
Appendix D
Visibility Report

SINGLE-FAMILY RESIDENCE IN STUDIO CITY VISIBILITY STUDY

3599 NORTH LANKERSHIM BOULEVARD
LOS ANGELES, CALIFORNIA 90068

March 17, 2016



Prepared for
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SECTION 1.0 INTRODUCTION

This visibility study was prepared to develop the substantial evidence required to address questions related to aesthetics in the environmental document that will assess the 2016 application for construction of an approximately 3,826-square-foot single-family residence on a 22,282-square-foot lot at 3599 North Lankershim Boulevard in the City of Los Angeles. The proposed project is located approximately 0.3 mile to the north-northeast of Mulholland Drive and is within the Outer Corridor of the Mulholland Scenic Parkway Specific Plan (MSPSP) (500 feet to one-half mile from the Right-of-Way).

The proposed project site is located at 3599 North Lankershim Boulevard, Los Angeles, California 90068. The nearest area to the proposed project site that is considered to be a scenic vista is Mulholland Drive, which is designated as a scenic highway by the City of Los Angeles. The MSPSP provides guidelines for conducting a visibility study to determine project visibility from Mulholland Drive for projects located up to 0.5 mile from the Mulholland Drive Right-of-Way. The proposed project site is located approximately 0.3 mile to the north-northeast of Mulholland Drive and is located within the Outer Corridor of the MSPSP (500 feet to one-half mile from the Right-of-Way).

1.1 BACKGROUND

During public review for a previously proposed 5,000-square-foot Mediterranean-style single-family residence at 3599 North Lankershim Boulevard, analyzed in a proposed Mitigated Negative Declaration in 2005, the public raised concerns regarding the aesthetic impacts of the surrounding area from the 5,000-square-foot proposed residence. In April 2005, a visibility study was conducted pursuant to MSPSP Design and Preservation Guidelines¹ for the proposed residence to determine whether it would be visible from all lines of sight from Mulholland Drive toward the proposed project site within a 0.75-mile radius. In April 2008, the Grant Writ for the litigation on the 2005 Mitigated Negative Declaration stated that the petitioners submitted evidence of a “balloon test” that they conducted indicating that the previously proposed residence would be visible from Mulholland Drive, and the Court determined that the observations of local residents constitute substantial evidence that a fair argument exists as to the potentially significant effect of the project.

1.2 PURPOSE

The purpose of this study was to conduct a balloon study to determine if the approximately 3,826-square-foot design for a modern-style single-family residence that complies with the 2011 Hillside Ordinance would be visible from all lines of sight from Mulholland Drive toward the proposed project site within a 0.75-mile radius.²

¹ City of Los Angeles. Amended 24 September 2009. City of Los Angeles General Plan. Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines. Available at: <http://cityplanning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf>

² City of Los Angeles. 9 May 2011. Baseline Hillside Ordinance (Ord. No. 181,624; CPC-2010-581-CA; Council File No. 10-1001). Available at: http://clkrep.lacity.org/online/docs/2010/10-1001_ord_181624.pdf

SECTION 2.0

PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project site is located on a 22,282-square-foot lot in the community of Studio City, City of Los Angeles, County of Los Angeles, California. The proposed project is located on the U.S. Geological Survey (USGS) 7.5-minute series Burbank topographic quadrangle³ (Township 1 North, Range 14 West) within the Rancho Ex Mission de San Fernando Land Grant Boundary at an elevation of 734 to 785 feet above mean sea level (MSL) (Figure 2.1-1, *Topographic Map with 7.5-Minute Quadrangle Index*). The proposed project is approximately 0.4 mile southwest of U.S. Highway 101 (Hollywood Freeway). California State Highway 2 (Santa Monica Boulevard) is approximately 3 miles to the south, and U.S. Interstate Highway 405 (San Diego Freeway) is approximately 6 miles to the west. Nearby landmarks include Universal City, which is approximately 0.6 mile northeast. The proposed project site is located at the base of a canyon that is bounded by Ventura Boulevard to the north, Fredonia Road to the east, Wrightwood Lane to the south, and Willowcrest Avenue to the west (Figure 2.1-2, *Local Vicinity Map*). The Assessor's Parcel Number for the lot is 2380-005-009. Access to the site is provided by a private driveway from Lankershim Boulevard that serves one existing home and would also serve the proposed home on the subject property and another currently vacant parcel adjacent to Lankershim Boulevard.

2.2 PROJECT DESCRIPTION

The proposed project is the development of a two-story single-family residence with basement (approximately 3,826 square feet), including a stacked stall four-car garage. The proposed project would be designed in a modern style with natural exterior finish materials. The proposed project would include a swimming pool; outdoor living areas (barbeque area and patio); a landscaped area; open space; a fence surrounding the property; and an entrance gate that conforms with local tradition, the climate, and the surrounding environment. The layout of the house includes varied levels and outdoor spaces, reflecting and integrating with the natural topography. A backyard retention wall (maximum height of 10 to 12 feet) has been included in the project design to protect the building from mudslide and debris and to divert rainwater. The foundation of the house would be composed of concrete footings and pads. The infrastructure system would consist of a wood structure and slab constructed at grade with movement-resistant frames and plywood shear walls. The maximum envelope plumb line height of the proposed residence would be 29 feet, 10 inches, which conforms to the height requirements established in the City of Los Angeles Hillside Ordinance. The roof would be constructed using "Class A," fire retardant, roofing material in accordance with the Los Angeles Department of Building and Safety Codes. The design of the structure would comply with the Los Angeles Building Code 2002 Edition and the City of Los Angeles Fire Department's requirements for water service, hydrant location, distance from the nearest fire station or installation of substitute watering sources, street width, access, turnaround, and brush clearance as required by Los Angeles Municipal Code 57.21.07.

³ U.S. Geological Survey. [1966] Photoinspeted 1972. 7.5-Minute Series, Burbank, California, Topographic Quadrangle. Scale 1:24,000. Reston, VA.

