat. Although grassland, coastal sage scrub, and chaparral are still relatively common in the region, the conversion of these habitats is proceeding rapidly throughout Southern California. In addition, the majority of the oak trees on the site that are not located in riparian woodland areas would be removed. While other oak trees would be preserved throughout the Specific Plan area, the removal of the remaining oak trees would be considered a loss of local importance. Furthermore, development of the Specific Plan area would require removal of a small number of California Walnut trees. As set forth in the Certified EIR, impacts to sensitive plant species from development of the Approved Project would not be expected to be significant. Similarly, impacts to sensitive natural habitats, aside from those to native grasslands and oak and riparian woodlands discussed previously, would not be expected to be significant. Also, the very small area of California black walnut trees to be removed would not be a significant impact. Mitigation measures provided in the Certified EIR would reduce potential impacts to plant life. However, the Certified EIR concluded that the Approved Project would result in a loss of vegetation constituting a loss of local significance, but not of regional significance.

(b) Animal Life

As discussed in the Certified EIR, construction activity would disturb all wildlife in the vicinity of the Specific Plan area and many species would be expected to move to adjacent areas of similar habitat, if available, at the onset of activity. Following development of the Specific Plan area, some species would return to the developed portion of the site, if suitable habitat exists. Development within the Specific Plan area would also result in the degradation of natural habitats bordering all build or modified areas. Such disturbance provides an opportunity for undesirable exotic species to invade the adjacent natural habitat. In addition, night lighting from development of the Specific Plan area may be

detrimental to wildlife in nearby natural habitats by disrupting the light-dark daily rhythms and forcing the avoidance of some habitat due to bright lights. Under the Approved Project impacts to sensitive wildlife species resulting from development of the Specific Plan area are not expected to be significant. In addition, impacts to the coast horned lizard, golden eagle, Cooper's hawk, and prairie falcon would be incremental. Notwithstanding, development of the Specific Plan area would result in an incremental loss of wildlife habitat areas, which would result in the elimination of most native species of local significance. However, with compliance with applicable regulatory requirements and implementation of the mitigation measures set forth in the Certified EIR, potential impacts to animal life would be reduced to less than significant.

With regard to the wildlife movement corridor through the Santa Susana Mountains adjacent to the Specific Plan area, the Specific Plan area is located sufficiently downslope and south from the main ridgeline of the range so as not to impede wildlife movement along this main portion of the corridor. While the development of the Specific Plan area represents a substantial loss of peripheral area, the remaining area north of the Approved Project Site boundary is sizable and contains excellent habitat elements for sustaining wildlife.

2. Modified Project Impacts

The proposed modifications would be implemented primarily within the existing boundaries of Subarea II with the proposed pole sign located within Subarea IV of the Community Center Area of the Specific Plan. As the Modified Project would remain within the Specific Plan area analyzed under the Certified EIR, the conditions regarding plant and animal life under the Modified Project would be similar to that for the Approved Project. Similarly, since the Modified Project would remain within the development areas previously analyzed, the Modified Project would not require the removal of additional vegetated areas. In addition, the Modified Project would implement the same mitigation measures included in the Certified EIR to address potential impacts to plant and animal life. Therefore, the Modified Project would not create a new impact or result in an increase in impacts to plant and animal life. Notwithstanding, as with the Approved Project, with implementation of mitigation, any continued loss of vegetation within the Specific Plan area would constitute a loss of local significance, but not of regional significance. With compliance with applicable regulatory requirements and implementation of mitigation, any impacts to animal life would be reduced to less than significant.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address impacts to plant and animal life would also apply to the Modified Project. No additional mitigation measures

are required for development of the Modified Project as no new significant impacts to plant and animal life would result from implementation of the Modified Project.

E. Noise

1. Approved Project Impacts

(a) Construction

As discussed in the Certified EIR, construction within the Specific Plan area would increase noise levels in the surrounding area due to grading and construction activities. The noisiest operations would occur during the periods when each of the subareas is graded. The noisiest operation during the phased construction would occur during the periods when each unit is graded. The noise experienced by adjacent developed units would depend upon the relative location, equipment load, equipment type, existence of intervening terrain, etc. Overall, the Approved Project would result in short-term increases in area noise levels during construction. However, with implementation of the mitigation measures set forth in the Certified EIR, noise impacts during construction would be reduced to an acceptable level.

(b) Operation

As analyzed in the Certified EIR, operational noise sources from the Approved Project predominately include vehicular traffic. Future noise levels would be affected by increases in local traffic. Future noise level contours were developed that are intended to represent a worst-case condition. These contour lines assume no existing or future barriers, such as walls, which would mitigate noise impacts. Buildout of the Specific Plan area would increase future noise levels at adjacent residential uses an additional 2 dB, which, based upon City of Los Angeles environmental guidelines, is considered an insignificant incremental increase to projected noise levels. Residential properties that lie nearest to the roads would become incompatible for residential use unless mitigation measures are implemented. The Community Center area, south of Corbin Avenue and bordered by Rinaldi Street and Mason Avenue, would be considered compatible beyond the Ldn 65 dBA contour. If located along Winnetka Avenue, a hotel would be considered compatible outside the Ldn 60 contour that extends approximately 230 feet from the center of the street. If located within 230 feet of the center of Winnetka Avenue, an acoustical study of the design would need to be implemented to comply with the California Administrative Code, Title 24. The proposed site for a church, located between the 118 Freeway and Rinaldi Street, would have to be properly located so as not to overlook the traffic on the freeway and be at least 140 feet from Rinaldi Street in order to be compatible. If located within the Ldn 65 dBA contour of either corridor, mitigation measures would need to be implemented. Thus the Approved Project could result in a significant noise impact

during operation. With implementation of the mitigation measures set forth in the Certified EIR, this significant impact would be reduced to a less-than-significant level.

No significant impacts are expected from stationary noise sources following development of the Specific Plan area. The separation of the commercial uses from the residential areas within the Specific Plan area would be expected to mitigate any potential adverse effects from noise generated by activities within the commercial area.

2. Modified Project Impacts

(a) Construction

The Modified Project includes the development of a 4,000-square-foot community room in lieu of the previously approved development of a library and other municipal facilities within a 2-acre site of the Specific Plan area and modifications to proposed signage. While the Modified Project would include additional signage within a certain portion of the Specific Plan area, overall, the Modified Project would result in a decrease in the amount of building construction and related noise generation since the amount of building square footage from the proposed community room and any construction needed for implementation of proposed signage would be less compared to the amount of building square footage that could be built on a 2-acre site for a library and other municipal facilities. In addition, since the Modified Project would continue to be implemented within the Specific Plan area evaluated in the Certified EIR, the Modified Project would not change the distance of construction activities from potential noise-sensitive uses. Furthermore, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address potential noise impacts. Therefore, as with the Approved Project, with implementation of the mitigation measures set forth in the Certified EIR, noise impacts during construction would be reduced to an acceptable level. The Modified Project would not create any new significant impacts related to construction noise nor result in a substantial increase in a previously identified significant impact. As such, construction noise impacts under the Modified Project would be within the envelope of impact analysis addressed in the Certified EIR.

