CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY: City of Los Angeles, Planning Department	**COUNCIL DISTRICT:** 2 Paul Krekorian	**DATE:** April 12, 2013
RESPONSIBLE AGENCIES: Board of Public Works, Cultural Affairs Commission, Building and Safety Department		
PROJECT TITLE: Harvard-Westlake Parking Improvement Plan.	**CASE No:** ENV-2013-1950-EAF	
PREVIOUS ACTIONS CASE NO.: See attached.	☐ Does have significant changes from previous actions. ☑ Does not have significant changes from previous actions.	

PROJECT DESCRIPTION: Construction of a new 3-story, 750-space Parking Structure including an athletic field with lights on top in the RE40 and RE15 Zones at 3701 N. Coldwater Canyon Avenue as an accessory use to the existing 18 acre Harvard-Westlake School Campus located across the street in the RE15 and R1 Zones at 3700 Coldwater Canyon Avenue in Studio City. A pedestrian bridge is also proposed to cross over Coldwater Canyon Avenue from the Development Site to the Harvard-Westlake Campus. As part of the Project roadway improvements would be made from the Harvard-Westlake School to Ventura Boulevard that would improve the flow of traffic in the Project area as well as pedestrian and vehicle safety. See Attachment A for more detailed Project Description.

ENVIRONMENTAL SETTING: The existing Harvard-Westlake Campus is one of two campuses in the Los Angeles area owned by the Harvard-Westlake School, an independent co-educational college preparatory grade school for students in grades 7 through 12. The Harvard-Westlake Campus, located at 3700 Coldwater Canyon Avenue, serves grades 10 through 12. The Harvard-Westlake middle school campus is located at 700 North Faring Road, in Holmby Hills, and serves grades 7 through 9. The Upper School has an enrollment of approximately 900 students and employs approximately 200 faculty and staff plus about 30 coaches (approximately six of whom are part of the regular faculty) per season after 2:30 p.m.. The Development Site, located immediately across the street from the main portion of the Harvard-Westlake Campus, is primarily unimproved hillside land. The topography of the Development Site provides a natural (hillside) buffer on three sides. The existing Campus on the east side of Coldwater Canyon Avenue provides a buffer on the fourth side of the Development Site. Over half of the Development Site (2.84 acres of the 5.5-acre site) is disturbed, and has been previously graded with a number of relatively flat areas. The remainder of the Development Site consists of generally undisturbed, heavily vegetated north and east-facing slopes (with an elevation gain of 100 feet on the site with an additional up to 200 feet of elevation gain to the ridgeline above) with two west to east trending drainages traversing the Development Site. The easternmost flatter, graded portion of the site has been used for temporary storage of construction equipment and supplies. Surrounding uses are as follows:
North: Zoned R1-1 & RE15 1-H: Single-family residential uses are located to the north of the existing Harvard-Westlake Campus.
South: Zoned R1-1: Single-family residential neighborhood. The St. Michael's and All Angels Episcopal Church is located south of the Harvard-Westlake Campus and is also located in the R1 Zone.
East: Zoned RE15-1-H and R1-1: Harvard-Westlake Campus and single-family residential neighborhood beyond.
West: Zoned RE15-1-H and RE40-1-H: Coldwater Canyon Open Space (west and continuing southwest of the site) and single-family residences further to the west. See also Attachment A, including Figures 2 (Site Plan Showing Relationship to Adjacent Uses), 3 (Land Use Designations) and 4 (Harvard-Westlake Upper School Campus Plan) and the radius map attached to the NOP.

PROJECT LOCATION: Parking Structure Development Site (5.5 acres) is located at 3701 N. Coldwater Canyon Avenue The Campus for the Harvard-Westlake School is located at 3700 N. Coldwater Canyon Avenue (between Halkirk Street and Hacienda Drive) in Studio City. In total the Project Site includes the parcels with the following Assessor's Parcel Numbers: 2385-018-001, 2385-018-002, 2385-018-003, 2385-018-011, 2384-007-005, 2384-017-045, and 2384-017-047.

PLANNING DISTRICT: Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area	**STATUS:** ☐ **PRELIMINARY** ☐ **PROPOSED** ☑ **ADOPTED, date:** May 13, 1998

AREA PLANNING COMMISSION: South Valley		**CERTIFIED NEIGHBORHOOD COUNCIL:** Studio City Neighborhood Council
EXISTING ZONING: RE40-1-H and RE15-1-H	**MAX. DENSITY/ZONING:** – Approximately 4 homes	☑ **DOES CONFORM TO PLAN** ☐ **DOES NOT CONFORM TO PLAN** ☐ **NO DISTRICT PLAN**
PLANNED LAND USE DESIGNATIION: Very Low Residential and Minimum Residential	**MAX DENSITY PLAN:** N/A	
SURROUNDING LAND USE: School, residential, open space.	**PROJECT DENSITY:**	