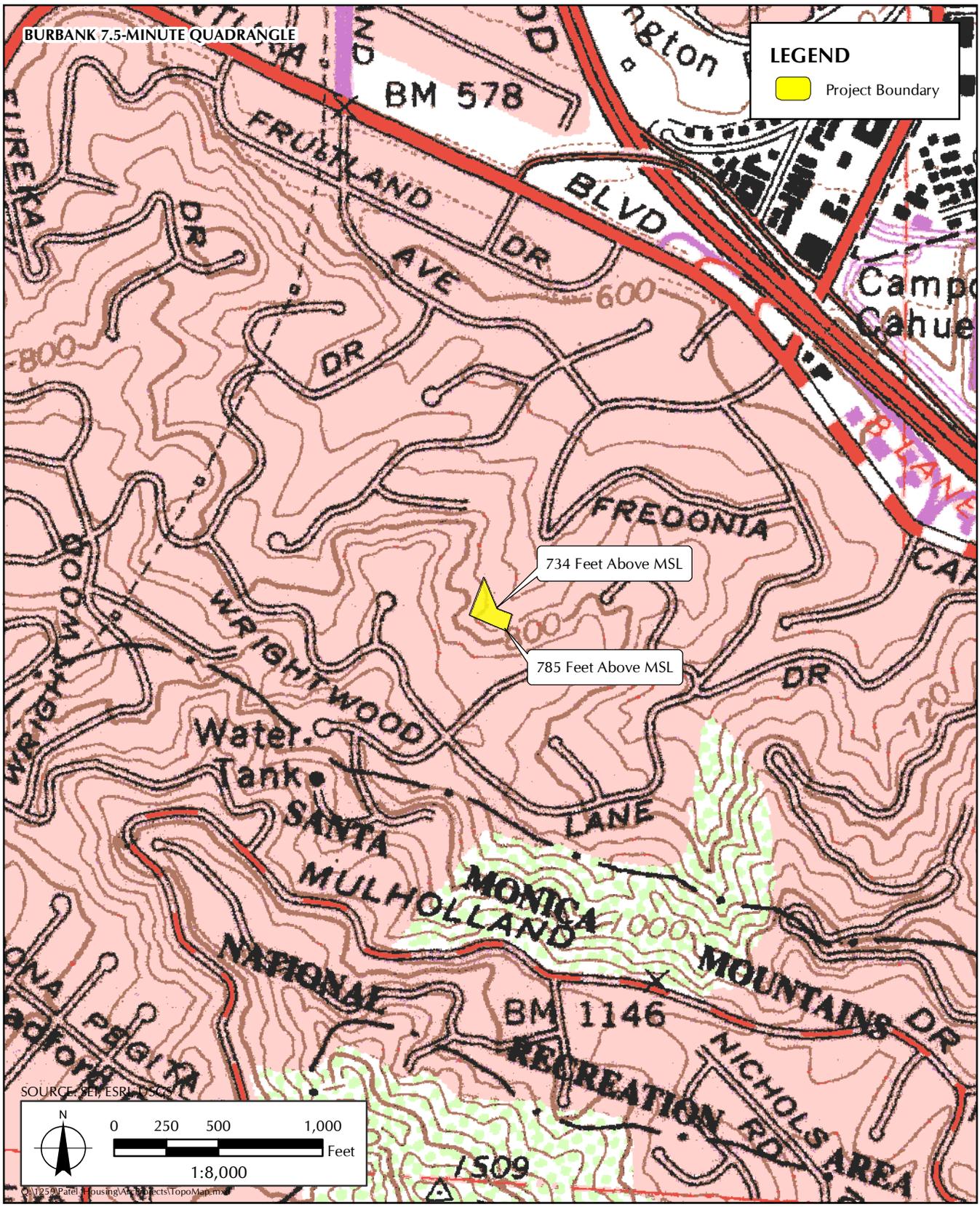
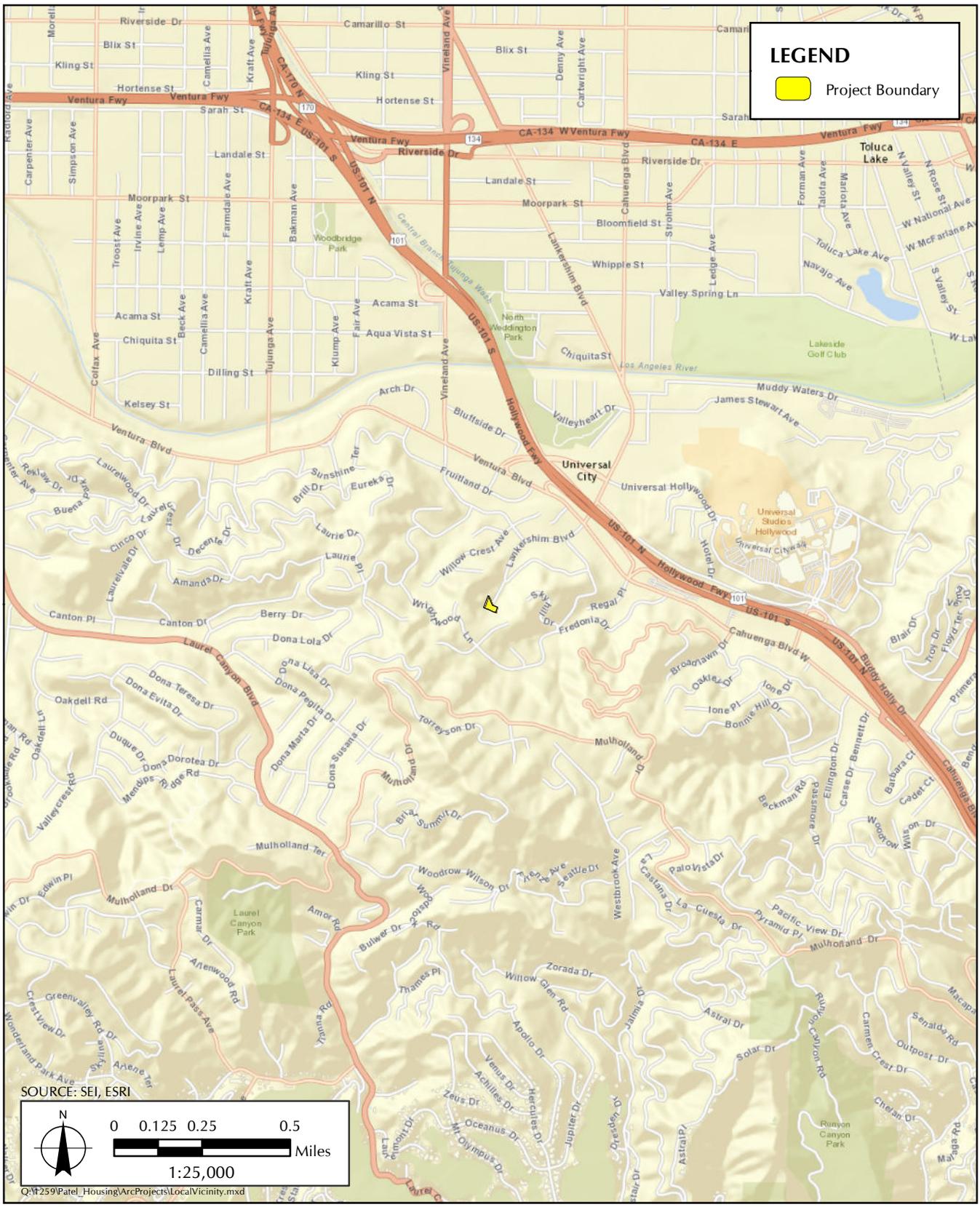