(b) Operation

As previously described, the Modified Project includes the development of a 4,000-square-foot community room in lieu of the previously approved development of government offices or other municipal buildings and uses, including a public library facility, within a 2-acre site of the Specific Plan area, and modifications to proposed signage. Under the Modified Project, the community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or municipal facility, as proposed by the Approved Project, would operate on a continuous basis during standard

business hours, thereby generating increased noise levels compared to the Modified Project. Similar to the Approved Project, noise associated with operation of the Modified Project would primarily be generated by vehicular traffic. The Modified Project would have a reduction in the previously estimated average daily trips and associated noise generation in comparison to the Approved Project due to the reduction in building square footage. Therefore, operational noise associated with mobile sources would be reduced under the Modified Project. The Modified Project would also implement the mitigation measures set forth in the Certified EIR to address potential operational noise impacts from vehicular traffic. As with the Approved Project, with implementation of the mitigation measures set forth in the Certified EIR, potential operational noise impacts associated with vehicular traffic would be reduced to a less-than-significant level.

With regard to stationary noise sources, the Modified Project would continue to be implemented within the Specific Plan area and would not change distances from potential noise-sensitive uses. Therefore, similar to the Approved Project, no significant impacts are expected from stationary noise sources associated with the Modified Project.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address noise impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant noise impacts would result from implementation of the Modified Project.

F. Light and Aesthetics/View

1. Approved Project Impacts

(a) Light

As discussed in the Certified EIR, the Approved Project would produce new sources of illumination within the Specific Plan area. The major source of lighting is expected to occur along the interior highway and street system constructed to serve proposed development, within the Community Center office and retail buildings, at any outdoor recreational facilities throughout the Specific Plan area, and as a result of development of housing units. Illumination due to the proposed development would be visible as a perceived “glow” to people within the Specific Plan area and outside of the Specific Plan area. Residential illumination is expected to be of the same type and intensity as exists in surrounding residential communities. Such lighting is not expected to have significant environmental effects. Nighttime lighting within the Community Center Area would be visible at greater distances to more people as the Community Center Area would support a concentration of commercial and residential uses. Also, since commercial development is

proposed to range from two stories to 15 stories in height, interior lighting of the higher office buildings and hotels would be seen from greater distances. Overall, development of the Specific Plan area would produce new sources of lighting where none existing before. In addition, such lighting could impact animal habitats currently located within the Specific Plan area. Therefore, significant impacts associated with light could occur. Mitigation measures are included in the Certified EIR to reduce potential impacts associated with the introduction of new lighting within the Specific Plan area. However, such impacts would remain significant.

(b) Aesthetics/View

As discussed in the Certified EIR, construction activities associated with the Approved Project would include significant grading over the entire Specific Plan area to accommodate the proposed development. A variety of grading techniques would be examined in order to reduce the visual impacts of grading vacant land and surrounding landforms and recreate a natural looking terrain. Such techniques include landform grading, the concentration of development on relatively flat land, minimizing development on 50 percent or greater slopes, minimizing cut and fill in excess of 30 feet in vertical height, contour grading of all manufacture slopes, and the use of berms and landscaping to soften the visual impact of homes and graded areas. Nevertheless, visual alterations to the existing topography would occur as ridges would be cut and valleys would be filled.

Buildout of the Specific Plan area would significantly alter the visual characteristics of the Specific Plan area. In addition, development of the Specific Plan area would alter many of the views as views of undeveloped ridgelines, valleys, and the natural landscape would be converted to those of residential and commercial developments. The site plan and design review controls provided in the Specific Plan would assure the establishment of an approved architectural style for the Specific Plan area that would be compatible with the surrounding areas and reduce the visibility of development within the Specific Plan area. Notwithstanding, overall buildout of the Specific Plan area would alter the open space characteristic of the Specific Plan. In addition, while the new visual character of the Specific Plan area would be an extension of development to the south and east, the Approved Project would significantly alter the visual character of the area and views. Implementation of the mitigation measures included in the Certified EIR would reduce impacts to aesthetics and views. However, such impacts would remain significant.

2. Modified Project Impacts

(a) Light

Similar to the Approved Project, the Modified Project would produce new sources of illumination within the Specific Plan area. While the Modified Project would include

additional signage within a certain portion of the Specific Plan area, overall, the Modified Project would result in a decrease in the amount of building construction. Therefore, the amount of light generated from proposed uses would be reduced since the amount of building square footage from the proposed community room would be less compared to the amount of building square footage that could be built on a 2-acre site for a library and other municipal facilities.

With regard to signage, permitted signage would include a freeway-adjacent pole sign with a light-emitting diode (LED) digital display; information signs (e.g., retail directory signs and vehicular and pedestrian wayfinding signs); identification signs; wall signs; banner signs; monument signs; roof signs; projecting signs; holiday decorations; tenant signs; and real estate signs. Signage would range in size, with the largest permitted sign (i.e., the pole sign) not to exceed 1,608 square feet. Illuminated signage would include the proposed digital pole sign adjacent to the freeway as well as interior signage including identification signs, entry gateway signs, monument signs, directories, vehicular and pedestrian wayfinding signs, and tenant signs. The brightest sign would be the digital pole sign adjacent to the freeway. The nearest residential receptors to the pole sign are located approximately 725 feet to the south, on the opposite side of the freeway. To evaluate the Modified Project's potential impacts associated with lighting, a lighting technical study was prepared by Francis Krahe & Associates, Inc., dated March 8, 2016 and included in Appendix A of this Addendum.

A review of the proposed signage program indicates that the majority of proposed signage would consist of interior signage with limited visibility from off-site locations. Furthermore, local topography precludes direct views to the freeway from adjacent residential neighborhoods south of the freeway. Based on preliminary calculations conducted as part of the lighting technical study, the proposed freeway sign's LED display would not be anticipated to produce a light intensity greater than 3 foot-candles above ambient lighting measured at the property line of the nearest residentially zoned property. The remaining illuminated signage would be located within the interior of the Project Site and would be halo-lit or face-lit so as to provide visibility at the pedestrian level. As such, the proposed signs would not be anticipated to produce a light intensity greater than 3 foot-candles above ambient lighting measured at the property line of the nearest residentially zoned property to the west (existing) or north (planned). In addition, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address potential lighting impacts. Therefore, the Modified Project would not create any new significant impacts related to lighting nor result in a substantial increase in a previously identified significant impact. However, as with the Approved Project, lighting impacts would remain significant.

(b) Aesthetics/View

As previously discussed, the Modified Project would continue to be implemented within the Specific Plan area analyzed in the Certified EIR. Therefore, the Modified Project would not disturb additional open space or vacant land which would further alter the visual character of the surrounding area. Rather, with the development of a 4,000-square-foot community room in-lieu of a library and other municipal facilities on a 2-acre site, the Modified Project would reduce the area of disturbance. In addition, similar to the Approved Project, a variety of grading and development techniques would be implemented in order to reduce the visual impacts of the proposed development. Furthermore, the external visual character of a government facility in comparison to a community room is similar. Therefore, the visual character of the Specific Plan area would not be substantially altered from the proposed development of a community room in-lieu of a government facility.

