



SECTION 1.0
EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The proposed San Fernando Parking Lots Project (project) is located in the City of San Fernando, which is within the northeast portion of the San Fernando Valley in the County of Los Angeles, California. The City of San Fernando is approximately 2.4 square miles in area and is completely surrounded by the City of Los Angeles.

The project is comprised of five non contiguous sites within the area generally bounded by Truman Street, South Brand Boulevard, Pico Street, and San Fernando Mission Boulevard.

The project area is closely situated to multiple transportation channels including the Metrolink station located just northeast of the project site; Interstate 5 located approximately 0.70 miles southwest of the project site; Interstate 210 located approximately 1.6 miles northeast of the project site; and State Highway 118, which is approximately 1.0 miles southeast of the project site.

1.2 PROJECT OBJECTIVES

The project is located within the *San Fernando Corridors Specific Plan* area. The purpose of the *Specific Plan* is to establish policies and strategies to transform the corridors along Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable, and economically vital districts. The six overall objectives identified in the *Specific Plan* are:

- Objective #1 Establish the City's corridors as the armature of the City.
- Objective #2 Remedy the feeling of "sprawl" on the corridors.
- Objective #3 Attract new investment appropriate to the envisioned character of the corridors.
- Objective #4 Revitalize the identity and investment climate of the City as a whole.
- Objective #5 Make walking and driving along the corridors a more pleasant experience by improving the physical settings of corridor streets.
- Objective #6 Use the corridors to enhance San Fernando's identity to visitors.

The project is proposed to assist in achieving the overall intent of the *Specific Plan*. The following project objectives are consistent with the objectives of the *Specific Plan*.

Land Use Planning

- Provide development that reflects the vision and intent of the *San Fernando Corridors Specific Plan*, including specific development standards, design guidelines, and site improvements.

- Expand residential opportunities within the Downtown District and in close proximity to existing retail and commercial uses.
- Provide residents with an increased variety of housing options.
- Provide a mix of residential, employment, retail, and commercial uses that encourage activity within the Downtown District.
- Provide storefront retail and commercial uses that accommodate pedestrian friendly amenities at the street level.
- Provide development that is compatible with surrounding land uses.

Economic

- Create economically feasible mixed use development that improves the City's existing surface public parking lots, increases the City's tax revenue, and provides additional retail, commercial, and housing opportunities in the City.
- Dedicate 20 percent of total residential units for low to moderate income households.
- Increase the City's economic base by providing new tax revenue generated from retail sales, commercial uses, residential property tax, and increased assessed value of land and buildings.

Circulation

- Provide efficient circulation patterns both on and off the project site(s) that are consistent with the objectives and policies of the *Specific Plan* and that minimize traffic congestion.

Parking

- Allow for a more efficient use of surface parking lots while maintaining sufficient public parking within the area.
- Provide sufficient parking to meet the needs of the project.
- Replace the loss of public parking spaces in surface lots with parking structures on the project site(s).

Architecture/Aesthetics

- Design buildings with articulation expressed in exterior treatment on all sides.
- Design corner buildings that create street edge and identity, giving prominence to the corner on which they are sited.
- Provide incorporated parking that will not be the focal point of any project.
- Improve the visual character and identity of the City's built environment.
- Encourage quality design that enhances the overall appearance of the Downtown District.
- Use architectural elements and details that reflect primarily Mission, Spanish Colonial Revival, Mediterranean, and Monterey styles.

Pedestrian Issues

- Provide a safe, efficient, and aesthetically attractive street system that includes pedestrian friendly walkways in the Downtown District.
- Encourage a human scale and a pedestrian friendly environment.
- Building design should provide both interest and activity at the pedestrian level.

1.3 PROJECT SUMMARY

OVERVIEW

The San Fernando Parking Lots Project involves the development of five sites within the *San Fernando Corridors Specific Plan* area with mixed use residential, service commercial, retail, restaurant, and parking uses. The proposed land uses for the five sites are illustrated on Exhibit 3.5, Proposed Land Use Plans.

Parking Lots 8 and 10 (Plaza Del Sol Mixed Use Development)

The approximately 1.36 acre site occupies Parking Lots 8 and 10, and is located at the southwest corner of South Brand Boulevard and Celis Street within the Mixed Use Transition Sub District of the *San Fernando Corridors Specific Plan*.

The Plaza Del Sol Mixed Use Development proposes residential and retail/service uses on Parking Lots 8 and 10. This development will generally be referred to as Parking Lots 8 and 10 (Plaza Del Sol) throughout this EIR.

Parking Lot 3 (Gangi Development)

The approximately 1.40 acre site occupies Parking Lot 3 and is located at the southeast corner of San Fernando Mission Boulevard and Celis Street within the Mixed Use Transition Sub District of the *San Fernando Corridors Specific Plan*.

The Gangi Development proposes residential, commercial, and retail/service uses on Parking Lot 3. This development will generally be referred to as Parking Lot 3 (Gangi) throughout this EIR.