Determination (To Be Completed By Lead Agency)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☑ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

NAME OF PERSON PREPARING THIS FORM: Emily Dwyer	**TITLE:** Panning Assistant	**TELEPHONE NUMBER/E-Mail:** 213-978-1326 Emily.dwyer@lacity.org
ADDRESS: 200 N. Spring Street, Room 750 Los Angeles, CA 90012 Mailstop 395		
SIGNATURE:		**DATE:** April 12, 2013

ATTACHMENT A – PROJECT DESCRIPTION

Project Location and Existing Land Use Designations and Zoning

The project location is shown in Figure 1. The Project Site includes the existing Harvard-Westlake Campus, the lower St Michael's parking lot owned by Harvard-Westlake and the Development Site. The Harvard-Westlake Campus includes the following addresses: 3668, 3674, 3680, 3686, 3700, 3704, 3730, 3736, 3742, 3800, 3900 and 3946 North Coldwater Canyon Avenue and 12749, 12750, 12825, 12835, 12845, 12853, 12871, 12877, 12886 and 12887 West Hacienda Drive, 3908 and 3920 North Avenida Del Sol, and is comprised of the following Assessor's Parcel Numbers and lots:

APN	Lot	Arb	Block	Tract
2384-007-005	PT 1111	1	None	1000
2384-017-045	2	2	None	10046
2384-017-047	2	4	None	10046

The Development Site includes the following Assessor's Parcel Numbers and lots:

APN	Lot	Arb	Block	Tract
2385-018-001	FR 135	1	None	6293
2385-018-002	FR 135	2	None	
2385-018-003	PT 1111	2	None	1000
2385-018-011	PT 1112	45	None	

In addition, Harvard-Westlake owns a number of homes that surround the campus that are not part of the Project Site.

Relationship to Adjacent Land Use

Surrounding uses are as follows (see Figure 2):

- *North:* Zoned R1-1 & RE15 1-H: Single-family residential uses are located to the north of the existing Harvard-Westlake Campus.
- *South:* Zoned R1-1: Single-family residential neighborhood. The St. Michael's and All Angels Episcopal Church is located south of the Harvard-Westlake Campus and is also located in the R1 Zone.
- East: Zoned RE15-1-H and R1-1: Harvard-Westlake Campus and single-family residential neighborhood beyond.
- *West:* Zoned RE15-1-H and RE40-1-H: Coldwater Canyon Open Space (west and continuing southwest of the site) and single-family residences further to the west.

The proposed athletic field atop the Parking Structure would be at an elevation of approximately 755 feet above mean sea level (AMSL). Five residences are located adjacent to the Development Site – and/or adjacent to the Coldwater Open Space with proximity to the site (south, west and north). All but one of these residences are located at a higher elevation than both the athletic field and the top of the lights. The closest residence (3680 Potosi Avenue), located approximately 98 feet to the south of the athletic field, is located at an elevation of approximately 824 feet above mean sea level (AMSL), which would be 32 feet above the

height of the proposed field lights and 69 feet above the field level; the residences to the north and northwest at the ends of Blairwood Drive (12952 Blairwood Drive) and Galewood Street (12920 and 12949 Galewood Street) are located at elevations ranging from 831 feet AMSL to 949 feet AMSL and at distances of 217 feet to 356 feet from the athletic field. One residence (12917 W. Galewood Street) located approximately 297 feet to the northeast of the athletic field would be located at an elevation of approximately 10 feet above the field level and 27 feet lower than the lights, at approximately 765 feet AMSL. Other than this one residence, the Parking Structure, including lights, would be at a lower elevation than the immediately neighboring residences.

Planned Land Use and Zoning

The Project Site is located within two separate General Plan Land Use Designations (see Figure 3 below):

- The northern 1/3 of the Project Site is designated Very Low Residential
- The southern 2/3 portion of the Project Site is designated Minimum Residential.

The Very Low Residential designation of the northern 1/3 portion of the Project Site corresponds to the RE20, RA, RE15, and RE11 Zones, according to the Land Use Map. The RE40 Zoning of the northern 1/3 portion of the Project Site (see discussion below) is not listed as a corresponding zone with the Very Low Residential land use category; however, the RE40 Zone is more restrictive than the RE20 and RE15 Zones, and therefore the RE40 Zone would be permitted in this land use category.

The southern 2/3 portion of the Project Site, is designated for Minimum Residential land uses by the Land Use Map, with OS, A1, A2, and RE40 as the corresponding zones. While there is consistency between the portions of the Project Site zoned RE40 and designated for Minimum Residential land use, the RE15 Zone (as it applies to a portion of Lot 1111) is not listed as a Zone that corresponds to the Minimum Residential land use category. The Minimum Residential designation is the most restrictive residential land use category that would not permit a less restrictive zone (such as RE15.) However, this inconsistency does not affect the Project since, regardless, the Project requires a Conditional Use Permit to allow school uses in the RE Zone.