Additionally, the proposed signage regulations would place limitations on the types, amounts, locations, and sizes of permitted signs. Furthermore, a review of the proposed signage program indicates that the majority of proposed signage would consist of interior signage with limited visibility from off-site locations. The types and extent of permitted signage would emphasize and be consistent with the Regional Center aspect of Subarea II and Subarea IV of the Community Center Area, and would be consistent with adjacent commercial development to the east in the Porter Ranch Town Center. The freeway pole sign would also not be located within a designated or eligible scenic highway under the State Scenic Highway Program managed by the California Department of Transportation (Caltrans).⁵ The freeway pole sign would incorporate design features and materials such as a stone clad retaining wall base, perimeter planters, rounded edges, and a neutral color palette to minimize visual contrast with the vegetated freeway right-of-way. In addition, the commercial signage proposed along Porter Ranch Drive and Rinaldi Street, which are City-designated scenic highways, is already contemplated in the Specific Plan. Overall, the proposed signage program would be characteristic of an urban commercial center, consistent with the Regional Center designation, and would not substantially detract from the visual character of the Specific Plan area and surrounding uses.

The Modified Project also would not change the heights of proposed structures within the Specific Plan area. Therefore, the Modified Project would not create additional view blockages within the Specific Plan area. In addition, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address potential impacts to aesthetics/views. Therefore, the Modified Project would not create any

⁵ California Department of Transportation, *Scenic Highway Program*, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm, accessed February 5, 2016. The segment of SR-118 between SR-23 and De Soto Avenue, approximately 1 mile west of the Project Site, is eligible for scenic highway designation.

new significant impacts related to aesthetics/views nor result in a substantial increase in a previously identified significant impact. However, as with the Approved Project, aesthetics/view impacts would remain significant.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address light and aesthetics/view impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant light and aesthetics/view impacts would result from implementation of the Modified Project.

G. Land Use

1. Approved Project Impacts

(a) District Plan (Community Plan)

As discussed in the Certified EIR, the proposed Specific Plan and corresponding General Plan Amendments would alter the existing District Plan by increasing the density designation of some residential areas, decreasing the density designation of others, and leaving other areas unchanged. The proposed Specific Plan would also increase the total amount of commercially designated acreage within the Specific Plan area. However, no adverse impacts with respect to Specific Plan/Community Plan consistency are anticipated since adoption of the Specific Plan and concurrent General Plan Amendments would revise the existing adopted Community Plan to reflect the uses and densities proposed for the Specific Plan area. Therefore, the Specific Plan and Community Plan would be in conformity. In addition, while the Specific Plan would result in a net loss of approximately 65 acres of land designated for Public and Quasi-Public uses in the Community Plan, the inclusion of other private open space areas generally identified in the Specific Plan but not in the Community Plan would provide enough additional open space acreage to more than offset this loss.

(b) Zoning

As evaluated in the Certified EIR, the Approved Project proposes changes in zoning. In order to effectuate the proposed zoning, zone and height district changes concurrent with the General Plan Amendments would be necessary. The Specific Plan sets forth guidelines for both commercial and residential development through the proposed zoning, as outlined in the Municipal Code. Therefore, the Specific Plan discusses permitted uses, intensity of development, building heights, parking provisions, yard requirements, and lot width and area regulations. Guidelines governing landscaping, street trees, pavings, lot coverage, and signage have also been set forth. The Specific Plan provides the basis for

all land use controls governing development within the Specific Plan area and sets forth detailed parameters of allowable development.

By most other land use criteria, the Specific Plan is more restrictive than equivalent Municipal Code requirements. The impacts of the more restrictive guidelines are to enhance hillside views, cluster both commercial and residential uses, create attractive public rights-of-way and prohibit on-street parking in the commercial sectors. The zone and height district changes proposed in conjunction with the Specific Plan would bring the zoning within the Specific Plan area in conformance with the land uses and densities proposed in the Specific Plan. The concurrent General Plan Amendments would ensure that land use designations would be consistent with the proposed zoning. Therefore, no adverse impacts are anticipated with regard to zoning.

(c) General Plan Elements

As discussed in the Certified EIR, implementation of the Specific Plan would provide additions to the regional equestrian and hiking trail systems so that it would be in conformance with the City's equestrian and hiking trail system goals and objectives. In addition, the Specific Plan's proposed trail systems would be in conformance with the Community Plan. Similarly, development of the bicycle lanes proposed in the Specific Plan area would be in substantial conformance with the City's Bicycle Plan and the Community Plan. The Approved Project would also be consistent with the City's Open Space Plan, Noise Element, and Housing Element. Therefore, no adverse impacts with regard to the Approved Project's consistency with the applicable General Plan Elements would occur.

(d) Regional, State, or Federal Plans

As discussed in the Certified EIR, development of the Specific Plan area is not anticipated to impact any portion of the County General Plan and its related elements and maps. The Approved Project also would not conflict with the Air Quality Management Plan, SCAG's Growth Management Plan, or SCAG's Regional Mobility Plan.

2. Modified Project Impacts

(a) District Plan (Community Plan)

As previously discussed, the proposed modifications to the Approved Project include the development of a 4,000-square-foot community room within Subarea II of the Community Center Area in lieu of the previously approved development of a library or other municipal facilities within Subareas I, II, III, or IV of the Community Center Area, or as part of the K-8 school site, as provided in Section 9.1 of the Porter Ranch Specific Plan. Modifications to the signage requirements set forth in the Specific Plan for the Community

Center Area are also proposed. Since the amount of building square footage from the proposed community room would be substantially less compared to the amount of building square footage that could be built on a 2-acre site for a library and other municipal facilities, the density proposed within the Specific Plan area would be within that previously evaluated as part of the Approved Project. In addition, the Modified Project would not result in the loss of additional open space area. Overall, the Modified Project would continue to support the applicable goals, objectives, and policies of the Chatsworth-Porter Ranch Community Plan. Therefore, as with the Approved Project, no significant impacts relative to the Modified Project's consistency with the Chatsworth-Porter Ranch Community Plan would occur.

(b) Zoning

As provided above, the Modified Project does not propose a zone change or height district changes. The Modified Project would be consistent with the existing zoning and commercial development standards set forth in the Municipal Code. The Modified Project includes a request for a Master Conditional Use Permit for Alcoholic Beverages. Municipal Code Section 12.24.W.1 allows a Conditional Use Permit to be granted for the sale and dispensing of alcoholic beverages in the City's commercial and industrial zones. The proposed shopping center would be located in the Community Center area of the Specific Plan and would be one of the largest commercially-zoned parcels in the immediate area. Approval of the proposed Master Conditional Use Permit for Alcoholic Beverages would not adversely affect the community's welfare. The establishments serving alcohol would be carefully controlled and monitored, while being compatible with immediately surrounding uses, which include commercial buildings and retail. Additionally, approval of the proposed Master Conditional Use Permit for Alcoholic Beverages would contribute to the success and vitality of the commercial development and help to invigorate the Specific Plan area and vicinity.