Parking Lot 5 (Marbella Mixed Use Development)

The approximately 0.56 acre site occupies Parking Lot 5 and is located at the southeast corner of San Fernando Mission Boulevard and Truman Street within the City Center Sub District of the *San Fernando Corridors Specific Plan*.

The Marbella Mixed Use Development proposes commercial and retail/service uses on Parking Lot 5. This development will generally be referred to as Parking Lot 5 (Marbella) throughout this EIR.

Parking Lot 4 (Miraflores Mixed Use Development)

The project site comprises the 1.14 acre public parking lot (Parking Lot 4) at the southwest corner of South Brand Boulevard and Truman Street and the 0.34 acre privately owned parcel on the southeast corner of South Maclay Avenue and Truman Street. The project site is located within the City Center Sub District of the *San Fernando Corridors Specific Plan*.

The Miraflores Mixed Use Development proposes residential and retail/service uses on Parking Lot 4 and on the adjacent site currently developed with an automotive use. This development will generally be referred to as Parking Lot 4 (Miraflores) throughout this EIR.

Parking Lot 7 (Commercial Development)

The approximately 7,000 square foot/0.16 acre site occupies Parking Lot 7 and is located at the southwest corner of San Fernando Mission Boulevard and Truman Street within the Mixed Use Transition Sub District of the *San Fernando Corridors Specific Plan*.

The Commercial Development proposes retail/service commercial uses on Parking Lot 7. This development will generally be referred to as Parking Lot 7 (Commercial Development) throughout this EIR.

Other Project Components

Project implementation will also require the removal of 7,000 square feet of automotive services building area along with 475 public parking spaces; however, all public parking spaces will be replaced by the proposed project.

DEVELOPMENT SCENARIOS

Three development scenarios are currently proposed for Parking Lots 8 and 10 (Plaza Del Sol) and two development scenarios are currently proposed for Parking Lot 5 (Marbella), resulting in the potential for six development scenarios, which are described below. Only one development scenario is proposed for Parking Lot 3 (Gangi), Parking Lot 4 (Miraflores), and Parking Lot 7 (Commercial Development).

Parking Lots 8 and 10 (Plaza Del Sol) Development Scenarios Nos. 1, 2, and 3

Plaza Del Sol Scenario No. 1

The first development scenario proposes the removal of existing public parking uses (132 spaces) and the development of a five story mixed use building with 88 condominium units, three live/work units, and approximately 13,000 square feet of ground floor retail commercial uses. Twenty percent of the condominium units (18 units) will be restricted as affordable units for the life of the project.

One level of subterranean parking will accommodate 176 parking spaces for the residential uses. The remaining 18 required guest parking spaces will be provided within the second floor mezzanine area, which includes a total of 68 parking spaces. An additional 88 parking spaces will be developed on the ground floor. Three spaces within the ground floor parking will also be designated for the live work units and the remaining spaces will serve the proposed commercial uses. Excluding the designated parking spaces for the live work units, the remaining 153 parking spaces within the ground floor and mezzanine parking areas will be available for public use from 8:00 AM to 8:00 PM, seven days a week. An additional 18 spaces will be provided off site and directly adjacent to the project site on Celis Street and Pico Street to serve residents, guests, and commercial patrons.

Plaza Del Sol Scenario No. 2

The second development scenario for this site proposes the removal of existing public parking uses (132 spaces) and the development of a five story mixed use building with 98 condominium units, three live/work units, and approximately 7,276 square feet of ground floor commercial uses. Twenty percent of the condominium units (20 units) will be restricted as affordable units for the life of the project.

One level of subterranean parking will accommodate 176 parking spaces for the residential uses. The remaining 40 required residential and guest parking spaces will be provided within the additional 108 parking spaces that will be developed on the ground floor. Three spaces within the ground floor parking will also be designated for the live work units and the remaining spaces will serve the proposed commercial uses. Excluding the designated parking spaces for the live work units, the remaining 105 parking spaces within the ground floor parking area will be available for public use from 8:00 AM to 8:00 PM, seven days a week. An additional 18 spaces will be provided off site and directly adjacent to the project site on Celis Street and Pico Street to serve residents, guests, and commercial patrons.

Plaza Del Sol Scenario No. 3

The third development scenario for this site proposes the removal of existing public parking uses (132 spaces) and the development of a five story mixed use building with 88 condominium units, two live/work units, and approximately 16,000 square feet of ground floor retail commercial uses. Twenty percent of the condominium units (18 units) will be restricted as affordable units for the life of the project.

One level of subterranean parking will accommodate 179 parking spaces for the residential uses. The remaining 18 required guest parking spaces will be provided within the second floor mezzanine area, which includes a total of 65 parking spaces. An additional 80 parking spaces will be developed on the ground floor. Two spaces within the ground floor parking will also be designated for the live work units and the remaining spaces will serve the proposed commercial uses. Excluding the designated parking spaces for the live work units, the remaining 139 parking spaces within the ground floor and mezzanine parking areas will be available for public use from 8:00 AM to 8:00 PM, seven days a week. An additional 18 spaces will be provided off site and directly adjacent to the project site on Celis Street and Pico Street to serve residents, guests, and commercial patrons.