FIGURE 2.1-1

Topographic Map with USGS 7.5-minute Quadrangle Index



LEGEND

Project Boundary

SOURCE: SEI, ESRI

0 0.125 0.25 0.5 Miles

1:25,000

Q:\1259\Patel_Housing\ArcProjects\LocalVicinity.mxd



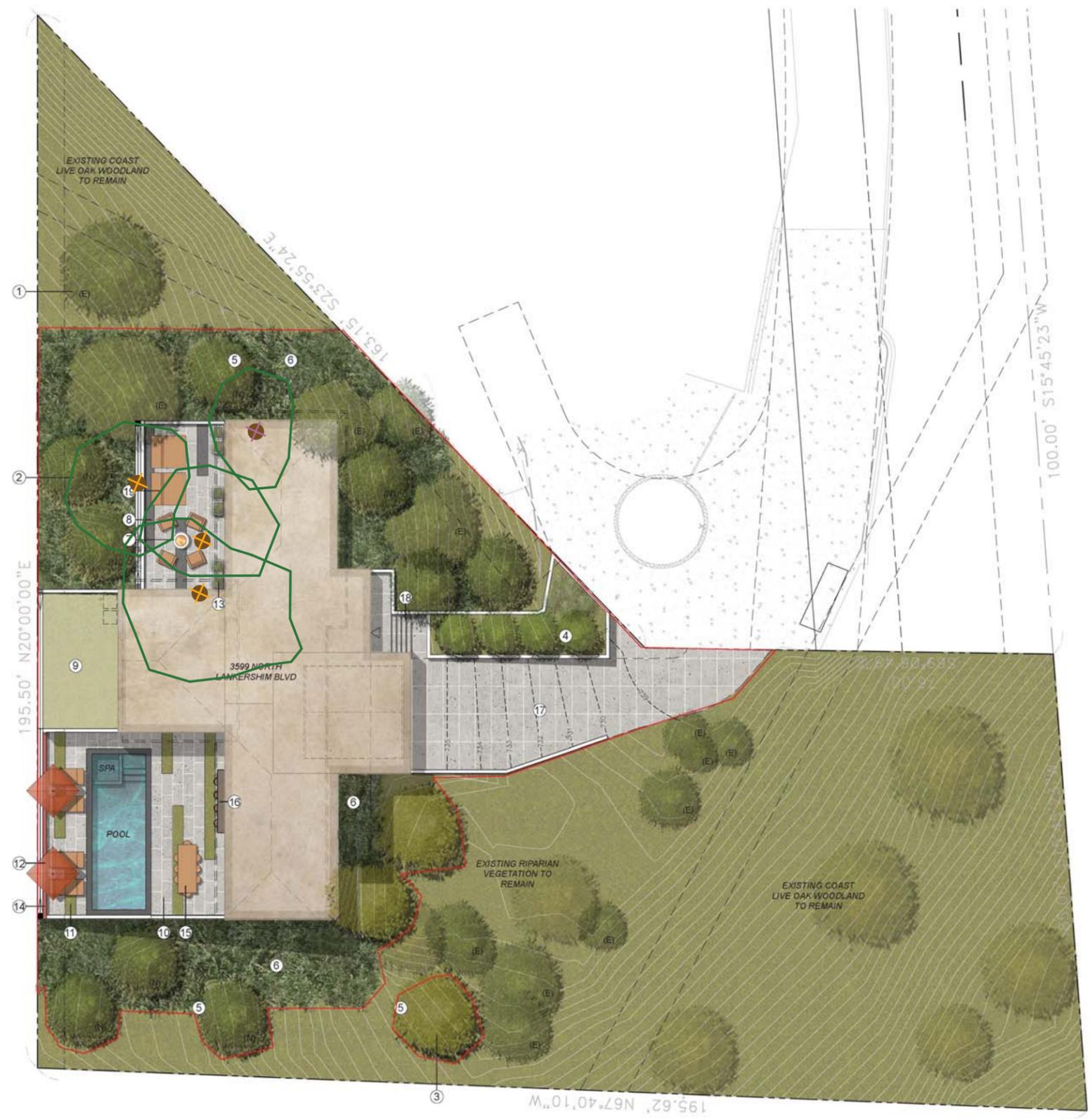
FIGURE 2.1-2
Local Vicinity Map

The proposed project has been designed with maximum envelope plumb line height of 29 feet, 10 inches above finished grade, or a maximum elevation of 778 feet, 4 inches above MSL on the higher portions of the hillside on the site and an elevation of 773 feet, 6 inches to the main rooftop. Implementation of the proposed project would result in the removal of two to three coast live oak trees and one scrub oak tree, which would be removed upon receipt of written approval from the Director. The lot depth is 97 feet, 4 inches, and the lot width is 230 feet, 0 inches. The 3,826-square-foot single family residence would occupy approximately 17 percent of the 22,282-square-foot lot and would have a 12 feet, 0 inches side yard on the northwestern side of the property; a 15 feet, 0 inches side yard on the western side of the property; a 29 feet, 1 inch rear yard on the southern side of the property; and a front yard setback of 19 feet, 4 inches on the northeastern side of the property. The proposed project would be designed to comply with all applicable regulations established in the Baseline Hillside Ordinance.⁴

The proposed project would require the removal of three coast live oak trees (*Quercus agrifolia*) and one scrub oak tree (*Quercus berberidifolia*) towards the northwestern portion of the project site. Six coast live oak trees and two scrub oak trees would be planted on-site as part of the project's landscaping, located to the north, south, and southeast of the new residence (Figure 2.2-1, *Landscape Plan*). The remaining oak trees surrounding the project footprint would be preserved in place using best management practices during construction, such as fencing off the areas under the tree drip line as much as possible to avoid causing compaction from construction. The proposed project would also involve the planting of three new native sycamore trees adjacent to the southern side of the riparian zone to provide additional visual shielding from the point along Mulholland Drive where the proposed residence would otherwise have the greatest potential to be visible. The landscaping surrounding the residence would consist of native and/or drought-tolerant plant material, the majority of which were selected from the Preferred Plant List of the MSPSP Design and Preservation Guidelines, and none of which are on the MSPSP's Prohibited Plant List.⁵

⁴ City of Los Angeles. 9 May 2011. Baseline Hillside Ordinance (Ord. No. 181,624; CPC-2010-581-CA; Council File No. 10-1001). Available at: http://clkrep.lacity.org/onlinedocs/2010/10-1001_ord_181624.pdf

⁵ City of Los Angeles. Amended 24 September 2009. City of Los Angeles General Plan. Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines. Appendix B: Preferred Plant List. Available at: <http://cityplanning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf>



LEGEND

- ✕ Coast Live Oak to be Removed
- ✕ Scrub Oak to be Removed
- Oak Dripline

- ① (E) PROTECTED OAK TREES TO REMAIN
- ② (N) NEW NATIVE OAK TREES, MINIMUM (6) PER MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
- ③ (3) NEW NATIVE SYCAMORE TREES
- ④ FRUITLESS OLIVE ACCENT TREES AT LID PLANTER, UNDERPLANTED WITH CEANOTHUS 'YANKEE POINT' AND ECHIUM SPP. ACCENT PLANTING
- ⑤ NEW TREES ADD VISUAL SCREENING TO NEIGHBORING PROPERTIES AND MULHOLLAND PARKWAY
- ⑥ MAXIMUM IMPACT ZONE TO BE RESTORED TO COAST LIVE OAK WOODLAND USING EXISTING ON-SITE PLANT TYPES AND THE APPROVED MULHOLLAND PLANT LIST
- ⑦ GARDEN PATIO WITH FIRE PIT AND LOUNGE SEATING
- ⑧ PAVERS OR ARCHITECTURAL CONCRETE, 'STAGGERED' PATTERN WITH DARK ACCENT BANDS
- ⑨ UTILITY SPACE (POOL EQUIPMENT AND AC UNITS), LANDSCAPE TO BE USED FOR SCREENING IN THIS AREA.
- ⑩ POOL DECK, PAVERS OR ARCHITECTURAL CONCRETE, 'STAGGERED' PATTERN
- ⑪ FAUX GRASS PAVING "JOINTS"
- ⑫ CHAISE LOUNGES WITH UMBRELLAS
- ⑬ POTTED ACCENT PLANTING
- ⑭ COLOR ACCENT WALL TREATMENT
- ⑮ OUTDOOR DINING TABLE
- ⑯ OUTDOOR BAR
- ⑰ DRIVEWAY, ARCHITECTURAL INTEGRAL COLOR CONCRETE
- ⑱ ENTRY, ARCHITECTURAL INTEGRAL COLOR CONCRETE
- ⑲ (2) OUTDOOR DAYBEDS

- PLANT LIST: RESTORED IMPACT ZONE:**
- 5 GAL - ACMISPON GLABER
 - 5 GAL - ADENOSTOMA FASCICULATUM
 - 5 GAL - ARTEMISIA CALIFORNICA
 - 5 GAL - BACCHARIS SALICIFOLIA
 - 5 GAL - CEANOTHUS SPINOSUS
 - 5 GAL - HETEROMELES ARBUTIFOLIA
 - 5 GAL - MIMULUS AURANTIACUS
 - 1 GAL - ROMNEYA COULTERI
 - 5 GAL - SALVIA CLEVELANDII
 - 5 GAL - RHAMNUS SP.

SOURCE: Gaudet Design Group



FIGURE 2.2-1
Landscape Plan

SECTION 3.0

REGULATORY FRAMEWORK

3.1 FEDERAL

There are no applicable federal plans or policies related to aesthetics.

3.2 STATE

Caltrans Scenic Highway Program

The California Scenic Highway Program (California Streets and Highways Code, Sections 260–263) preserves and protects scenic highway corridors from changes that would diminish their aesthetic value. The California Department of Transportation (Caltrans) designates scenic highway corridors and establishes those highways that are eligible for the program. The program was adopted in 1963 with the enactment of the State Scenic Highways Law. The street and highway code includes a list of those highways that are either eligible for designation or are designated.⁶

3.3 LOCAL

Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan

The Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan has established the following goal, objective, policy, and program for residential land use relevant to aesthetics/visual impacts:⁷

- **Goal 1:** A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
 - **Objective 1-3:** To preserve and enhance the varied and distinct residential character and integrity in existing single and multi-family neighborhoods.
 - **Policy 1-3.3:** Preserve existing views in hillside areas.
 - **Program:** Maintain and continue implementation of the adopted Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan which contribute to preservation of views.