With regard to signage, it is noted that as an update to the Transportation Element of the General Plan, the City Council recently adopted Mobility Plan 2035. Appendix B of Mobility Plan 2035 includes scenic highways guidelines such as roadway, planting, and signs/outdoor advertising design guidelines. With regard to signs/outdoor advertising within a scenic highway, Mobility Plan 2035 provides that parcels zoned for non-residential use located within 500 feet of the center line of a scenic highway would be required to comply with the sign requirements of the CR zone.⁶ The commercial signage along Porter

⁶ *Section 12.12.2.A.6 of the LAMC provides that signs within the CR zone shall be attached to a building and all letters, lights and other identification matter shall be confined to only one surface of the sign, which surface shall be parallel with and facing the front lot line; except that on a corner lot such signs may be placed on a building so that the surface on which the identification matter is confined, is parallel with the side street lot line, or where a building is constructed with a diagonal or curved wall facing the*
(Footnote continued on next page)

Ranch Drive and Rinaldi Street currently contemplated in the Specific Plan does not comply with the sign requirements of the CR zone. However, as set forth in Section 12.12.2.A.6 of the LAMC, “a zoning Administrator shall determine the application of these regulations concerning the required placement of signs, where such regulations are difficult to apply because of the unusual design of a building or its location on the lot, or because of the odd shape of the lot.” Accordingly, zoning administrator findings would be prepared to demonstrate why the sign regulations for the CR zone do not apply.

Based on the above, similar to the Approved Project, no significant land use impacts with regard to existing zoning regulations would occur under the Modified Project with approval of the Master Conditional Use Permit for Alcoholic Beverages and the determination by the zoning Administrator that sign regulations for the CR zone do not apply.

(c) General Plan Elements

The Modified Project would not include any modifications to the previously proposed equestrian and hiking trail systems. In addition, the Modified Project would not alter the existing or previously proposed bicycle lanes. Therefore, the Modified Project would continue to be consistent with the City’s equestrian and hiking trail system goals and objectives as well as the City’s bicycle plans. Based on the proposed modifications, as discussed throughout this Addendum, the Modified Project would also continue to support the City’s goals, objectives, and policies regarding open space, noise, and housing. As such, similar to the Approved Project, the Modified Project would not result in adverse impacts with regard to consistency with the applicable General Plan Elements.

(d) Regional, State, or Federal Plans

As with the Approved Project, development of the Modified Project would not impact any portion of the County General Plan and its related elements and maps. The Modified Project also would not conflict with the Air Quality Management Plan, SCAG’s Growth Management Plan, or SCAG’s Regional Mobility Plan. With regard to the proposed freeway pole sign, the sign would not be located within a designated or eligible scenic highway under the State Scenic Highway Program managed by the California Department of Transportation (Caltrans). Furthermore, while SR-118 is a landscaped freeway, the

adjacent street intersection, the signs may be attached to such wall so that the surface, on which the identification matter is confined, is parallel thereto. Section 12.12.2.A.6 of the LAMC further provides that no portion of any sign on a lot shall extend along the side street more than 50 feet from the principal street upon which said lot abuts. In addition, no portion of any such sign shall project more than 12 inches beyond the wall of the building nor project above the roof ridge or parapet wall (whichever is the higher) of the building.

proposed freeway pole sign would be exempt from obtaining a permit from Caltrans under the Outdoor Advertising Act because the proposed freeway pole sign would only advertise the business conducted, services rendered, or goods produced or sold upon the property on which the advertising display is placed, as set forth in Section 5272 of the Outdoor Advertising Act. The freeway pole sign would also incorporate design features and materials such as a stone clad retaining wall base, perimeter planters, rounded edges, and a neutral color palette to minimize visual contrast with the vegetated freeway right-of-way. In addition, the commercial signage proposed along Porter Ranch Drive and Rinaldi Street, which are City-designated scenic highways, is already contemplated in the Specific Plan. Therefore, similar to the Approved Project, the Modified Project would not result in adverse impacts with regard to consistency with the applicable General Plan Elements.

(e) Specific Plan

In addition to the applicable land use policies and plans discussed in the Certified EIR and evaluated above, development within the Specific Plan area is governed by the Specific Plan. As described above, the Modified Project includes modifications to the Specific Plan to allow for development of a 4,000-square foot community room in lieu of dedication of a 2-acre site for a library or other municipal facilities, and to create new signage regulations that would allow for new types of signage and a larger pole sign than what is currently permitted under the Specific Plan. The proposed modification to construct a 4,000-square-foot community room in-lieu of a library or other municipal facilities is a direct response to specifically-identified community needs. Therefore, this proposed modification would help to better serve and meet the needs of the community. In addition, the proposed modifications regarding signage would create a more attractive and engaging retail center frontage along Porter Ranch Drive and Rinaldi Street while attracting better tenants and increasing convenience through better wayfinding for local residents. Overall, the proposed signage program would be characteristic of an urban commercial center and would not substantially detract from the visual character of the Specific Plan area and surrounding uses. Thus, with approval of the Project Permit Compliance and Site Plan Review, development under the Modified Project would be consistent with the Specific Plan.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address land use impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant land use impacts would result from implementation of the Modified Project.

H. Population/Housing/Employment

1. Approved Project Impacts

As discussed in the Certified EIR, the provision of employment opportunities in proximity to a supply of new housing satisfies a major objective of the General Plan which is to maximize the accessibility of new housing. Additionally, development of residential units to the limits of the Specific Plan would be in keeping with the City's overall objective of providing more housing. Overall, buildout of the Specific Plan area would add both population and housing units within the Specific Plan area. In addition, development within the Community Center Area would serve to generate employment opportunities within the Specific Plan area as well as the entire San Fernando Valley. With implementation of the proposed mitigation measures regarding housing development, no adverse impacts on the housing market are expected as the proposed housing units would be developed according to the density and design standards of the Specific Plan. In addition, the potential effects to air quality, noise levels, transportation, public services, energy consumption, and utilities as a result of increased population and employment within the Specific Plan area would be addressed with implementation of the mitigation measures provided in the Certified EIR to address each of those issues.

2. Modified Project Impacts

The Modified Project includes the development of a 4,000-square-foot community room in-lieu of a library or other municipal facilities within a 2-acre site of the Specific Plan area and modifications to signage requirements. The Modified Project does not propose the development of additional residential uses. Therefore, the Modified Project would not directly induce population growth within the Specific Plan area as compared to the Approved Project. In addition, since the Modified Project would reduce the building square footage for municipal facilities and given that the community room would be used on an intermittent, as-needed basis whereas a library or municipal facility would operate on a continuous basis during standard business hours, the estimated number of employment opportunities generated by the Modified Project would be less than the Approved Project. As such, the Modified Project would be unlikely to create an increased indirect demand for additional housing or households in the area. Notwithstanding, should any indirect demand occur, it would be filled by then-existing vacancies in the housing market, and some from other new units in nearby developments. Furthermore, it is anticipated that as with the previously proposed library or other municipal facilities, the proposed community room may require a range of full-time and part-time positions that would typically be filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the Modified Project would be unlikely to create an increased indirect demand for additional housing or households in the area. Additionally, as with the Approved Project, the Modified Project would continue to

improve the balance between jobs and housing and would have a beneficial effect on employment within the Specific Plan area. Therefore, substantial population growth is not expected to occur from the Modified Project.