All three proposed development scenarios require an encroachment permit allowing for encroachment of nine feet into the Celis Street right of way for the full length of the project site. The encroachment will provide the building area necessary to construct the subterranean parking level to accommodate the residential parking area. With approval of the encroachment permit, the project involves the reconstruction of the public sidewalk with hardscape and landscape improvements in accordance with the *San Fernando Corridors Specific Plan* development standards and design guidelines.

Parking Lot 3 (Gangi) Development Scenario

Project implementation involves the removal of existing public parking uses (144 spaces) and the development of a four story mixed use building with 84 residential condominium units and approximately 10,600 square feet of ground floor commercial uses. Twenty percent of the condominium units (17 units) will be restricted as affordable units for the life of the property.

Two levels of subterranean parking will accommodate 244 parking spaces and an additional 121 parking spaces will be provided on the ground floor. Additionally, 20 off site parking spaces will be provided parallel to the building frontages on Celis Street and Pico Street. The 385 proposed parking spaces include the replacement of the 144 public parking spaces currently located on the site.

Parking Lot 5 (Marbella) Development Scenarios Nos. 1 and 2

Marbella Scenario No. 1

Project implementation involves the removal of the existing parking uses (59 spaces) and the development of a five story mixed use building with 5,600 square feet of service commercial and 7,700 square feet of retail and/or restaurant uses on the ground floor. Development Scenario No. 1 proposes an 11 foot encroachment into the adjacent alley for levels 3, 4, and 5.

The first development scenario proposes a total of 255 parking spaces within levels two through five. The parking spaces will provide 53 spaces for the service commercial and retail/restaurant uses and replacement of the 59 public parking spaces proposed to be removed. Of the remaining 143 spaces, 48 spaces will be provided to meet the parking requirements of the Commercial Development at Parking Lot 7 located at the southwest corner of San Fernando Mission Boulevard and Truman Street, and depending upon the development scenario for Plaza Del Sol, either 44 spaces will be provided to meet the parking requirements of the Plaza Del Sol Development Scenario No. 1; or 85 spaces will be provided to meet the parking requirements of the Plaza Del Sol Development Scenario No. 2; or 64 spaces will be provided to meet the parking requirements of the Plaza Del Sol Development Scenario No. 3.

Marbella Scenario No. 2

The second development scenario for the site proposes removal of the existing parking uses (59 spaces) and the development of a six story mixed use building with 5,600 square feet of service commercial and 7,700 square feet of retail and/or restaurant uses on the ground floor, similar to the first development scenario. However, Development Scenario No. 2 will not involve encroachment into the adjacent alley.

The second development scenario proposes a total of 292 parking spaces within levels two through six. The parking spaces will provide 53 spaces for the service commercial and retail/restaurant uses and replacement of the 59 public parking spaces proposed to be removed. Of the remaining 180 spaces, 48 spaces will be provided to meet the parking requirements of the Commercial Development at Parking Lot 7 located at the southwest corner of San Fernando Mission Boulevard and Truman Street, and depending upon the development scenario for Plaza Del Sol, either 44 spaces will be provided to meet the parking requirements of the Plaza Del Sol Development Scenario No. 1; or 85 spaces will be provided to meet the parking requirements of the Plaza Del Sol Development Scenario No. 2; or 64 spaces will be provided to meet the parking requirements of the Plaza Del Sol Development Scenario No. 3.

Parking Lot 4 (Miraflores) Development Scenario

The project involves the removal of the 7,000 square foot auto service use (assuming that the site is acquired by the developer) and existing public parking (120 spaces), and development of a five story mixed use building with approximately 25,898 square feet of commercial uses on the ground floor and 87 residential condominium units above.

Four parking levels, including two subterranean levels, will provide a total of 420 parking spaces. The total parking will include 277 spaces required for the proposed residential and commercial uses and replacement of the 120 public parking spaces proposed to be removed.

Parking Lot 7 (Commercial Development) Development Scenario

The project involves removal of 20 public parking spaces and development of an approximately 5,550 square foot commercial building.

The 28 parking spaces required for the proposed retail or service commercial space and replacement of the 20 public parking spaces will be provided in Parking Lot 5 (Marbella) located across the street.