Baseline Hillside Ordinance (Ord. No. 181,624; CPC-2010-581-CA; Council File No. 10-1001)

The Baseline Hillside Ordinance establishes regulations for single-family residential zoned properties (R1, RS, RE, and RA) located in the Hillside Area as defined in Section 12.03 of the City of Los Angeles Municipal Code.⁸ The proposed project is subject to the Baseline Hillside

⁶ California Department of Transportation. Accessed 18 November 2014. Scenic Highway Program: Eligible (E) and Officially Designated (OD) Routes. Available at: <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>

⁷ City of Los Angeles Department of City Planning. 13 May 1998. Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. A part of the City of Los Angeles General Plan. Available at: <http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf>

⁸ City of Los Angeles. 9 May 2011. Baseline Hillside Ordinance (Ord. No. 181,624; CPC-2010-581-CA; Council File No. 10-1001). Available at: http://clkrep.lacity.org/online/docs/2010/10-1001_ord_181624.pdf

Ordinance as the subject property is located in the RE15-1-H (Residential Estate, with a minimum lot area of 15,000 square feet) zone within the Hillside Area. The Baseline Hillside Ordinance establishes the following single-family development standards for the proposed project relevant to aesthetics:⁹

- **Setback Requirements**
 - Front yard setback of not less than 20 percent of lot depth, but need not exceed 25 feet.
 - Side yard setback of not less than 10 percent of lot width, but not under 5 feet, and need not exceed 10 feet.
 - For buildings or structures with a height larger than 18 feet, one additional foot shall be added to each required side yard for each increment of 10 feet or fraction thereof above the first 18 feet.
 - Rear yard setback of not less than 25 percent of lot depth, but need not exceed 25 feet.
 - All portions of the required Front Yard not used for necessary driveways and walkways, including decorative walkways, shall be used for planting, and shall not otherwise be paved.

- **Maximum Residential Floor Area**
 - The maximum Residential Floor Area contained in all buildings and accessory buildings shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Floor Area Ratio (FAR) for the zone of the Lot.
 - Guaranteed Minimum Residential Floor Area is 18 percent of the lot size or 1,000 square feet, whichever is greater, regardless what the Slope Band calculations give a property.

- **Height Limits**
 - When the roof of the uppermost story of a building or structure or portion thereof has a slope of less than 25 percent, the maximum height for staid portion of building or structure shall be 30 feet.
 - Envelope height (i.e., vertical height or “plumb line” height) shall be the vertical distance from the Grade of the site to a projected plane at the roof Structure or parapet wall located directly above and parallel to the Grade. Measurement of the envelope height shall originate at the lowest Grade within 5 horizontal feet of the exterior walls of a Building or Structure. At no point shall any given section of any part of the proposed Building or Structure exceed the maximum envelope height.

- **Lot Coverage**
 - Buildings and Structures extending more than 6 feet above natural ground level shall cover no more than 40 percent of the area of a Lot.

- **Grading**
 - Notwithstanding any other provisions of the Municipal Code, total Grading (Cut and Fill) on a Lot shall be limited as follows:

⁹ City of Los Angeles Department of City Planning. 9 May 2011. Baseline Hillside Ordinance: A Comprehensive Guide to the New Hillside Regulations. Available at: <http://aiasfv.org/code-files/BHOCCG.pdf>

- The cumulative quantity of Grading, or the total combined value of both Cut and Fill or incremental Cut and Fill, for any one property shall be limited to a base maximum of 500 cubic yards plus the numeric value equal to 5 percent of the total Lot size in cubic yards.
- The cumulative quantity of Grading shall not exceed the maximum “by-right” Grading quantity of 1,600 cubic yards for an RE-15 zoned parcel.

Mulholland Scenic Parkway Specific Plan

According to the MSPSP,¹⁰ the height of any building or structure visible from Mulholland Drive shall not exceed 40 feet from the existing natural or finished grade, whichever is lower, as measured from the highest point of roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement (i.e., plumb line height). All of the environmental protection measures required in the Inner Corridor are also required in the Outer Corridor, including the following measures that are relevant to this visibility study:

- Prominent ridges shall not be graded.
- Buildings and structures visible from Mulholland Drive shall not be constructed on the top of a prominent ridge or within 50 vertical feet of the top of a prominent ridge without prior written approval of the Director.
- No oak tree shall be removed, cut down, or moved without prior written approval of the Director.

Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines

The MSPSP Design and Preservation Guidelines¹¹ establish the following relevant goals, objectives, and guidelines regarding a visibility study for a proposed project located in the Inner Corridor of the Specific Plan area, downslope of Mulholland Drive:

- **Goal 1:** Preserve and enhance the natural character of the Santa Monica Mountains and the scenic, hillside character of the Mulholland Scenic Parkway.
 - **Objective 1.1:** Design projects to minimize the visibility of the project as seen from Mulholland Drive, and to create a natural appearance compatible with the hillside characteristics of the Santa Monica Mountains.
 - **Objective 1.2:** Preserve the Parkway’s scenic features, existing ecological balance and wildlife corridors, and conform the project to the character of the Parkway environment.
 - **Objective 1.4:** Preserve views of the Parkway’s scenic features and resources.
 - **Guideline 17: Visibility Study.** To determine project visibility from Mulholland Drive, all lines of sight from Mulholland Drive toward the project within a 3/4-mile radius of the project should be included in the visibility study. The study should not be limited to

¹⁰ City of Los Angeles. Adopted 13 May 1992. City of Los Angeles General Plan. Mulholland Scenic Parkway Specific Plan. Available at: <http://planning.lacity.org/complan/specplan/pdf/mulhol.pdf>

¹¹ City of Los Angeles. Amended 24 September 2009. City of Los Angeles General Plan. Mulholland Scenic Parkway Specific Plan Design and Preservation Guidelines. Available at: <http://cityplanning.lacity.org/complan/specplan/pdf/mulholguidelines.pdf>

- an angle of view that is perpendicular to the roadway.
- **Guideline 19: Viewshed Analysis.** For projects located within the Inner Corridor on downslope lots, conduct the viewshed analysis from the side of Mulholland Drive nearest the project, beginning at a point four feet above the edge of the paved roadway. Curbs, berms, and similar structures are not considered part of the roadway, and do not affect the location of the point of origin for the viewshed analysis. The four-foot height was derived as the approximate sight line of someone driving or walking along Mulholland Drive.

These guidelines have been followed for the visibility study, but the proposed project site's location within the Outer Corridor means that the proposed project would not be required to be visually shielded from the Mulholland Scenic Parkway viewshed.

SECTION 4.0

METHODOLOGY

In November 2014, a visibility study was conducted in accordance with the MSPSP Design Preservation Guidelines to determine the presence or absence of impacts to aesthetics related to scenic vistas resulting from the implementation of the proposed project. According to the MSPSP Design and Preservation Guidelines, only projects located within the Inner Corridor (500 feet) are not permitted to extend into the viewshed, and a viewshed analysis is only highly recommended for any projects within the Inner Corridor that have been determined to be visible from Mulholland Drive.

A balloon test was conducted on November 7, 2014, to gauge the visibility of the 3,826-square-foot proposed project by tying six 2-foot-diameter pink and orange helium-filled balloons to strings at the elevations of the two roof levels of the proposed project (Figure 4-1, *Balloon Test Map*). Three balloons were temporarily installed at the main roof height, and three balloons were temporarily installed at the elevated roof height, for reference from Mulholland Parkway during the visibility study. The balloons were placed as close to the proposed building footprint location as possible without interfering with the existing trees and shrubs or steep terrain on-site.

The MSPSP defines a visible project as a project on a lot that can be seen with normal 20-20 vision from a location on Mulholland Drive anywhere within the lot's visibility arc. The visibility arc is the area of a circle that intersects Mulholland Drive and has a radius of 0.75 mile, with a center at the midpoint of the subject lot. In accordance with Guideline 17 of the MSPSP Design and Preservation Guidelines, lines of sight from Mulholland Drive toward the proposed project located within the visibility arc were included in this study (Figure 4-2, *Visibility Arc and Photo Points*). The study was not limited to angles of view that are perpendicular to Mulholland Drive.

The points analyzed in this study were selected based on the probability of the site being visible from the visibility arc and are representative of the areas of Mulholland Drive required for analysis under the MSPSP. The majority of points are concentrated along the areas with the highest probability of project site visibility near the Universal City Major Vista Point. Other points were selected to represent the areas with a lower probability. Correlating the visibility points are photographs taken from the points' line of sight toward the subject property (Figure 4-3, *Visibility Arc Photographs*). The points' line of sight is represented by the arrows shown on Figure 4-2. The camera height was approximately 4 feet, 5 inches for each photo point (the approximate sight line of someone driving or walking along Mulholland Drive), and the photographs were taken horizontally (at eye level) with a 28-millimeter lens setting.