Based on the above, the Modified Project would not create any new impacts with respect to population, housing, and employment nor would the Modified Project increase the severity of any previously identified impacts. Thus, as with the Approved Project, population, housing and employment impacts associated with the Modified Project would be less than significant. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address housing impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant impacts to housing would result from implementation of the Modified Project. No mitigation measures regarding population and employment were provided in the Certified EIR. The Modified Project would not require new mitigation measures as no new significant impacts to population and employment would occur from implementation of the Modified Project.

I. Right-of-Way and Access/Transportation and Circulation

1. Approved Project Impacts

(a) Traffic

As discussed in the Certified EIR, traffic generated by the Approved Project would result in significant impacts at 14 study intersections during either the A.M. or P.M. peak hours. Of these 14 study intersection significantly impacted by the Approved Project, only eight study intersections would be impacted during both the A.M. and P.M. peak hours. However, with implementation of the mitigation measures set forth in the Certified EIR, the Approved Project's potentially significant traffic impacts to study intersections would be reduced to a level of less than significant. Additionally, conditions on the SR-118 Freeway would generally improve over the "With Project-Without Mitigation" scenario.

(b) Parking

As discussed in the Certified EIR, during construction activities within the Specific Plan area, the potential exists for impacts to on- and off-street public parking in the vicinity from use by construction-related employees. Additionally, the implementation of some of

the mitigation measures to address the Approved Project's potential traffic impacts may adversely impact existing on-street parking. However, such impacts are not anticipated to be significant due to the current underutilization of on-street parking resources throughout the Specific Plan area. Development of the Specific Plan area would also include off-street parking as mandated by the Specific Plan. In general, requirements for the provision of parking set forth in the Specific Plan are more stringent than Municipal Code requirements. Based on the parking requirements contained in the Specific Plan, it is estimated that the Modified Project would exceed Municipal Code parking requirements. Overall, with implementation of the mitigation measures set forth in the Certified EIR, potential adverse impacts to on- and off-street public parking during construction would be reduced to a less-than-significant level.

(c) Pedestrian Right-of-Way and Access

As discussed in the Certified EIR, development of the Specific Plan area would include a network of sidewalks, trails, and open space areas that would provide pedestrian access throughout the Specific Plan area. There would be variations in the types of accessways created since some pedestrian access and open space areas would serve the needs of the Single-Family Area while others would serve the needs of the Community Center Area.

A separate but integrated system of pedestrian and vehicular circulation is encouraged throughout the Specific Plan area. The Specific Plan specifies that sidewalks within the Community Center area be designed with a distinctive visual character and that the materials used in their construction not prohibit use by the visually impaired and/or wheelchairs. In addition, crosswalks would be paved at intersections in order to provide pedestrian continuity linking the sidewalks. The Specific Plan also outlines the separation of vehicular and pedestrian traffic within the Community Center area through the construction and use of pedestrian bridges connecting the several subareas. A pedestrian movement plan is also proposed for the Community Center. Such a system would serve to move people around the approximately 2-mile radius of the commercial core and would be integrated with the other circulation systems serving the Community Center. Additionally, the Specific Plan encourages the landscaping of pedestrian-ways through the strategic placement of tree wells and planter boxes, and through the use of different types of paving materials designed to create a distinctive visual character.

The proposed system of public accessways would create a cohesive but varied circulation pattern which would accommodate all types of uses and which would successfully integrate non-vehicular systems into the overall commercial and residential land-use pattern. By utilizing a mixture of systems, bridges, sidewalks, plazas, and pedestrian movement systems, pedestrian uses would be encouraged within the Community Center and would be largely separated from automotive traffic and the various

grade levels of the development. Within the Single-Family Area, the creation of a meandering sidewalk pattern could encourage walking as a form of exercise or merely as a pleasurable experience, although the added length associated with such a pattern may present a deterrent for destination-oriented trips. The provision of the other types of trail systems within the Specific Plan area, and their integration with their respective regional networks offer a variety of transportation modes and is also in conformance with the elements of the Los Angeles City General Plan requiring both biking and equestrian and hiking trails. Overall, with implementation of the mitigation measures set forth in the Certified EIR, no adverse impacts are anticipated with regard to pedestrian right-of-way and access.

2. Modified Project Impacts

(a) Traffic

As previously discussed, the Modified Project would include the development of a 4,000-square-foot community room in-lieu of the previously proposed library or other municipal facility within a 2-acre site of the Specific Plan area. Therefore, the Modified Project would result in a decrease in the amount of building construction and related traffic generation since the amount of building square footage from the proposed community room would be less compared to the amount of building square footage that could be built on a 2-acre site. In addition, the community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or other municipal facility would operate on a continuous basis during standard business hours. Thus, the proposed change in use from library or other municipal facility to community room would result in reduced impacts with regard to traffic. The Modified Project would also continue to implement the mitigation measures set forth in the Certified EIR to address traffic impacts. As confirmed by the Los Angeles Department of Transportation, the Modified Project would not cause an increase in trips and no additional mitigation measures would be necessary for the Modified Project.⁷ Therefore, as with the Approved Project, potential traffic impacts would be reduced with implementation of mitigation. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

(b) Parking

Similar to the Approved Project, the potential exists for impacts to on- and off-street public parking during construction activities. However, given the reduction in building square footage associated with the development of a 4,000-square-foot community room in-lieu of a library or other municipal facilities within a 2-acre site, the amount of

⁷ *Email correspondence between May Sirinopwongsagon, Department of City Planning, and Sergio Valdez, Los Angeles Department of Transportation. August 16, 2016.*

construction activities and potential impacts to on- and off-street parking would be reduced. Similarly, during operation, the parking requirements associated with the community room compared to a library or other municipal facilities would be reduced. Notwithstanding, the Modified Project would continue to comply with the Specific Plan and the Municipal Code, as applicable, regarding parking requirements. The mitigation measures set forth in the Certified EIR to address potential impacts to parking during construction would also continue to be implemented under the Modified Project. Therefore, as with the Approved Project, parking impacts under the Modified Project would be less than significant with implementation of mitigation. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

(c) Pedestrian Right-of-Way and Access

Similar to the Approved Project, the Modified Project would continue to implement a network of sidewalks, trails, and open space areas that would provide pedestrian access throughout the Specific Plan area and connect the mix of uses within the Specific Plan area. The proposed modification to provide for the development of a 4,000-square-foot community room in-lieu of a library or other municipal facility and proposed signage program would not prohibit the development of a separate but integrated system of pedestrian and vehicular circulation. The Modified Project would also continue to implement the mitigation measures set forth in the Certified EIR regarding design of accessways. Therefore, as with the Approved Project, with implementation of the mitigation measures included in the Certified EIR, no adverse impacts are anticipated with regard to pedestrian right-of-way and access under the Modified Project. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address impacts to traffic, parking, and pedestrian right-of-way and access would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant impacts to traffic, parking, and pedestrian right-of-way and access would result from implementation of the Modified Project.

J. Public Services

1. Approved Project Impacts

(a) Fire Protection

As evaluated in the Certified EIR, buildout of the Specific Plan area would increase the need for fire protection and emergency medical services in the area. A new fire station

proposed for development within the boundaries of the Specific Plan area would satisfy any potential needs for fire protection services resulting from the proposed development. Overall, with implementation of the mitigation measures set forth in the Certified EIR, no adverse impacts to fire protection are anticipated.