DEVELOPMENT SUMMARY AND ANALYSIS PARAMETERS

Section 3.7 presents tables summarizing the following six potential development scenarios:

- Development Scenario A: Plaza Del Sol Scenario No. 1, Marbella Scenario No. 1, Gangi, Miraflores, and Commercial Development.
- Development Scenario B: Plaza Del Sol Scenario No. 2, Marbella Scenario No. 2, Gangi, Miraflores, and Commercial Development.
- Development Scenario C: Plaza Del Sol Scenario No. 1, Marbella Scenario No. 2, Gangi, Miraflores, and Commercial Development.
- Development Scenario D: Plaza Del Sol Scenario No. 2, Marbella Scenario No. 1, Gangi, Miraflores, and Commercial Development.
- Development Scenario E: Plaza Del Sol Scenario No. 3, Marbella Scenario No. 1, Gangi, Miraflores, and Commercial Development.
- Development Scenario F: Plaza Del Sol Scenario No. 3, Marbella Scenario No. 2, Gangi, Miraflores, and Commercial Development.

1.4 SUMMARY OF PROJECT ALTERNATIVES

Alternative One: No Project/No Development Alternative. No action would be taken to develop the project sites and the sites would remain in their existing state with surface parking and a commercial/retail use. Alternative One serves as the “No Project” Alternative in accordance with *CEQA Guidelines* Section 15126.6(e).

Alternative Two: Corridors Specific Plan Conforming Alternative. Redevelopment of the project sites with mixed use developments consistent with the development standards established by the *Corridors Specific Plan*.

Alternative Three: Parking Structures Alternative. Redevelopment of the project sites with stand alone parking structures, consistent with the development standards established by the *Corridors Specific Plan*.

Alternative Four: Mixed Use Commercial/Office Alternative. Redevelopment of the project sites with mixed use developments primarily involving commercial and office uses.

Alternative Five: Cultural Arts Center/Open Courtyard Alternative. Redevelopment of the project sites with mixed use developments primarily involving commercial and office uses with the exception of Parking Lots 8 and 10, which would be developed with either a cultural center and outdoor amphitheater or commercial uses surrounding an open courtyard area.

Alternative Six: Redistribution of Parking Alternative. Redevelopment of the project sites with mixed use developments similar to the proposed project with public parking distributed between Lot 5 (Marbella) and Lots 8 and 10 (Plaza Del Sol).

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The summary includes impact statements, level of significance before mitigation, mitigation measures, and level of significance after mitigation.

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
LAND USE			
San Fernando Zoning Ordinance			
Development of the proposed project could conflict with the City of San Fernando zoning ordinance.	Potentially Significant Impact.	No feasible mitigation measures are available.	Less Than Significant Impact for Zoning Consistency and Variance. Less Than Significant Impact for Encroachment Permit for Lots 8 and 10 (Plaza Del Sol). Significant Unavoidable Impact for Encroachment Permit for Lot 5 (Marbella) Development Scenario No. 1.
San Fernando Corridors Specific Plan			
Implementation of the proposed project could conflict with the applicable land use plan, policies, or regulations of the <i>San Fernando Corridors Specific Plan</i> .	Potentially Significant Impact.	No feasible mitigation measures are available.	Less Than Significant Impact for <i>San Fernando Corridors Specific Plan</i> Consistency and Variance. Less Than Significant Impact for Encroachment Permit for Lots 8 and 10 (Plaza Del Sol). Significant Unavoidable Impact for Encroachment Permit for Lot 5 (Marbella) Development Scenario No. 1.
Redevelopment Plan for Redevelopment Project Area No. 1			
The proposed project could conflict with the goals and policies of the City of San Fernando redevelopment plan for Redevelopment Project Area No. 1.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
cumulatively considerable land use and planning impacts.			
AESTHETICS, LIGHT, AND GLARE			
Short-Term Construction Aesthetic, Light, and Glare Impacts			
The proposed project could result in grading and construction activities that could temporarily degrade the existing visual character/quality of the project site and the surrounding area, and could introduce new sources of light and glare.	Potentially Significant Impact.	<p>AES-1 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.</p> <p>AES-2 The project applicant shall prepare and submit a construction hauling plan to be reviewed and approved by the Community Development Department prior to issuance of a grading permit. The plan shall ensure that construction-hauling routes do not affect sensitive uses in the project vicinity.</p> <p>AES-3 All construction-related lighting shall be located and focused away from adjacent roadways and commercial and institutional areas and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the Community Development Department for review concurrent with the grading permit application.</p>	Significant Unavoidable Impact.
Long-Term Aesthetic Impacts			
Redevelopment of the project sites could substantially degrade the existing visual character/quality of the site and its surroundings.	Potentially Significant Impact.	AES-4 All project site plans, landscape palettes, architectural treatments, and color schemes shall be subject to conformity with <i>The San Fernando Corridors Specific Plan</i> , in consultation with the Community Development Department, and subject to approval by the City's Planning Commission.	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Long-Term Light and Glare			
Development of the proposed project could create a new source of light and/or glare, which could affect daytime and/or nighttime views in the area.	Potentially Significant Impact.	<p>AES-5 The applicant shall prepare and submit an outdoor lighting plan (which includes a photometric analysis) pursuant to the City's Lighting Ordinance (Chapter 106.834, Lighting) to the Community Development Department that includes a footcandle map illustrating the amount of light from the project site at adjacent light sensitive receptors. The outdoor lighting plan shall be subject to design review by the Planning Commission and shall comply with The <i>San Fernando Corridors Specific Plan</i>.</p> <p>AES-6 Landscape lighting shall be designed as an integral part of the project. Lighting levels shall respond to the type, intensity, and location of use. Safety and security for pedestrians and vehicular movements must be anticipated. Light fixtures shall have cut-off shields to prevent light spill and glare into adjacent areas.</p>	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development of the proposed project and other related cumulative projects could result in cumulatively considerable aesthetics, light, and glare impacts.	Potentially Significant Impact.	Refer to Mitigation Measures AES-4 through AES-6. No additional mitigation measures are required.	Less Than Significant Impact.
TRAFFIC			
Proposed Project Traffic Impacts			
Development of the proposed project could result in significant adverse impacts to the local traffic system under forecast with project conditions.	Potentially Significant Impact.	No feasible mitigation measures are available.	<p>Significant and Unavoidable Impact at two intersections:</p> <ul style="list-style-type: none"> • Laurel Canyon Rd/San Fernando Mission Rd • Glenoaks Blvd/North Maclay Ave <p>Less than Significant Impacts for other intersections.</p>