FIGURE 4-1
Balloon Test Map

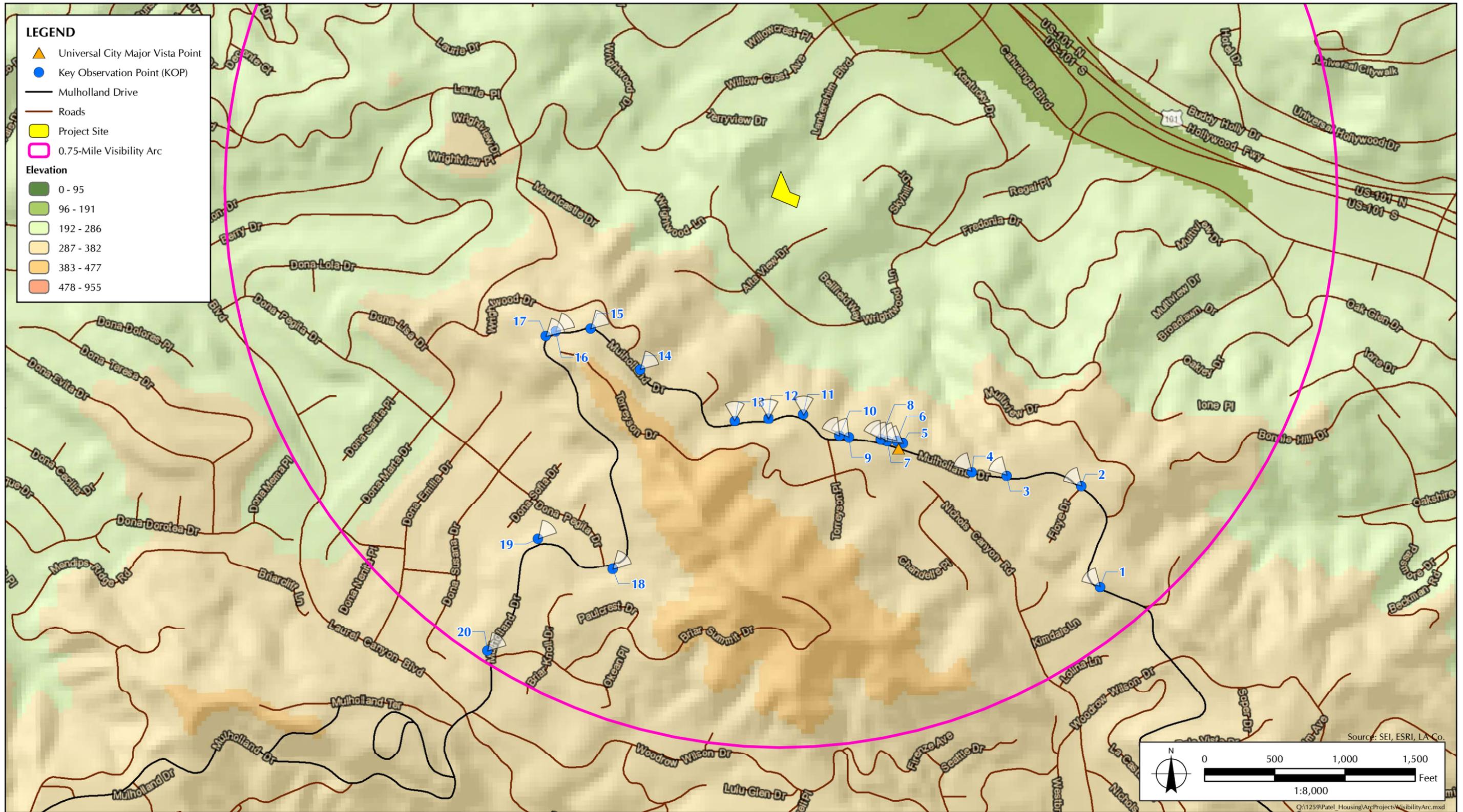


FIGURE 4-2
 Visibility Arc and Photograph Points



PHOTO 1
View of Subject Property Obstructed Due to Topography, Existing Housing
and Mature Trees and Shrubs



PHOTO 2
View of Subject Property Obstructed Due to Existing Housing and Mature Shrubs and Trees



FIGURE 4-3
Visibility Arc Photographs



PHOTO 3

View of Subject Property Obstructed due to New House Under Construction

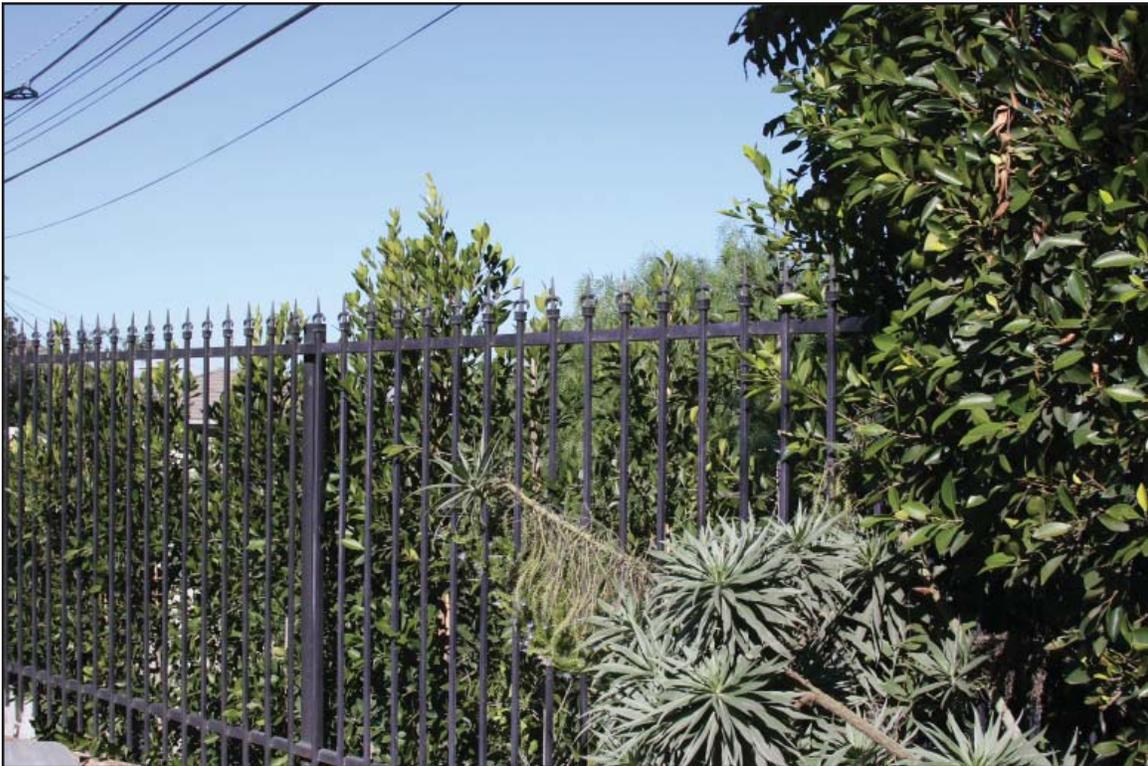


PHOTO 4

View of Subject Property Obstructed Due to Mature Shrubs and Trees



FIGURE 4-3
Visibility Arc Photographs



PHOTO 5

View of Subject Property Obstructed Due to Mature Shrubs, Fencing, and Housing on Alta View Drive and Wrightwood Lane