(b) Police Protection

As discussed in the Certified EIR, the Police Department has determined that buildout of the Specific Plan area would have a significant impact upon police services in this area. The projected increase in population would necessitate the need for more officers due to the increased crime rate that accompanies large influxes of population into a generally unpopulated area. However, since all of the homes within the Single-Family Area will be private, gated communities, the normal demand for police services would be reduced. Nevertheless, the Approved Project would result in a significant impact on police protection services in the Porter Ranch area. With implementation of the mitigation measures set forth in the Certified EIR, significant impacts to police protection services would be reduced but would remain significant.

(c) Schools

As evaluated in the Certified EIR, development of the Specific Plan would substantially increase the student population of the Porter Ranch area. The Approved Project could result in significant impacts to schools. However, with implementation of the mitigation measures provided in the Certified EIR, potential impacts to schools would be reduced to a less than significant level.

(d) Parks

As discussed in the Certified EIR, impacts on the Public Recreation Plan resulting from implementation of the Specific Plan are not anticipated to be significant since total park acreage provided exceeds the recommendations of the Public Recreation Plan. Similarly, implementation of the Specific Plan would be in substantial conformance with the Community Plan concerning parks and recreational sites. Additionally, while development of vacant land within the Specific Plan area would not be in conformance with the recommendation of the Open Space Element, the inclusion of the open space corridor system would ensure that open space values would be emphasized. In addition, the provision of the conservation area in the northern and western portion of the Specific Plan area would maintain a canyon riparian woodland habitat in natural open space. Overall, with implementation of the mitigation measures set forth in the Certified, no adverse impacts to parks are anticipated.

(e) Libraries

As evaluated in the Certified EIR, buildout of the Specific Plan area would create additional need for public library facilities due to the increase in the resident population within the Specific Plan area. The library facilities in the vicinity of the Specific Plan area are not equipped to meet the needs that would be generated by the Specific Plan. Therefore the Approved Project would result in a significant impact to library facilities. With implementation of the mitigation measure provided in the Certified EIR to provide for additional library facilities based upon the additional tax base generated by the Approved Project, this significant impact would be reduced to a level of less than significant.

2. Modified Project Impacts

(a) Fire Protection

The Modified Project would not increase the size of the Approved Project or include additional residential units which would increase the demand on fire protection services. Rather, the building square footage would be reduced with the development of a 4,000-square-foot community room in-lieu of a library or other municipal facilities within a 2-acre site of the Specific Plan area. Thus, the demand placed on fire protection would be reduced compared to levels analyzed in the Certified EIR. Additionally, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address potential impacts to fire protection. Therefore, as with the Approved Project, no adverse impacts to fire protection would be anticipated under the Modified Project. Such impacts would be within the envelope of impacts set forth in the Certified EIR.

(b) Police Protection

The Modified Project would not increase the size of the Approved Project or include additional residential units which would increase the demand on police protection services. Rather, the building square footage would be reduced with the development of a 4,000-square-foot community room in-lieu of a library or other municipal facilities within a 2-acre site of the Specific Plan area. Thus the demand placed on police protection would be reduced compared to levels analyzed in the Certified EIR. Furthermore, with regard to the request for a Master Conditional Use Permit for Alcohol, the types of facilities that would serve alcohol would be consistent with the types of uses envisioned within the Community Center Area of the Specific Plan. In addition, the commercial uses would be consistent with other alcohol-serving facilities to the east in the Porter Ranch Town Center and would not be anticipated to generate additional demand for police protection services. The Modified Project would also implement the mitigation measures set forth in the Certified EIR to address impacts to police protection. Therefore, the Modified Project would not create a new impact or result in an increase of a previously identified significant impact. Such impacts would be within the envelope of impacts set forth in the Certified EIR.

(c) Schools

The Modified Project does not propose the development of additional residential uses, which typically generate a direct demand for schools. Therefore, the Modified Project would not increase the demand for school facilities compared to the Approved Project. In addition, it is anticipated that as with the previously proposed library or other municipal facilities, the proposed community room may require a range of full-time and part-time positions that would typically be filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the Modified Project would be unlikely to create an increased indirect demand for school facilities associated with employees relocating to the Specific Plan area. In addition, the mitigation measures set forth in the Certified EIR to address potential school impacts would continue to be implemented under the Modified Project. Therefore, the Modified Project would not create any new impacts with respect to school facilities nor would the Modified Project increase the severity of any previously identified impacts. Thus, as with the Approved Project, school impacts associated with the Modified Project would be less than significant. Such impacts would be within the envelope of impacts analyzed in the Certified EIR.

(d) Parks

The Modified Project does not propose the development of additional residential uses, which typically generate a direct demand for parks. Therefore, the Modified Project would not generate a new demand or increased demand for parks compared to the Approved Project. In addition, it is anticipated that the proposed community room may require a range of full-time and part-time positions that would typically be filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the Modified Project would be unlikely to create an increased indirect demand for parks associated with employees relocating to the Specific Plan area. The mitigation measures set forth in the Certified EIR to address potential impacts to parks would also continue to be implemented under the Modified Project. Thus, as with the Approved Project, with implementation of the mitigation measures provided in the Certified EIR, potential impacts to parks would be less than significant under the Modified Project. Such impacts would be within the envelope of impacts set forth in the Certified EIR.

(e) Libraries

The Modified Project does not propose the development of residential uses, which typically generate a direct demand for libraries. Therefore, the Modified Project would not generate a new demand or increased demand for libraries compared to the Approved Project. In addition, while the Modified Project includes the development of a 4,000-square-foot community room in lieu of the previously approved development of a library or

other municipal facilities, there are two existing libraries in the vicinity that serve the community's demand for library services: the Porter Ranch Branch Library located at 11371 Tampa Avenue and the Chatsworth Branch Library located at 21052 Devonshire Street. Furthermore, it is anticipated that the proposed community room may require a range of full-time and part-time positions that would typically be filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the Modified Project would be unlikely to create an increased indirect demand for libraries associated with employees relocating to the Specific Plan area. The mitigation measure set forth in the Certified EIR to address potential impacts to libraries would also continue to be implemented under the Modified Project. Thus, as with the Approved Project, with implementation of the mitigation measure provided in the Certified EIR, potential impacts to libraries would be less than significant under the Modified Project. Such impacts would be within the envelope of impacts set forth in the Certified EIR.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address impacts to public services would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant impacts to public services would result from implementation of the Modified Project.

K. Energy Conservation and Utilities

1. Approved Project Impacts

(a) Energy Conservation

During site preparation, energy would be consumed for grading operations and material transfer by heavy-duty equipment. These vehicles are usually diesel-powered and may be used during both site preparation and construction phases. Additionally, construction worker travel to and from the site would consume fuel during the grading/construction period. Energy would also be required for the lighting of streets and other access ways within the Specific Plan area. Some additional lighting would be necessary for illumination of signs as well as the Winnetka Avenue interchange along the Simi Valley Freeway. To provide the necessary electricity, development within the Specific Plan area would require the installation of additional distribution facilities, including underground conduits and cables. Overall, construction and operation of the Specific Plan would significantly increase the use of local and regional energy resources. Mitigation measures provided in the Certified EIR would reduce the Approved Project's impacts on energy. However, such impacts would remain significant.