No footnotes are imposed on the Project Site under the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan and the corresponding General Plan Land Use Map (updated March 4, 2008.) However, the southern 2/3 portion of the Development Site, which is designated for Minimum Residential land use, is also located within the Desirable Open Space Special Boundary. Footnote 7 to the General Plan Land Use Map, defines Desirable Open Space as follows:

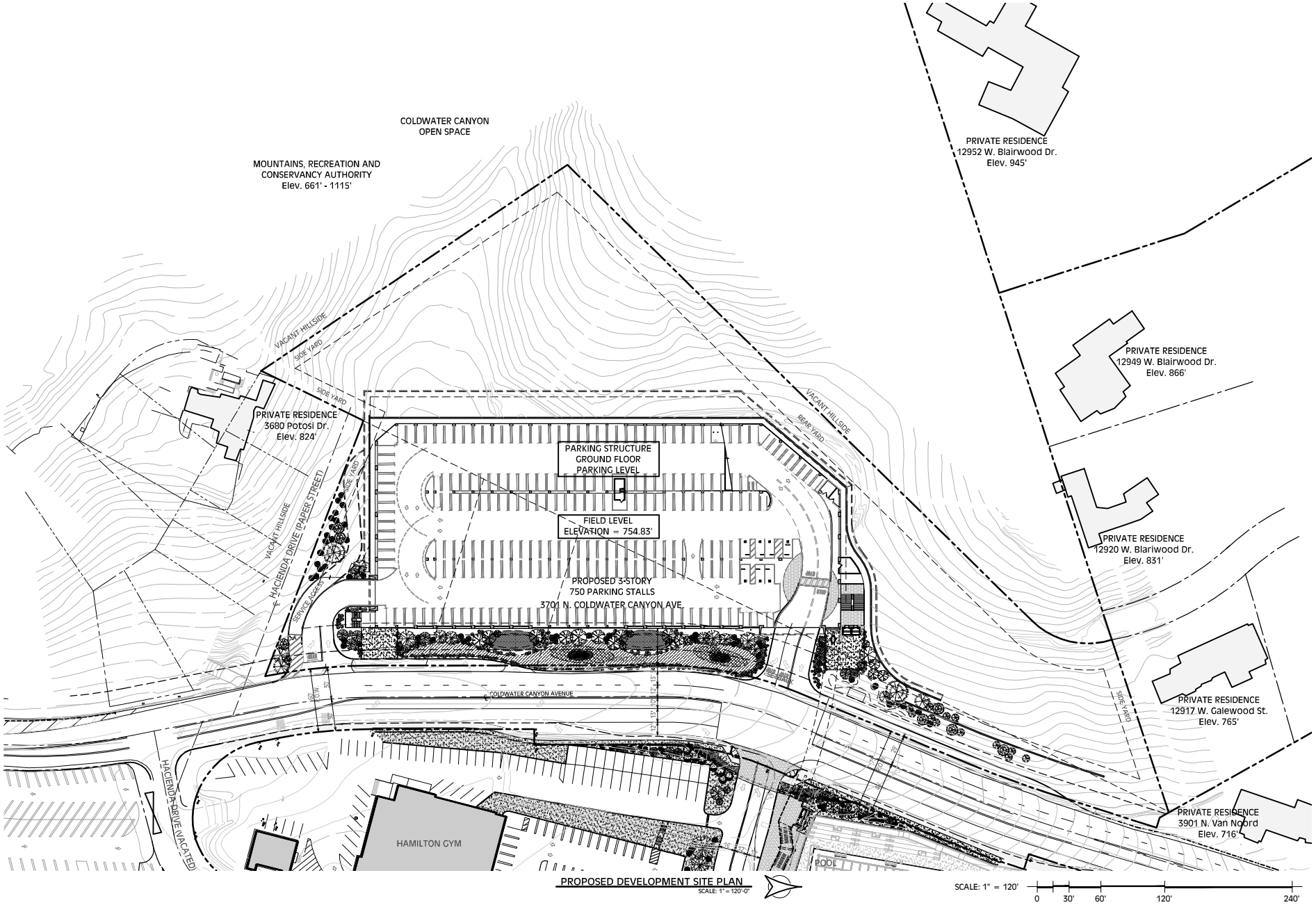
> *Desirable Open Space is land which possess open space characteristics which should be protected and where additional development controls such as proposed in this Plan and Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.*

The City of Los Angeles Planning and Zoning Code (Chapter I, Los Angeles Municipal Code) identifies specific uses allowed in the various designated zones and includes detailed standards such as height limits, setbacks, parking standards, etc., as appropriate for each zone. The Project Site is located within two separate Zones (see Figure 4). The majority of the Project Site is zoned RE40-1-H, while the southeastern most lot of the Project Site (a portion of Lot 1111) is zoned RE15-1-H.