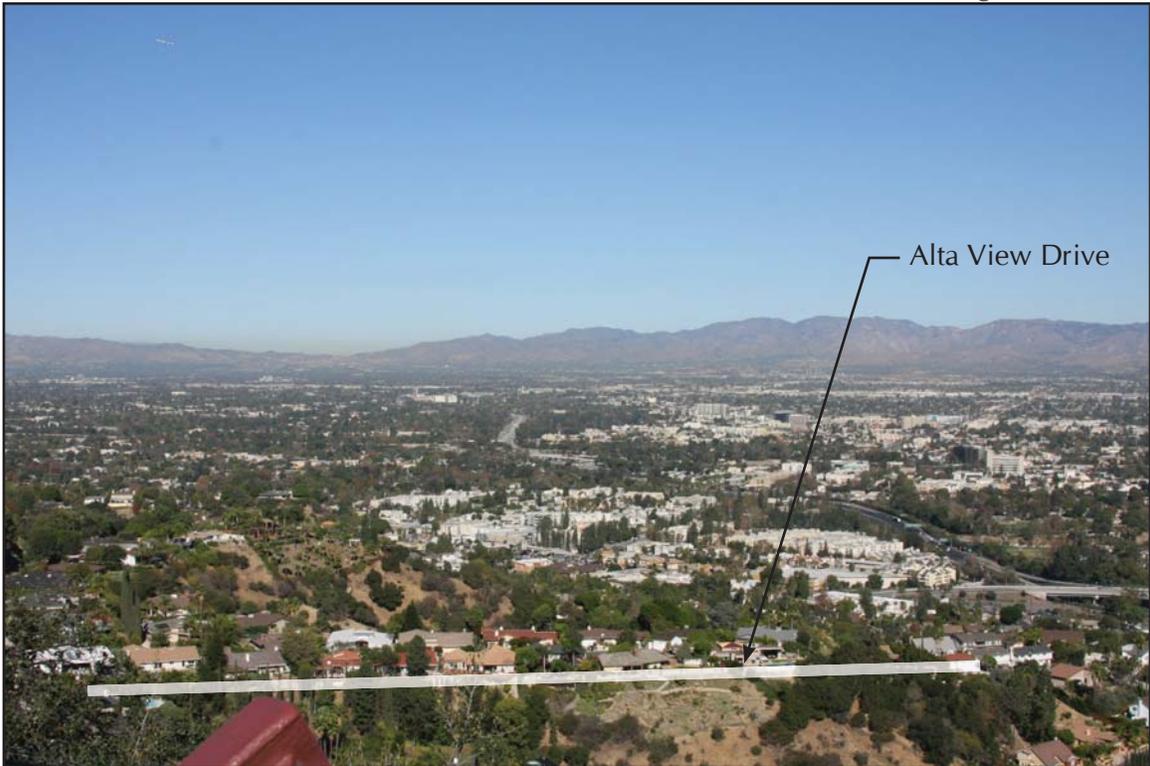


PHOTO 6

View of Subject Property Obstructed Due to Housing on Alta View Drive and Wrightwood Lane



FIGURE 4-3
Visibility Arc Photographs

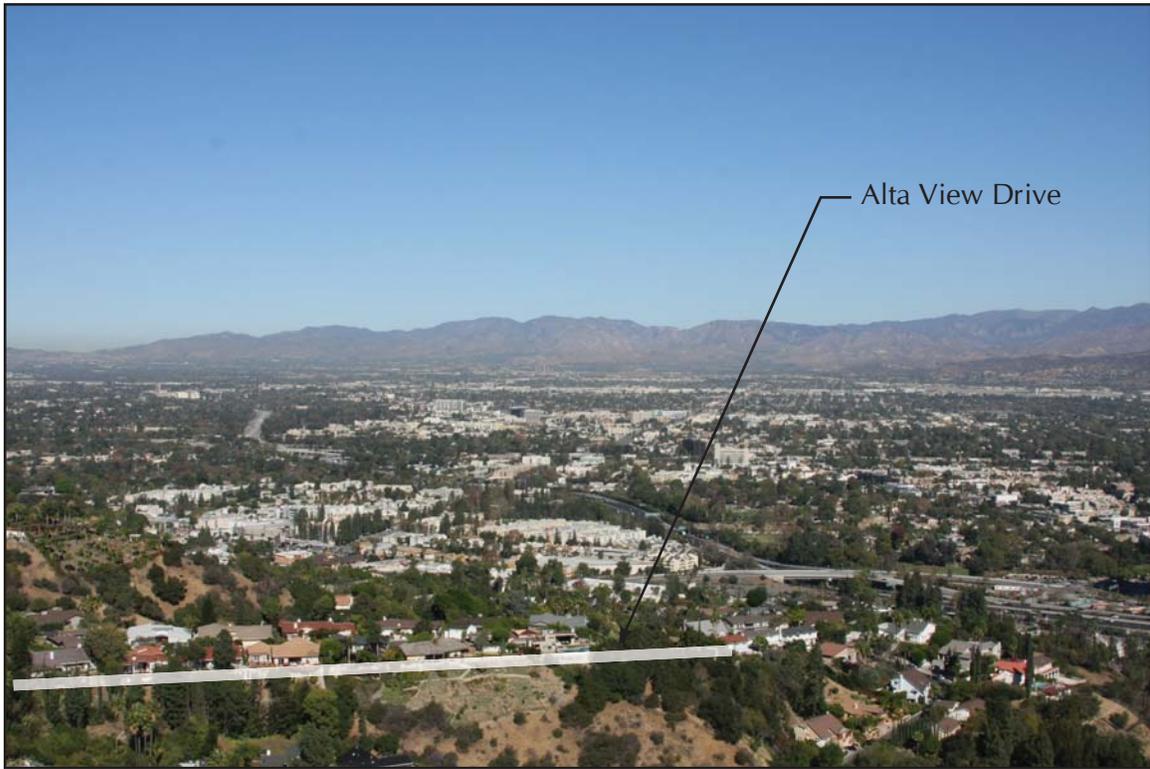


PHOTO 7

View of Subject Property Obstructed Due to Housing on Alta View Drive and Wrightwood Lane



PHOTO 8

View of Subject Property Obstructed Due to Housing on Alta View Drive and Wrightwood Lane



FIGURE 4-3
Visibility Arc Photographs



PHOTO 9

View of Subject Property Obstructed Due to Mature Trees and Housing on Alta View Drive and Wrightwood Lane

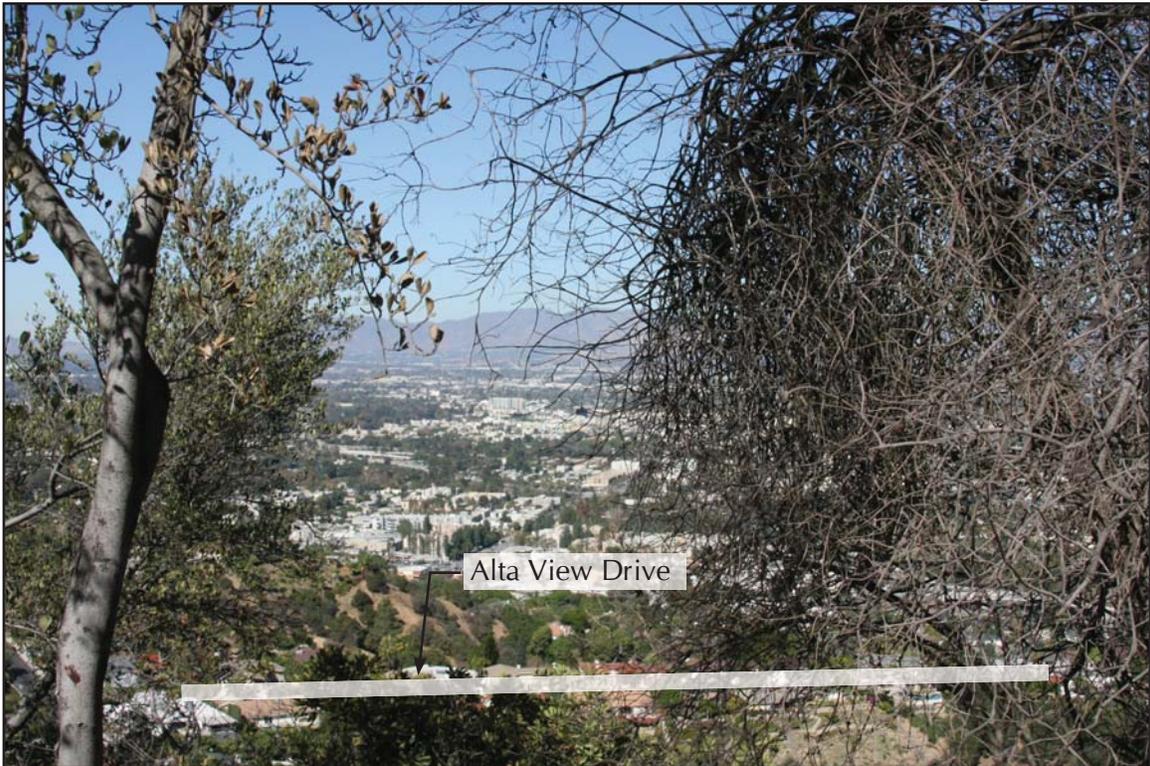


PHOTO 10

View of Subject Property Obstructed Due to Mature Trees and Housing on Alta View Drive and Wrightwood Lane