(b) Water

Water for the Specific Plan area would be delivered from the proposed Susana Tank and auxiliary storage tank that would have a pumping station. Water storage would be maintained above daily requirements for fire protection and to provide additional reserve storage. This amount would provide a sufficient supply of water for adequate fire protection for all development within the Specific Plan area. As concluded in the Certified EIR, with development of the Susana Tank and implementation of the recommended mitigation measures, no adverse impacts to water are anticipated.

(c) Sanitary Sewers

The Approved Project would generate an increase in sewage flows within the Specific Plan area. In addition, buildout of the Specific Plan would require the extension and installation of additional sewage facilities to carry the future sewage increases to the existing trunk lines in the area. The impact of any sewage generation increase within the system may be considered cumulatively adverse given the capacity of the Hyperion Treatment Plant. However, with the construction of additional sewers to serve the Specific Plan area, implementation of the mitigation measures set forth in the Certified EIR, and with the expansion of the Hyperion Treatment Plant, no adverse impacts to sanitary sewers are anticipated.

(d) Solid Waste and Disposal

Buildout of the Specific Plan area would introduce new sources that would generate solid waste. This waste would be picked up and transported by public and private collectors and disposed of at various landfill sites operated by the City of Los Angeles, County of Los Angeles, and private companies. This addition in solid waste would incrementally add to the solid waste generated by development in the northwest Los Angeles County area. The total volume of solid waste generated in this region would lead to the ultimate exhaustion of local landfills and the siting and operation of new landfills. Given the volume of solid waste anticipated to be generated by buildout of the Specific Plan area, impacts to local landfills servicing the Specific Plan area would be considered to be cumulatively adverse. Mitigation measures provided in the Certified EIR would reduce these impacts. However, such impacts would remain significant.

2. Modified Project Impacts

(a) Energy Conservation

As previously discussed, the Modified Project would result in a decrease in the amount of building construction since the amount of building square footage from the proposed community room would be substantially less compared to the amount of building

square footage that could be built on a 2-acre site for a library or other municipal facilities. Therefore, the amount of energy needed during construction would be reduced compared to the Approved Project. Similarly, the community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or other municipal facility would operate on a continuous basis during standard business hours. With less frequent use, the demand for energy would be reduced compared to that required by a library or other municipal facility. Therefore, overall energy use under the Modified Project would be reduced. In addition, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address impacts to energy. As such, the Modified Project would not create a new impact with regard to energy or result in an increase in a previously identified significant impact. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

(b) Water

The proposed community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or other municipal facility would operate on a continuous basis during standard business hours. With less frequent use, the demand for water would be reduced compared to the demand of a library or other municipal facility. Therefore, overall water demand under the Modified Project would be reduced. As such, the Modified Project would be accommodated by the water infrastructure within and in the vicinity of the Specific Plan area. In addition, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address impacts to water. Therefore, as with the Approved Project, with implementation of mitigation, no adverse impacts to water are anticipated under the Modified Project.

(c) Sanitary Sewers

The proposed community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or other municipal facility would operate on a continuous basis during standard business hours. With less frequent use, the amount of sewage generation would be reduced compared to the demand of a library or other municipal facility. As such, the Modified Project would be accommodated by the sanitary sewer infrastructure within and in the vicinity of the Specific Plan area. In addition, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address impacts to sanitary sewers. Therefore, as with the Approved Project, with implementation of mitigation, no adverse impacts to sanitary sewers are anticipated under the Modified Project.

(d) Solid Waste and Disposal

As previously discussed, the Modified Project would result in a decrease in the amount of building construction since the amount of building square footage from the proposed community room would be substantially less compared to the amount of building square footage that could be built on a 2-acre site for a library or other municipal facilities. Therefore, the amount of solid waste generated during construction of the Modified Project would be reduced compared to the Approved Project. Similarly, the community room would be used on an intermittent, as-needed basis for community events, meetings, and gatherings, whereas a library or other municipal facility would operate on a continuous basis during standard business hours. With less frequent use, the amount of solid waste generated would be reduced compared to that required by a library or other municipal facility. Therefore, overall solid waste generation under the Modified Project would be reduced. In addition, the Modified Project would continue to implement the mitigation measures set forth in the Certified EIR to address impacts regarding solid waste and disposal. As such, the Modified Project would not create a new impact with regard to solid waste and disposal or result in an increase in a previously identified significant impact. Such impacts would be within the envelope of impact analysis addressed in the Certified EIR.

3. Mitigation Measures

The mitigation measures set forth in the Certified EIR to address impacts to energy conservation and utilities would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant impacts to energy conservation and utilities would result from implementation of the Modified Project.

L. Cultural Resources

1. Approved Project Impacts

(a) Archaeological

Development of the Approved Project Site would require excavation and grading of the majority of the property. Based on the *Summary and Assessment of Archaeological Resources on a 1,300-acre Portion of Porter Ranch Property in the Santa Susana Foothills, Los Angeles County* (Archaeological Technical Report) prepared by Archaeological Associates, Ltd. (January 27, 1989), four archaeological sites were reported within the Approved Project Site. All archaeological sites were surveyed, mapped, surface collected, and explored. No midden, buried features, or essential subsurface deposit indicative of habitation, encampment, or prolonged or intensive uses were discovered on the Approved Project Site. All surface artifacts that were found were collected, mapped, and individually

identified, have been catalogued and are presently curated with Archaeological Associates. Per the Archaeological Technical Report, all of the subject sites and the entirety of the Approved Project Site has been adequately investigated and no further mitigation is required. However, as concluded in the Certified EIR, since prehistoric artifacts have been identified on and in the proximity of the Specific Plan area, the possibility exists, however remote, that significant cultural resources could be recovered from the area during grading and construction activities. With implementation of the mitigation measures set forth in the Certified EIR, potential impacts to archaeological resources would be reduced to a level of less than significant.

(b) Social

The Specific Plan includes regulations for the provision of a public art fund and child care facilities. The public art fund would be used for purchase of public art and/or development of cultural facilities. Application of the public art fund for the purposes proposed would enhance the environment of all areas open to public access. In addition, provisions for child care would conform to any existing or future local and state ordinances. Overall, no adverse impacts to social resources are anticipated.

2. Modified Project Impacts

(a) Archaeological

As previously discussed, the Modified Project would reduce the amount of building construction with the proposed development of a 4,000-square-foot community room in-lieu of a library or other municipal facilities on a 2-acre site within the Specific Plan area. Therefore, the Modified Project would reduce the potential for disturbance to unknown archaeological resources in the Specific Plan area. In addition, as discussed above, based on the findings of the Archaeological Technical Report, no midden, buried features, or essential subsurface deposit indicative of habitation, encampment, or prolonged or intensive uses were discovered on the Modified Project Site. All surface artifacts that were found were collected, mapped, and individually identified, have been catalogued and are presently curated with Archaeological Associates. Per the Archaeological Technical Report, the entirety of the Modified Project Site has been adequately investigated and no further mitigation is required. Notwithstanding, the Modified Project would implement the mitigation measures set forth in the Certified EIR to address any potential impacts to archaeological resources. As with the Approved Project, with implementation of mitigation, potential impacts to archaeological resources would be reduced to less than significant under the Modified Project.