SOURCE: Innovative Design Group

Figure 1

Project Location

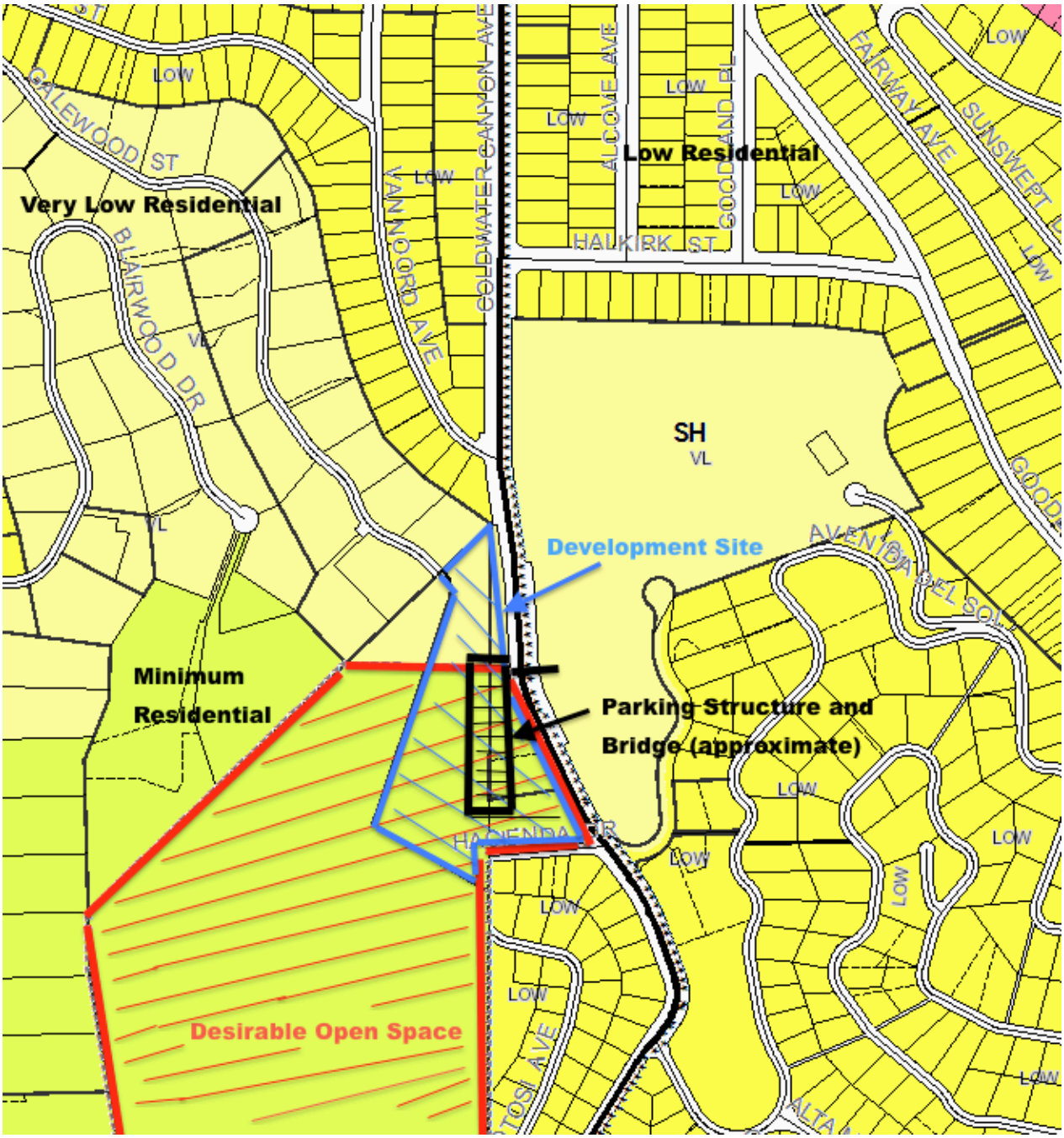


SOURCE: Innovative Design Consultants

Figure 2

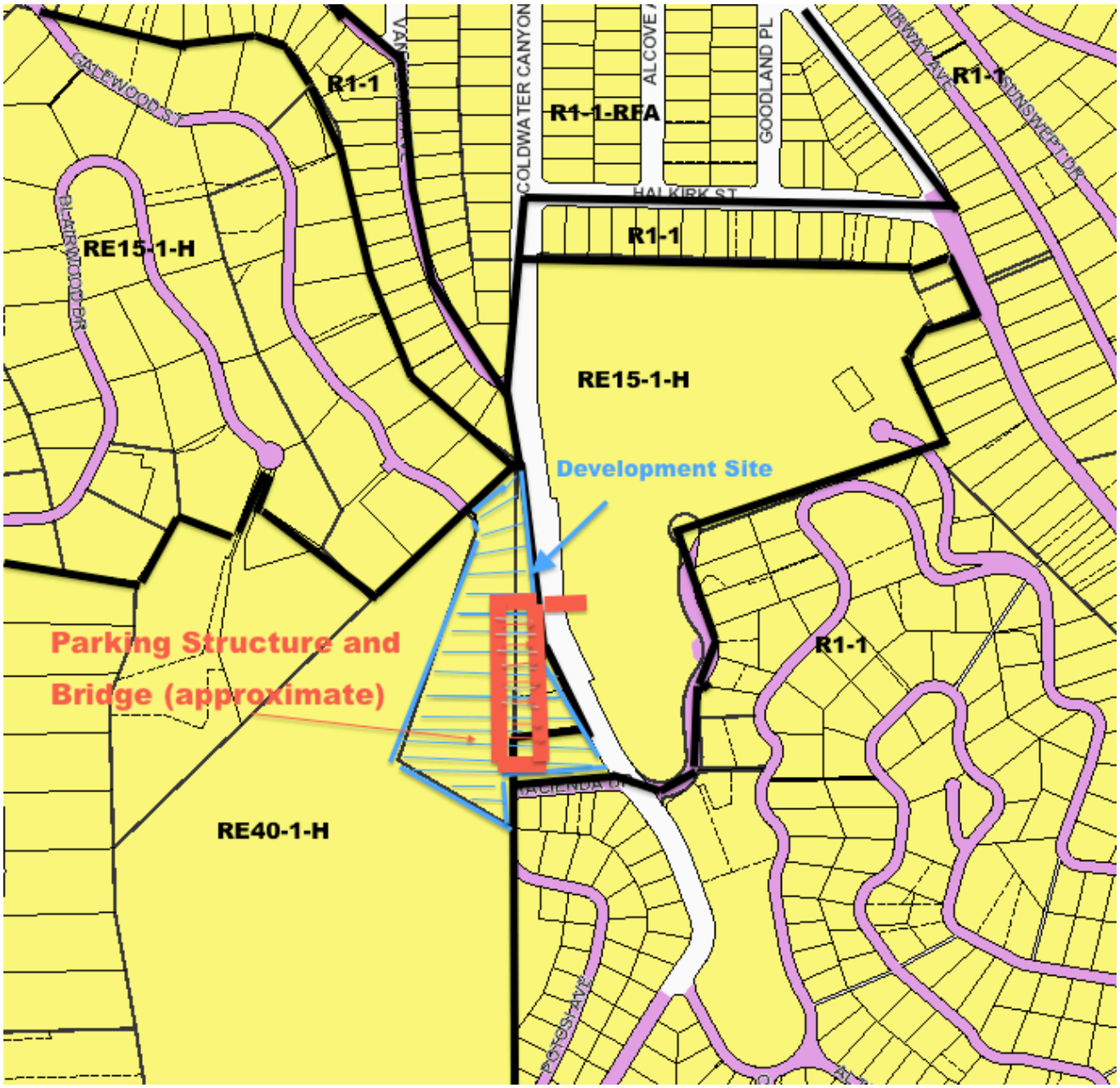
Site Plan and Relationship to Adjacent Uses

A Zone Change Ordinance (Ordinance No. 158,726, effective March 29, 1984) and associated Map indicates that the majority of the site, as well as other properties generally located west of Coldwater Canyon Avenue and north of Mulholland Drive, were changed from the RE15-1-H Zone to the RE40-1-H Zone. However, a boundary line drawn on the Zone Change Map separates Lot 1111 from the rest of the Development Site, indicating that this portion of Lot 1111 was not included in the Zone Change to the RE40-1-H and thus remains zoned RE15-1-H.



Source: http://planning.lacity.org/complan/valley/PDF/shrplanmap.pdf

Figure 3: Land Use Designations on the Development Site and in the Vicinity



SOURCE: http://zimas.lacity.org

Figure 4: Zoning on the Development Site and in the Vicinity

Description of Project

Overview of Harvard-Westlake School

The existing Harvard-Westlake Campus is one of two campuses in the Los Angeles area owned by the Harvard-Westlake School, an independent co-educational college preparatory grade school for students in grades 7 through 12. The Harvard-Westlake Campus, located at 3700 Coldwater Canyon Avenue, serves grades 10 through 12. The Harvard-Westlake middle school campus is located at 700 North Faring Road, in Holmby Hills, and serves grades 7 through 9. The Upper School has an enrollment of approximately 900

students and employs approximately 200 faculty and staff plus about 30 coaches (approximately six of whom are part of the regular faculty) per season after 2:30 p.m.