FIGURE 4-3
Visibility Arc Photographs

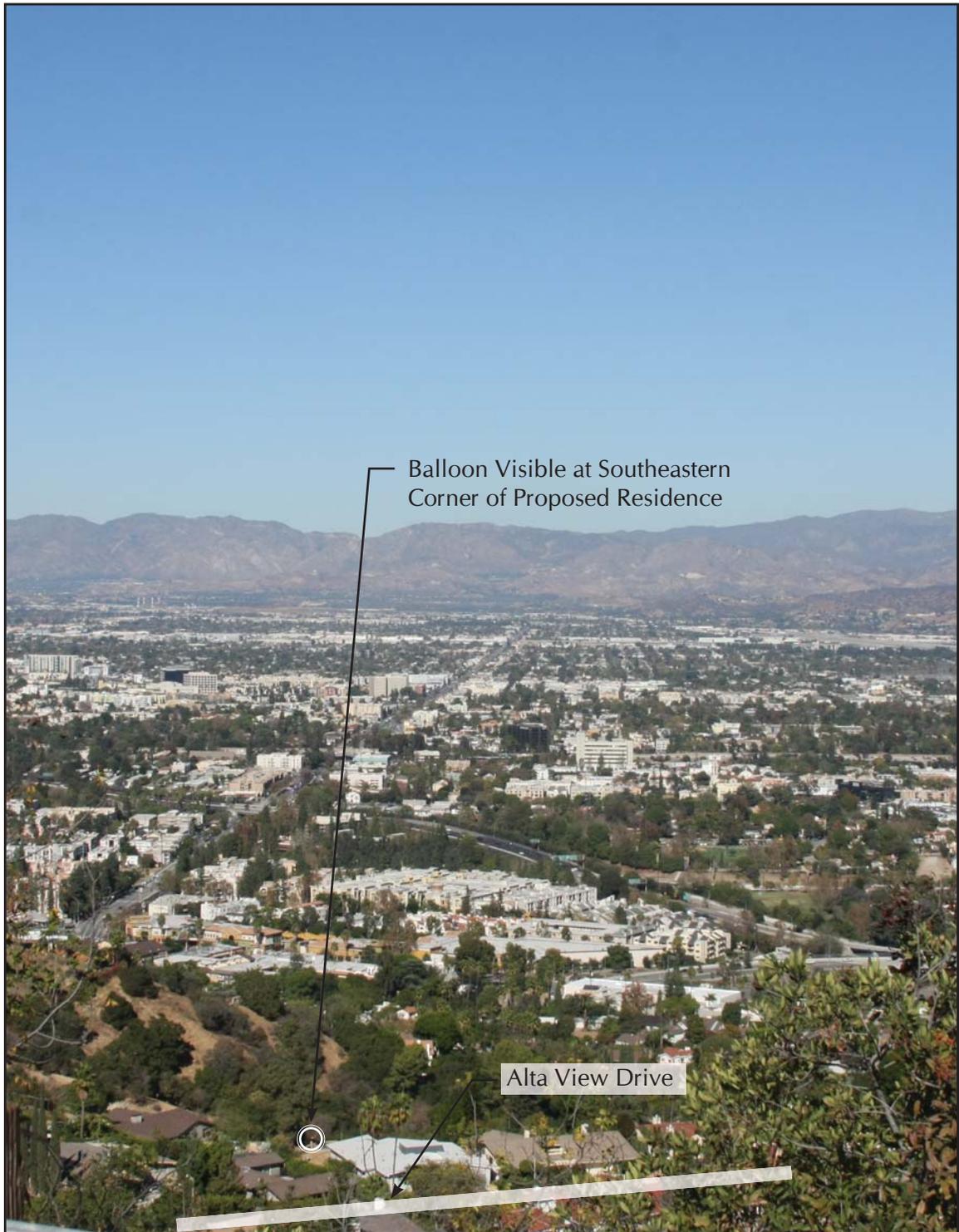


PHOTO 11

View of Southeastern Pink Balloon Adjacent to Arroyo Willow Tree on Subject Property



FIGURE 3
Visibility Arc Photographs



PHOTO 12
View of Subject Property Obstructed Due to Mature Trees and Housing
on Alta View Drive and Wrightwood Lane



FIGURE 4-3
Visibility Arc Photographs

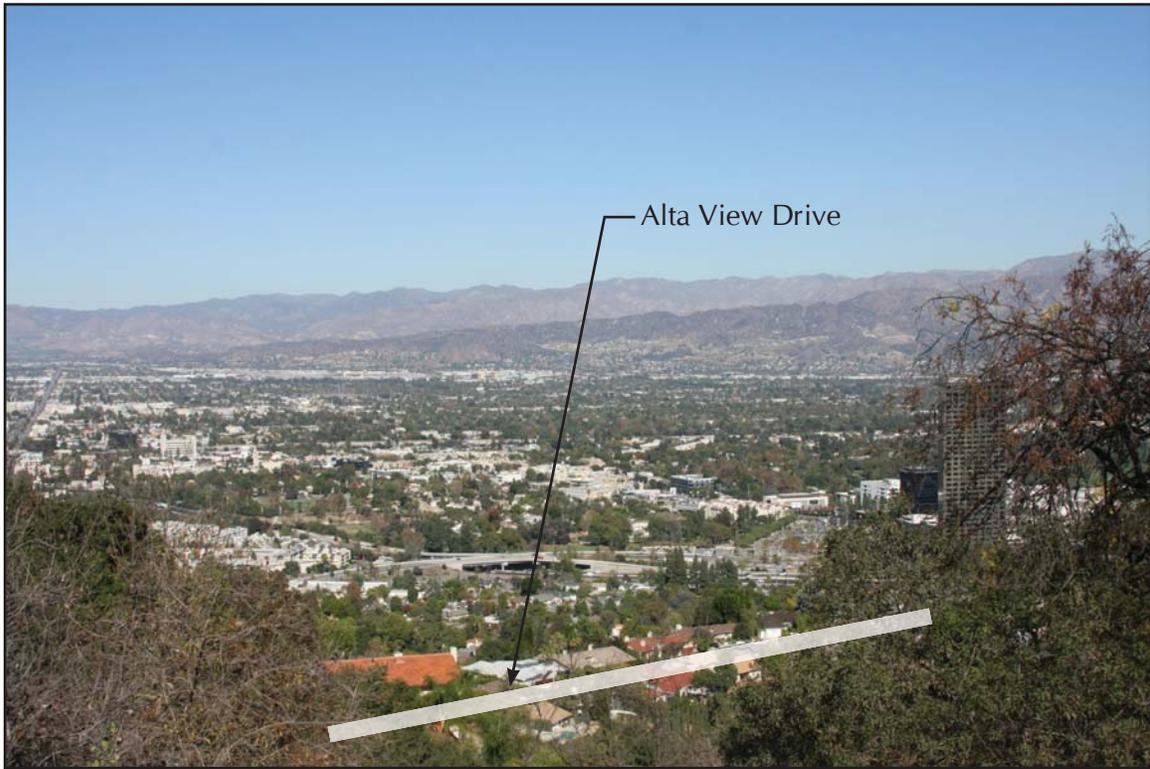


PHOTO 13

View of Subject Property Obstructed Due to Mature Trees and Shrubs and Housing on Alta View Drive