(b) Social

The Modified Project would not involve any changes related to the Specific Plan's regulations regarding the provision of a public art fund or child care facilities. The Modified Project would continue to support the provision of social resources within the Specific Plan area. Therefore, as with the Approved Project, no adverse impacts to social resources would result from implementation of the Modified Project.

3. Mitigation Measures

The mitigation measure set forth in the Certified EIR to address cultural resources impacts would also apply to the Modified Project. No additional mitigation measures are required for development of the Modified Project as no new significant cultural resources impacts would result from implementation of the Modified Project.

V. Conclusion

As demonstrated by the discussion above, impacts associated with the Modified Project would be similar to the impacts addressed in the Certified EIR. All of the impacts associated with the proposed modifications would be within the envelope of impacts addressed in the Certified EIR and do not constitute a new or substantially increased significant impact. Therefore, the proposed modifications do not meet the requirements for preparation of a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines. Specifically, no substantial changes are proposed nor have substantial changes occurred which will require major revisions of the previously Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Additionally, necessary additions include the technical report included in Appendix A of this Addendum, which supplements the information necessary for evaluation of the Modified Project and do not present new information of substantial importance which would create one or more significant effects not previously disclosed or increase the severity of the significant events already evaluated in the previously Certified EIR. In addition, all of the mitigation measures included as part of the Certified EIR, and as modified during processing of the Approved Project, would continue to be implemented under the Modified Project and would only be modified as necessary. Changes to the alternatives analyzed in the previously certified EIR would not occur under the Modified Project. As such, this Addendum is the appropriate CEQA document for the proposed modifications pursuant to Section 15162 of the CEQA Guidelines.

Appendices



Appendix A

Porter Ranch LED Sign— Lighting Technical Study





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MEMO

Date: January 29, 2016
To: Heidi Mekkelson, Eyestone Environmental
From: Francis Krahe, Francis Krahe & Associates
Project: Porter Ranch LED Sign – Lighting Technical Study
Subject: Sign Luminance Calculations

Francis Krahe & Associates conducted a preliminary analysis of the proposed LED Sign Pylon and Illuminated signs within the Porter Ranch Project with respect to current regulations regarding sign illumination within the City of Los Angeles Municipal Code, the California Building Code, and California Green Building Standards Code (Calgreen). FK&A calculated the Sign Illuminance (foot-candles) and Luminance (candelas/m²) to analyze if the new signs will generate new sources of light or glare that exceed the existing regulatory limits.

The calculations indicate the proposed illuminated signs will have minimal lighting impact at the nearest adjacent residential property lines. The nearest residential property line is to the south of the 118 Ronald Reagan Freeway, approximately 725 feet from the sign pylon. The estimated maximum illuminance at the residential property line will be 0.07 footcandles. This calculation assumes a conservative estimate with all of the sign surface area visible at the residential property. The sign pylon is located within the slope at the south boundary of the project site. A substantial portion of the sign surface area will not be visible from the residential property to the south due to the topography within the freeway right of way and north of the residential property.

Sign Properties

Sign	Height (ft.)	Width (ft.)	Area (ft ²)	Faces	Total Area (ft ²)
FP.1	24	21	504	2	1,608

Illuminance (footcandles) at Residential Property Line with Max 800 candelas/m².

Distance to Nearest Residential Property Line to Sign (ft.)	Max Illuminance at Residential Property Line (@ 800 Candelas/m ²)
725	0.07

MEMO

The relevant sections from the City of Los Angeles Municipal Code and proposed revisions presented in various “Working Discussion Draft” documents relative to sign illumination standards are presented below:

1 Los Angeles Municipal Code (Current):

The City of Los Angeles regulates lighting with respect to building and safety, transportation, and light trespass (i.e., the spillover of light onto adjacent light-sensitive properties). The City also enforces the building code requirements of the California Building Code 2013, The California Green Building Standards Code 2013 (CALGreen), and the California Electrical Code 2013. Exterior lighted signs such as streetlights and are regulated by the Los Angeles Municipal Code (LAMC). Applicable regulations for the Project Site include the following:

- Chapter 1, Article 2, Sec. 12.21 A 5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 4.4, Sec. 14.4.4 E. No sign shall be arranged and illuminated in such a manner as to produce a light intensity greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
- Chapter 1, Article 7, Sec. 17.08 C. Plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting for subdivision maps.
- Chapter 9, Article 3, Div. 1, Sec. 93.0117(b). No exterior light may cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units. Chapter 9, Article 9, Division 5, Sec 99.05.106.8. Comply with lighting power requirements in the California Energy Code, California Code of Regulations, Title 24, Part 6. Meet or exceed exterior light levels and uniformity ratios for lighting zone 3 as defined in Chapter 10 of the California Administrative Code, Title 24, Part 1.

2 California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to lighting:

California Building Code (Title 24, Part 1) and California Electrical Code (Title 24, Part 3)

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for safety and security at pedestrian pathways, circulation ways, and paths of egress. All Project lighting will comply with the requirements of the California Building Code.

California Energy Code (Title 24, Part 6)

The California Energy Code (CEC) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment.

Section 130.2 sets forth requirements for Outdoor Lighting Controls and Luminaire Cutoff requirements. All outdoor luminaires rated above 150 watts shall comply with the backlight, uplight, and glare “BUG” in accordance with IES TM-15-11, Addendum A, and shall be provided with a minimum of 40% dimming capability activated to full on by motion sensor or other automatic control. This requirement does not apply to street lights for the public right of way, signs or building façade lighting.

Section 140.7 sets forth outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by Lighting Zone, as defined in Section 10-114 of the CEC. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Sports Athletic field lighting is exempt from this energy limit, and additional allowances are provided for Building Entrances or Exits, Outdoor Sales Frontage, Hardscape Ornamental Lighting, Building Façade Lighting, Canopies, Outdoor Dining, and Special Security Lighting for Retail Parking and Pedestrian Hardscape.

Section 130.3 stipulates sign lighting controls with any outdoor sign that is ON both and day and night must include a minimum 65 percent dimming at night. Section 140.8 of the CEC sets forth lighting power density restrictions for signs.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code, which is Part 11 of Title 24, is commonly referred to as the CALGreen Code. Paragraph 5.1106.8 Light pollution reduction, defines all non-residential outdoor lighting must comply with the following:

- The minimum requirements in the CEC for Lighting Zones 1–4 as defined in Chapter 10 of the California Administrative Code; and
- Backlight, Uplight and Glare (BUG) ratings as defined in the Illuminating Engineering Society of North America’s Technical Memorandum on Luminaire Classification Systems for Outdoor Luminaires (IESNA TM-15-07); and
- Allowable BUG ratings not exceeding those shown in Table A5.106.8 in Section 5.106.8¹ of the CALGreen Code (excerpt included in the Appendix); or
- Comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.