Proposed Project

Figure 5 shows a campus map (showing the existing three access points) and the location of the Development Site with respect to the campus. Figure 6 shows the proposed Ground Level Site Plan (including the new access points to the garage).

The Proposed Project consists of the development of a three-story Parking Structure with 750 parking spaces and a rooftop athletic field. The building would be 45 feet to the field level (755 above mean sea level (AMSL)), and 57 feet (767 feet AMSL) to the top of the facilities building proposed to be located at the north end of the field. The parking structure would also feature a 32-foot high catchment fence around the field on top of the structure, which would achieve a height of approximately 77 inches feet (787 feet AMSL). There would be approximately 14 light poles that would reach a height of approximately five to seven feet above the catchment fence, or 37 feet above the field, with the total overall height up to approximately 84 feet (794 feet AMSL).

The pedestrian bridge would reach a height of approximately 41 feet (approximately 18 feet as measured from the bottom of the bridge to the top of the bridge). The height at the top of the elevator on either end of the bridge would be approximately 65 feet on the west side and approximately 46 feet on the east side. The bridge would be 163 feet long and 13 feet wide and would provide a minimum clearance of approximately 24 feet above Coldwater Canyon Avenue. Connection to the pedestrian bridge would be provided at Level 2 of the proposed Parking Structure and a bridge landing would be constructed on the existing Harvard-Westlake Campus. Pedestrians would be able to access the Harvard-Westlake Campus from the parking structure, and vice versa, only via the proposed pedestrian bridge crossing Coldwater Canyon Avenue.

The project proposes the removal of at least ~104 protected trees (a combination of oaks and walnuts) of the estimated 315 trees protected under the City's Protected Tree Ordinance on the Development Site. It is also estimated that 26 protected trees would be encroached upon. The impact to protected trees, including further analysis of the existing conditions on site, will be analyzed in the EIR.

Hours of Use

The school's current hours of operation are as follows:

Monday - Friday: 6:30 am - 11:30 pm
Some Weekends (Saturday and Sunday): 6:30 am - 11:30 pm

The existing Harvard-Westlake Campus will continue to operate these same hours with the Project.

The proposed hours of operation for the athletic field on the top level of the Parking Structure are as follows:

- Summer Recess (Mid-June to September 1): Monday - Friday: 7:00 am - 7:30 pm
- Winter Term: Monday - Friday: 2:30 pm - 8:00 pm, Saturdays: 8:00 am - 1:00 pm
- Spring Term: Monday - Friday: 2:30 pm - 8:00 pm, Alternating Saturdays: 9:00 am - 12:00 noon, or 10:00 am - 3:00 pm
- Fall Term: Monday - Friday: 2:30 pm - 8:00 pm, Saturdays: 8:00 am - 1:00 pm
- Year Round: Occasional use on Sundays

The proposed rooftop athletic field would not be used after 8:00 p.m. on weeknights and would be used only during limited daytime hours on weekends.

The athletic field would be used to accommodate existing classes and would not result in any expansion of hours of use. For example, where now two classes share the Ted Slavin Field for practices at the same time, the new field would allow the classes to occur on separate fields. No change in the number or size of special events as compared to those held over the past several years on the Harvard-Westlake Campus is proposed. Special events at the school are comprised of conventional school operations including, but not limited to, the following: parent-teacher nights, musicals and other student performances, sports events, fundraising events, and graduation.

Parking

In accordance with LAMC Zoning Code parking requirements, a total of 436 parking spaces[1] are currently required for the existing Harvard-Westlake School. As no increase in student enrollment is proposed as part of the Proposed Project, Harvard-Westlake School must continue to provide a minimum of 436 parking spaces.

The existing supply of parking is insufficient to accommodate existing parking demand during regular school days, as well as in conjunction with school-related activities that occur outside regular school hours such as football games. School-related vehicles regularly park on street along Coldwater Canyon Avenue, as well as in the residential neighborhood north of the Harvard-Westlake Campus and east of Coldwater Canyon Avenue.

A total of 568 parking spaces are currently provided on the existing Harvard-Westlake Campus. This total parking supply includes parking on the Campus, including an existing parking lot located at the south end of the Harvard-Westlake campus (the "Southern Parking Lot"), which is owned by Harvard-Westlake. As part of the Proposed Project, a total of 192 parking spaces would be removed, including 89 spaces from a surface parking lot near the Main Entrance as a result of reconfiguration of the main driveway and 103 spaces from the Southern Parking Lot. The Southern Parking Lot would be used for bus circulation/staging but would continue to be striped for parking and available for special events.