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CMP Transit Facilities Analysis			
Development of the proposed project could result in significant public transit impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
State Highway Facilities			
Development associated with the proposed project could result in adverse impacts to the function of state highway facilities in the project area.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the buildout of the proposed project and other related cumulative projects could result in cumulatively considerable traffic impacts in the project area.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant and Unavoidable Impact at two intersections: <ul style="list-style-type: none"> • Laurel Canyon Rd/San Fernando Mission Rd • Glenoaks Blvd/North Maclay Ave Less than Significant Impacts for other intersections.
PARKING			
Construction Parking			
Construction activities associated with the proposed project could result in inadequate on- and off-site parking within the project area during construction.	Potentially Significant Impact.	PAR-1 To improve accessibility to available parking supply within the Downtown study area during project construction, the project applicant shall pay the costs associated with providing expanded trolley service between the hours of 12:00 PM and 7:00 PM to serve the Downtown study area and available parking supply. PAR-2 Prior to issuance of demolition permits, the project applicant shall prepare a construction management plan for approval by the City. The construction management plan shall address off-site parking and access, including but not limited to, truck routing and staging areas; employee off-street parking; site circulation and public parking; public notification and access	Less Than Significant Impact.

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		measures; and pedestrian safety measures.	
Project Parking			
Buildout of the proposed project could result in inadequate on- and off-site parking within the project area.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the buildout of the proposed project and other related cumulative projects could result in adverse parking impacts in the project area.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
AIR QUALITY			
Short-Term Construction Air Emissions			
Short-term air quality impacts could occur during site preparation and project construction.	Potentially Significant Impact.	AQ-1 Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the South Coast Air Quality Management District's Rules and Regulations. In addition, South Coast Air Quality Management District Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: <ul style="list-style-type: none"> • All active portions of the construction site shall be watered to prevent excessive amounts of dust; • On-site vehicle speed shall be limited to 15 miles per hour; • All on-site roads shall be paved as soon as feasible or 	Significant Unavoidable Impact.

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		<p>watered periodically or chemically stabilized;</p> <ul style="list-style-type: none"> • All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust; watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day; • Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible; • All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and • All delivery truck tires shall be watered down and/or scraped down prior to departing the job site. <p>AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall demonstrate to the City of San Fernando how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).</p> <p>AQ-3 Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official</p>	

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		<p>shall confirm that the Grading Plan, Building Plans and specifications stipulate that, in compliance with South Coast Air Quality Management District Rule 403, O₃ precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Maintenance records shall be provided to the City. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.</p> <p>AQ-4 Each development project shall comply with South Coast Air Quality Management District Rule 1113, which limits the ROG content of architectural coatings used in the Basin, or to allow the averaging of such coatings, as specified, so actual emissions do not exceed the allowable emissions if all the averaged coatings had complied with the specified limits.</p> <p>AQ-5 Each development project shall comply with South Coast Air Quality Management District Rule 1403, Asbestos Emissions From Demolition/Renovation Activities, which specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials</p>	

IMPACTS	LEVEL OF SIGNIFICANCE BEFORE MITIGATION	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		<p>handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.</p>	
Short-Term Construction Diesel Particulate Matter Emissions			
<p>Short-term construction diesel particulate matter impacts could occur during site preparation and project construction.</p>	<p>Potentially Significant Impact.</p>	<p>AQ-6 Prior to approval of the project plans and specifications, the Public Works Director, or his designee, shall confirm that the construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps, on existing diesel engines and vehicles; and c) other appropriate measures. Prior to the issuance of a grading permit, the Diesel Fuel Reduction Plan shall be filed with the City of San Fernando. The Diesel Fuel Reduction Plan shall include, at a minimum, the following provisions:</p> <ul style="list-style-type: none"> All diesel fueled off-road construction equipment shall be California Air Resources Board certified or use post-combustion controls that reduce pollutant emissions to the same level as California Air Resources Board certified equipment. 	<p>Less Than Significant Impact.</p>

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		<p>California Air Resources Board certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM₁₀, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof.</p> <ul style="list-style-type: none"> • All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible. • The effectiveness of the latest diesel emission controls is highly dependant on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 ppm) or other alternative low polluting diesel fuel formulation. 	