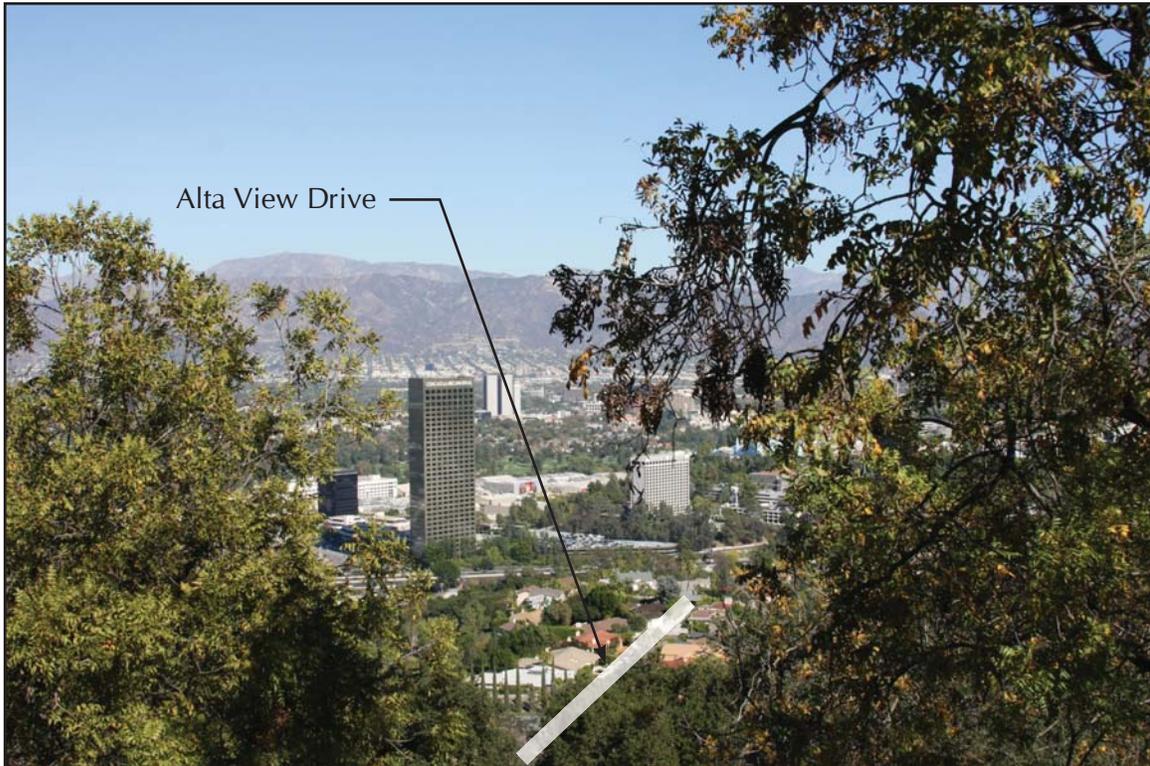


PHOTO 14

View of Subject Property Obstructed Due to Mature Trees and Shrubs and Housing on Alta View Drive and Wrightwood Lane



FIGURE 4-3
Visibility Arc Photographs



PHOTO 15
View of Subject Property Obstructed Due to Mature Trees and Shrubs
and Housing on Wrightwood Drive



PHOTO 16
View of Subject Property Obstructed Due to Mature Trees and Shrubs



FIGURE 4-3
Visibility Arc Photographs



PHOTO 17

View of Subject Property Obstructed Due to Mature Trees and Shrubs and New House Construction on Mulholland Drive



PHOTO 18

View of Subject Property Obstructed Due to Mature Trees and Shrubs, Prominent Ridges, and Housing on Mulholland Drive



FIGURE 4-3
Visibility Arc Photographs



PHOTO 19
View of Subject Property Obstructed Due to Mature Trees and Shrubs
and Housing on Wrightwood Drive



PHOTO 20
View of Subject Property Obstructed Due to Mature Trees and Shrubs



FIGURE 4-3
Visibility Arc Photographs

SECTION 5.0

RESULTS

The layout of the house includes varied levels and outdoor spaces to reflect and integrate the design with the natural topography and conforms to the requirement of the MSPSP. According to the MSPSP,¹² the height of any building or structure visible from Mulholland Drive shall not exceed 40 feet from the existing natural or finished grade, whichever is lower, as measured from the highest point of roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement (i.e., plumb line height). The proposed project would meet all of the environmental protection measures required in the Outer Corridor, including the following measures that are relevant to this visibility study:

- Prominent ridges shall not be graded (the proposed project site is not located on a ridgeline).
- Buildings and structures visible from Mulholland Drive shall not be constructed on the top of a prominent ridge or within 50 vertical feet of the top of a prominent ridge without prior written approval of the Director (the proposed project site is not located within 50 vertical feet of a ridgeline).
- No oak tree shall be removed, cut down, or moved without prior written approval of the Director (the project applicant will request the removal of the oak trees located within the building footprint of the proposed project).

The proposed project site is located in a topographic basin where existing housing on the ridge at Alta View Drive and at Wrightwood Lane above the basin and to the southeast block the majority of views of the site. Photo Points 1 through 5 are subject to visual obstruction due to existing housing and mature shrubs and trees. Photo Point 6 is subject to visual obstruction due to existing fencing and mature shrubs. Photo Points 7 through 14 show the highest potential visibility due to relative absence of existing housing on Mulholland Drive and lack of mature trees and vegetation when compared to the rest of the areas required for analysis under the MSPSP; however, site visibility remains primarily obstructed by existing housing located on Alta View Drive and Wrightwood Lane. The southernmost pink balloon that was tied at the parcel boundary was visible from Photo Point 11 (see Figure 4-3). Photo Points 15 through 20 are subject to visual obstruction by a prominent ridge reaching an altitude as high as 950 feet above MSL, which is well above Mulholland Drive, and above mature shrubs and trees. Due to the aforementioned obstructions, only photographs corresponding to Photo Points 6 through 14 provide a view toward the direction of the subject property. However, the subject property, and therefore the proposed residence, was only visible from one photo point due to the obstruction from Alta View Drive and Wrightwood Lane. The subject property is predominantly below the visibility horizon; thus, it is only barely visible with normal 20-20 vision from one location on Mulholland Drive within the lot's visibility arc. As this visible point at the edge of the property is located approximately 30 feet southwest of the proposed residence footprint, on the opposite side of a riparian Arroyo Willow Thicket plant community that will be retained with implementation of the proposed project, it is unlikely that the proposed residence would be very visible from Mulholland Drive. Additionally, the test balloons were visible between the trees from the private driveway leading to the property but not visible

¹² City of Los Angeles. Adopted 13 May 1992. City of Los Angeles General Plan. Mulholland Scenic Parkway Specific Plan. Available at: <http://planning.lacity.org/complan/specplan/pdf/mulhol.pdf>

from the gate at Lankershim Boulevard due to the existing mature trees and shrubs in the foreground, which means that the proposed project would not be visible from the adjacent street.

The nearest Officially Designated State Scenic Highway is Angeles Crest Highway (State Route 2), located approximately 12.4 miles northeast of the subject property at the nearest point. The nearest State Designated Historic Parkway is Arroyo Parkway (State Route 110), which is located approximately 9.0 miles east of the subject property at the nearest point. The nearest Officially County Designated Scenic Highways are Las Virgenes Road and Mulholland Highway at Las Virgenes Road, located approximately 19.8 miles west of the subject property. The nearest Eligible State Scenic Highway is the Foothill Freeway (Interstate 210), located approximately 8.1 miles northeast of the subject property. Due to distance and intervening topography, the subject property would not be visible from any Officially Designated State Scenic Highway, State Designated Historic Parkway, Officially County Designated Scenic Highway, or Eligible State Scenic Highway.

SECTION 6.0 CONCLUSION

The visibility study conducted pursuant to the MSPSP Design and Preservation Guidelines determined that the rooflines of the proposed residence will be barely visible from the lines of sight from Mulholland Drive toward the proposed project site within a 0.75-mile radius. As the proposed residence is located in the Outer Corridor of the MSPSP and not the Inner Corridor where complete visual shielding is required, the slight level of visibility of the proposed residence would be allowable under the Guidelines because it would meet the requirements within the Outer Corridor, including not affecting a prominent ridge and requesting approval by the Director for the removal of oak trees from the subject lot. The subject lot is predominantly not visible from Mulholland Drive because of the topography and existing vegetation. Another factor contributing to the lack of site visibility is the numerous residential structures located between Mulholland Drive and the subject property. The subject lot is also not visible from any State- or County-designated or eligible scenic highways.

SECTION 7.0 REFERENCES

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