With the construction of the proposed Parking Structure, an additional 750 parking spaces would be provided. As noted above, 89 spaces would be eliminated in a surface parking lot near the Main Entrance as a result of relocation of the Main Entrance. Thus, following the construction of the Proposed Project, 1,126 parking spaces would be provided on the Harvard-Westlake Campus (with an additional 103 spaces available in the Southern Parking Lot for special occasions such as graduation). As part of the parking supply, the Project must provide a minimum of 15 handicap accessible spaces to comply with the American with Disabilities Act requirements. A minimum of two percent (2%) of the total number of spaces within the parking structure are required to be provided as handicap spaces, with one in every eight handicap spaces being van accessible.

The Proposed Project would eliminate the use of local streets by students and visitors for parking for all but the biggest special events (such as graduation).

Vehicular Access

Vehicular access to the existing campus is presently provided via three driveways located on the east side Coldwater Canyon Avenue. Descriptions of the existing driveways are provided in the following paragraphs:

[1] Per City of Los Angeles, Department of City Planning, Case No. ZA-1992-0579-PAD.

- North Entrance Driveway (labeled #1 on Figure 5, Campus Map): The North Entrance driveway is located on the east side of Coldwater Canyon Avenue at the northwest corner of the Harvard-Westlake Campus. The North Entrance driveway presently accommodates a majority of student pick-ups/drop-offs as well as access to faculty parking. The North Entrance driveway currently provides full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

- Harvard-Westlake Driveway (labeled #2 on Figure 5, Campus Map): The Harvard-Westlake driveway is located on the east side of Coldwater Canyon Avenue at the main entrance to the Harvard-Westlake Campus and is controlled by a traffic signal. The Harvard-Westlake driveway presently accommodates both staff and student vehicles. The Harvard-Westlake driveway currently provides full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

- Hacienda Drive Driveway (labeled #3 on Figure 5, Campus Map): The Hacienda Drive driveway is located on the east side of Coldwater Canyon Avenue at Hacienda Drive at the south end of the Harvard-Westlake Campus. The Hacienda Drive driveway presently accommodates student vehicles and provides access to the main campus. In addition, the Hacienda Drive driveway provides access to the parking lot immediately south of Hacienda Drive and north of St. Michael's and All Angels Episcopal Church ("South Lot"), which currently serves as student parking during school hours. The Hacienda Drive driveway currently provides full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

Vehicular access to the Proposed Project would be provided via two driveways located along the west side of Coldwater Canyon Avenue:

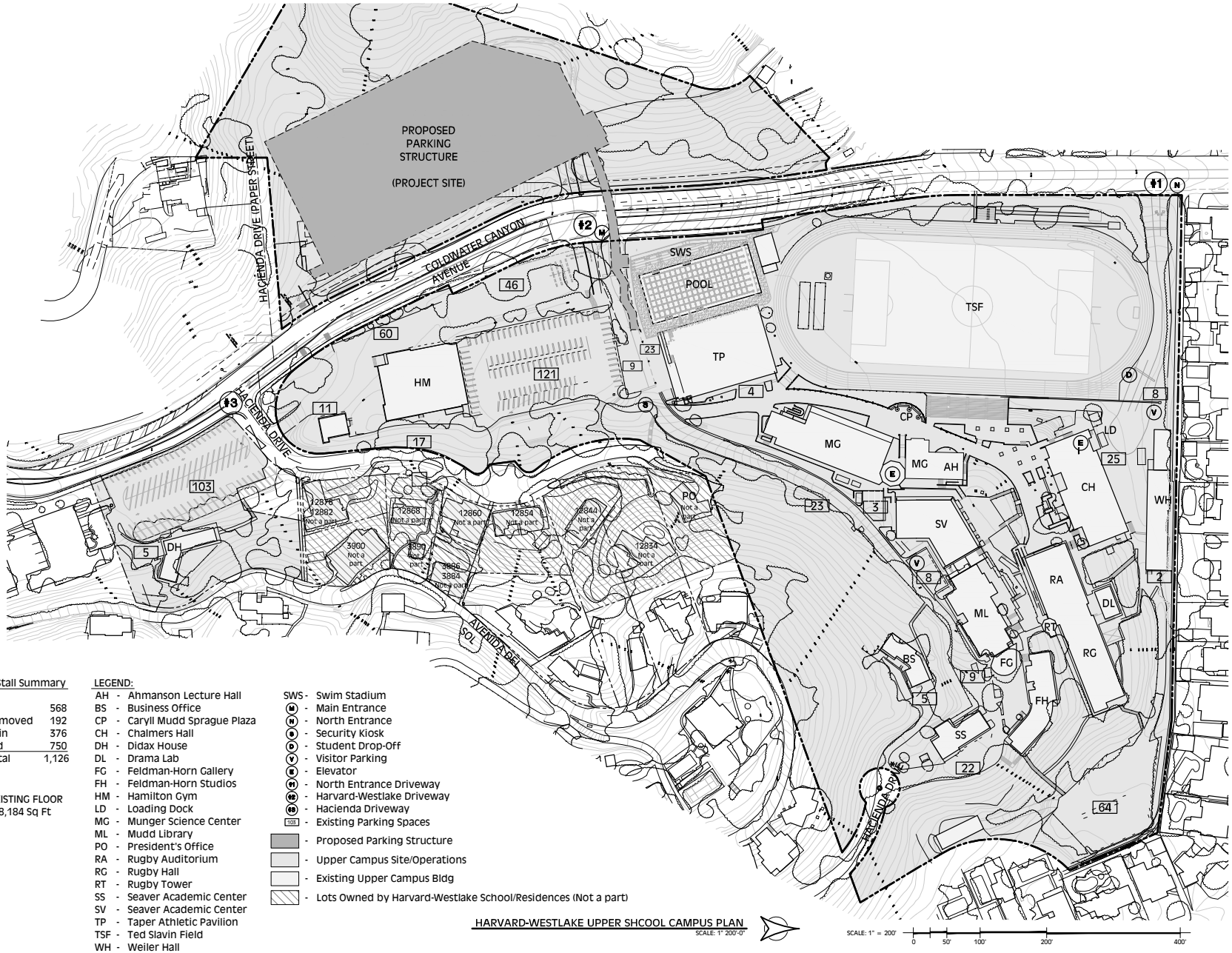
- Northerly Project Driveway: The northerly project driveway would be located on the west side of Coldwater Canyon Avenue at the northeast corner of the proposed project site. The northerly project driveway will be located directly across from the Harvard-Westlake driveway following the relocation of the existing traffic signal. The northerly project driveway would provide primary access into the proposed parking structure and will accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements).