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Long-Term Operational Air Quality Impacts			
Long-term operational air quality air emissions could result in direct impacts from vehicle emissions and indirect impacts from electricity and natural gas consumption.	Potentially Significant Impact.	AQ-7 Each development project shall comply, as applicable, with South Coast Air Quality Management District Rule 1138, which limits odors emanating from chain driven charbroilers. AQ-8 Trash receptacles shall be required to have lids that enable convenient collection and loading and shall be emptied on a regular basis, in compliance with the City of San Fernando regulations for the collection of solid waste.	Significant Unavoidable Impact.
Localized Operational Emissions			
Localized operational emissions could result in an overall increase in the local pollution load due to indirect impacts from electricity and natural gas consumption.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant Unavoidable Impact.
Localized Carbon Monoxide Emissions			
Localized carbon monoxide hot-spots could result due to increases in local traffic volumes.	Potentially Significant Impact.	AQ-9 Prior to the issuance of building permits, building plans shall include the use of a garage exhaust ventilation system. Per the International Mechanical Code (Section 403.5 [Public Garages]), the mechanical ventilation system shall operate automatically upon detection of a concentration of carbon monoxide of 25 ppm by approved detection devices. The 25 ppm trigger is the maximum allowable concentration for continuous exposure in any eight-hour period according to the American Conference of Governmental Industrial Hygienists.	Less Than Significant Impact.
Consistency With Air Quality Management Plans			
The proposed project could conflict with the 2007 Air Quality Management Plan.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant Unavoidable Impact.

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Cumulative Impacts and Mitigation Measures			
Regional air quality emissions resulting from the construction of the proposed projects and other related cumulative projects could impact existing regional air quality levels on a cumulative basis.	Potentially Significant Impact.	Refer to Mitigation Measures AQ-1 through AQ-6. No additional feasible mitigation measures are available.	Significant Unavoidable Impact.
Regional air quality emissions resulting from operation of the proposed project and other related cumulative projects could impact existing regional air quality levels on a cumulative basis.	Potentially Significant Impact.	No feasible mitigation measures are available.	Significant Unavoidable Impact. A significance determination cannot be made for global climate change impacts.
NOISE			
Short-Term Construction Noise Impacts			
Grading and construction within the area could result in temporary noise and/or vibration impacts to nearby noise sensitive receivers.	Potentially Significant Impact.	NOI-1 Prior to grading permit issuance, the construction contractor shall demonstrate, to the satisfaction of the City of San Fernando Community Development Department, the following: <ul style="list-style-type: none"> • Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. • Construction contracts shall specify that notices shall be sent out which include the 	Significant Unavoidable Impact.

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		<p>construction schedule and a telephone number where complaints can be registered with the noise disturbance coordinator. A sign, legible at a distance of 50 feet, shall also be posted at the construction site that includes the same details as the notices. The notices shall be sent to all uses within:</p> <ul style="list-style-type: none"> ▪ 350 feet of the construction site for Parking Lot 3, Parking Lot 7, and Parking Lot 5; and ▪ 500 feet of the construction site for Parking Lot 4 and Parking Lots 8 and 10. <ul style="list-style-type: none"> • Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. <p>NOI-2 In order to achieve a noise reduction of 20 dBA, each development project shall use a noise barrier or enclosure with a sound transmission class of 30 or</p>	

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		greater in accordance with American Society for Testing and Materials Test Method E90, or at least two pounds per square foot to ensure adequate transmission loss characteristics. The noise barrier shall be used for all construction activities, and as determined by the City of San Fernando. In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423.	
Construction Related Vibration			
Grading and construction associated with the proposed project could result in temporary vibration impacts to nearby noise sensitive receptors.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Long-Term Mobile Noise Impacts			
Traffic generated by the proposed project could result in a long-term traffic noise impact.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
On-Site Noise Levels			
The proposed project could result in on-site noise levels in excess of the City of San Fernando noise standards.	Potentially Significant Impact.	NOI-3 Balconies and patios within Lot 3 (Gangi), Lot 4 (Miraflores), and Lots 8 and 10 (Plaza del Sol) shall install noise barriers to ensure the exterior noise levels fall below the City's Land Use Compatibility Standard of 55 dBA (daytime) and 50 dBA (nighttime). Specific areas requiring noise barriers are indicated on Exhibit 5.6-4, Exhibit 5.6-5, and Exhibit 5.6-6. The barriers shall be at least 42 inches high as measured from the floor. Acceptable materials for the construction of the barrier shall have a weight of 2.5 pounds per square foot of surface area for the first level, and 1.5 pounds per square foot of surface area for second and third levels. The barrier shall be composed of the following: masonry block, stucco	Less Than Significant Impact.

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		veneer over wood framing (or foam core), glass, Plexiglass or Lexan (1/4 inch thick), or a combination of the above listed materials.	
Long-Term Stationary Noise Impacts			
The proposed project could result in a significant increase in ambient noise levels due to the generation of on-site noise.	Potentially Significant Impact.	NOI-4 Mechanical equipment shall be placed as far away as practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with construction of the proposed project and other related cumulative projects could result in cumulatively considerable short-term noise impact.	Potentially Significant Impact.	Refer to Mitigation Measures NOI-1 and NOI-2. No additional mitigation measures are required.	Less Than Significant Impact.
Development associated with operations of the proposed project and other related cumulative projects could result in a cumulatively considerable long-term noise impact.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
HAZARDS AND HAZARDOUS MATERIALS			
Transport, Use, or Disposal of Hazardous Materials			
Development of the proposed project could result in potentially significant risks to people or the environment from the routine transport, use, or disposal of hazardous materials.	Potentially Significant Impact.	HAZ-1 All maintenance equipment and materials (e.g., solvents, grease, waste-oil), construction materials, aboveground storage tanks and 55-, 250- and 275-gallon drums shall be removed off-site and disposed of at an approved landfill facility. Additionally, all stained concrete shall be removed and disposed of at an appropriate permitted facility. A subsurface evaluation of the project site shall be conducted to evaluate whether contaminants are present in cracked and stained areas in the vicinity of the former and current hydraulic lifts and in the area of the current ASTs and former UST. Due to the proximity of off-site former gasoline stations and dry	Less Than Significant Impact.

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		<p>cleaning facilities, the evaluation shall include an analysis for gasoline and dry cleaning solvent constituents. Qualified environmental personnel shall be present on site to assist in characterizing and segregating possible impacted soils. This work shall be conducted subsequent to building demolition work but before the commencement of mass excavation activities. If such contaminated soils are encountered on-site, they shall be excavated and removed, or otherwise remediated, in accordance with applicable State law to the satisfaction of regulatory agencies with oversight authority.</p> <p>HAZ-2 If unknown wastes or suspect materials are discovered during demolition or construction by the contractor, which he/she believes may involve hazardous waste/materials, the contractor shall:</p> <ul style="list-style-type: none"> • Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; • Notify the project engineer of the implementing agency; • Secure the areas directed by the project engineer; • Notify the implementing agency's Hazardous Waste/Materials Coordinator; and • Implement required corrective actions, including remediation if applicable. <p>HAZ-3 The project applicant and individual tenants shall comply with all applicable City, County, State, and Federal regulations with respect to the storage, handling,</p>	

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		transportation, and disposal of hazardous wastes.	
Asbestos-Containing Materials			
Development of the proposed project could result in potentially significant risks to people or the environment from asbestos-containing materials ("ACMs").	Potentially Significant Impact.	HAZ-4 Prior to demolition work, areas of potential ACMs shall be sampled as part of an asbestos survey. Demolition of the existing building shall comply with State law, which requires a contractor, where there is asbestos-related work involving 100 square feet of more of ACMs, to be certified and that certain procedures regarding the removal of asbestos be followed.	Less Than Significant Impact.
Lead-Based Paint			
Demolition associated with the proposed project could result in potentially significant risks to people or the environment from lead-based paint.	Potentially Significant Impact.	HAZ-5 If, during demolition of the structures, paint is separated from the building material (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material to determine its proper management. According to the Department of Toxic Substances Control, if paint is not removed from the building material during demolition (and is not chipping or peeling), the material shall be disposed of as construction debris (a non-hazardous waste). The landfill operator shall be contacted in advance to determine any specific requirements they may have regarding the disposal of lead-based paint materials.	Less Than Significant Impact.
Listed Hazardous Materials Sites			
Development of the proposed project could result in potentially significant risks to people or the environment from listed hazardous materials sites.	Potentially Significant Impact.	Refer to Mitigation Measures HAZ-1 and HAZ-2. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development of the proposed project and other related cumulative projects could result in cumulatively considerable hazards and hazardous materials impacts.	Potentially Significant Impact.	Refer to Mitigation Measures HAZ-1 through HAZ-5. No additional mitigation measures are required.	Less Than Significant Impact.

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FIRE PROTECTION			
Development of the proposed project could result in reduced response times or the need for additional fire protection staff, equipment, or facilities.	Potentially Significant Impact.	FP-1 Adequate emergency vehicle access to all buildings on the project site shall be provided throughout the building construction process. FP-2 Adequate water availability shall be provided to meet construction activity needs, including potential fire suppression needs. FP-3 The proposed project shall comply with all applicable Building Code and Fire Code requirements, subject to review and approval by the City of Los Angeles Fire Department.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to fire protection services in the City of San Fernando and neighboring jurisdictions.	Potentially Significant Impact.	Refer to Mitigation Measures FP-1 through FP-3. No additional mitigation measures are required.	Less Than Significant Impact.
POLICE PROTECTION			
Development of the proposed project could result in reduced response times or the need for additional police staff, equipment, or facilities.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to police protection services in the City of San Fernando.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
SCHOOLS			
Development of the proposed project could impact existing school facilities in the Los Angeles Unified School District or the Los Angeles Community College District.	Potentially Significant Impact.	PS-1 The project applicant shall pay all applicable Development Impact Fees to the Los Angeles Unified School District prior to final project approval and issuance of certificates of occupancy. Proof of fee payment will be provided to the City of San Fernando.	Less Than Significant Impact.

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Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to school facilities servicing the City of San Fernando.	Potentially Significant Impact.	Refer to Mitigation Measure PS-1. No additional mitigation measures are required.	Less Than Significant Impact.
PARKS AND RECREATION			
Development of the proposed project could increase the use of existing neighborhood and regional parks and other recreational facilities, thereby creating the potential for physical deterioration of each facility.	Potentially Significant Impact.	PR-1 Prior to approval of the final tract map, the project applicant shall dedicate land, or pay to the City of San Fernando in-lieu fees, or some combination thereof as determined by the City pursuant to Municipal Code Section 78-215.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to parks and recreational facilities in the City of San Fernando.	Less Than Significant Impact.	Refer to Mitigation Measure PR-1. No additional mitigation measures are required.	Less Than Significant Impact.
WATER			
Development of the proposed project could create demand for water that exceeds available supplies or requires new facilities.	Potentially Significant Impact.	<p>WAT-1 The project applicant shall utilize low flush toilets and other water conservation devices to reduce water consumption.</p> <p>WAT-2 The project applicant shall pay a pro-rated share for any water related improvements required to service the proposed project.</p> <p>WAT-3 Landscaping plans shall incorporate water conserving plant materials and irrigation systems. Recycled water shall be used where available and practicable.</p> <p>WAT-4 The project applicant shall conduct a fire flow capacity test to determine actual available water capacity for this project. Based upon the conclusions of the fire flow capacity test, the project applicant shall pay its fair share for any capacity upgrades required.</p>	Less Than Significant Impact.

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Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to water supplies and facilities.	Potentially Significant Impact.	Refer to Mitigation Measures WAT-1 through WAT-4. No additional mitigation measures are required.	Less Than Significant Impact.
WASTEWATER			
Development of the proposed project could generate wastewater that could exceed the capacity of conveyance and treatment facilities that serve the project area.	Potentially Significant Impact.	WW-1 Prior to issuance of connection permits, the project applicant shall pay all applicable fees required by the City of San Fernando Public Works Department including fees to remedy any conveyance infrastructure short-falls.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to water supplies and facilities.	Potentially Significant Impact.	Refer to Mitigation Measure WW-1. No additional mitigation measures are required.	Less Than Significant Impact.
SOLID WASTE			
Construction-Related Impacts			
Construction waste generated by the proposed project could incrementally decrease the capacity and lifespan of landfills.	Potentially Significant Impact.	SW-1 The project applicant/individual project applications shall adhere to all source reduction programs for the disposal of construction materials and solid waste, as required by the City of San Fernando. Prior to issuance of building permits, a source reduction program shall be prepared and submitted to the Director of Public Works for each future structure constructed on the subject properties to achieve a minimum 50 percent reduction in waste disposal rates, including green waste.	Less Than Significant Impact.
Operational Impacts			
Development associated with the proposed project could generate solid waste that could incrementally decrease the capacity and lifespan of landfills.	Potentially Significant Impact.	SW-2 The project applicant shall consult with the City planning staff and the solid waste franchise holder on collection service requirements including trash bin placement. SW-3 The project applicant shall comply with all applicable City, County and State regulations and procedures for the use, collection and disposal of solid and hazardous wastes.	Less Than Significant Impact.

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Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to landfill disposal capacity in Los Angeles County.	Potentially Significant Impact.	Refer to Mitigation Measures SW-1 through SW-3. No additional mitigation measures are required.	Less Than Significant Impact.
ELECTRICITY AND NATURAL GAS			
Electricity			
Development of the proposed project could increase the demand for electrical service beyond existing conditions and could require expansion of the existing electrical system.	Potentially Significant Impact.	EN-1 Prior to issuance of building permits, the project applicant shall coordinate with City of San Fernando and SCE planning staff regarding potential facility relocation within the project area to ensure potential service interruptions are minimized. EN-2 Prior to issuance of building permits, the project applicant shall pay the necessary costs required to relocate existing SCE infrastructure and facilities.	Less Than Significant Impact.
Natural Gas			
Development of the proposed project could increase the demand for natural gas service beyond existing conditions and could require expansion of the existing natural gas system.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures			
Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to electrical and/or natural gas services and facilities within the City of San Fernando.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

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