- Southerly Project Driveway: The southerly project driveway would be located on the west side of Coldwater Canyon Avenue at the southeast corner of the proposed project site. The southerly project driveway will provide secondary access to the proposed parking structure and would accommodate limited vehicular access (i.e., right-turn ingress and right-turn egress movements, with left-turn egress permitted outside of the weekday period 7:00 a.m. – 7:00 p.m.).

A service access ramp for Fire Department access to the roof would be provided at the southern end of the site (no setback from the roadway).

Construction Activities

Excavation would occur on the Development Site over approximately 9 months. Final grading and structure construction would extend over a two-year period. It is estimated that the excavation would require the removal of approximately 135,000 cubic yards of soil from the site. This grading quantity includes approximately 3,000 cubic yards of excavation for the necessary field access service ramp, driveways and other site improvements, approximately 10,000 cubic yards of excavation per the Soils Report (5-foot lateral extension, 8-feet deep) for a spread footing foundation and approximately 113,000 cubic yards of excavation would be required for the Parking Structure. In addition, approximately 9,000 cubic yards of excavation within the area to be dedicated to the City is required to accommodate the required roadway widening along Coldwater Canyon Avenue. Equipment and worker staging would occur on the Development Site.



Parking Stall Summary	
Existing	568
To Be Removed	192
To Remain	376
Proposed	750
Total	1,126

TOTAL EXISTING FLOOR AREA: 188,184 Sq Ft

LEGEND:

- AH - Ahmanson Lecture Hall
- BS - Business Office
- CP - Caryll Mudd Sprague Plaza
- CH - Chalmers Hall
- DH - Didax House
- DL - Drama Lab
- FG - Feldman-Horn Gallery
- FH - Feldman-Horn Studios
- HM - Hamilton Gym
- LD - Loading Dock
- MG - Munger Science Center
- ML - Mudd Library
- PO - President's Office
- RA - Rugby Auditorium
- RG - Rugby Hall
- RT - Rugby Tower
- SS - Seaver Academic Center
- SV - Seaver Academic Center
- TP - Taper Athletic Pavilion
- TSF - Ted Slavin Field
- WH - Weiler Hall

- SWS - Swim Stadium
- (M) - Main Entrance
- (N) - North Entrance
- (S) - Security Kiosk
- (D) - Student Drop-Off
- (V) - Visitor Parking
- (E) - Elevator
- (#1) - North Entrance Driveway
- (#2) - Harvard-Westlake Driveway
- (#3) - Hacienda Driveway
- [105] - Existing Parking Spaces
- Proposed Parking Structure
- Upper Campus Site/Operations
- Existing Upper Campus Bldg
- Lots Owned by Harvard-Westlake School/Residences (Not a part)

HARVARD-WESTLAKE UPPER SHCOOL CAMPUS PLAN
SCALE: 1" 200'-0"

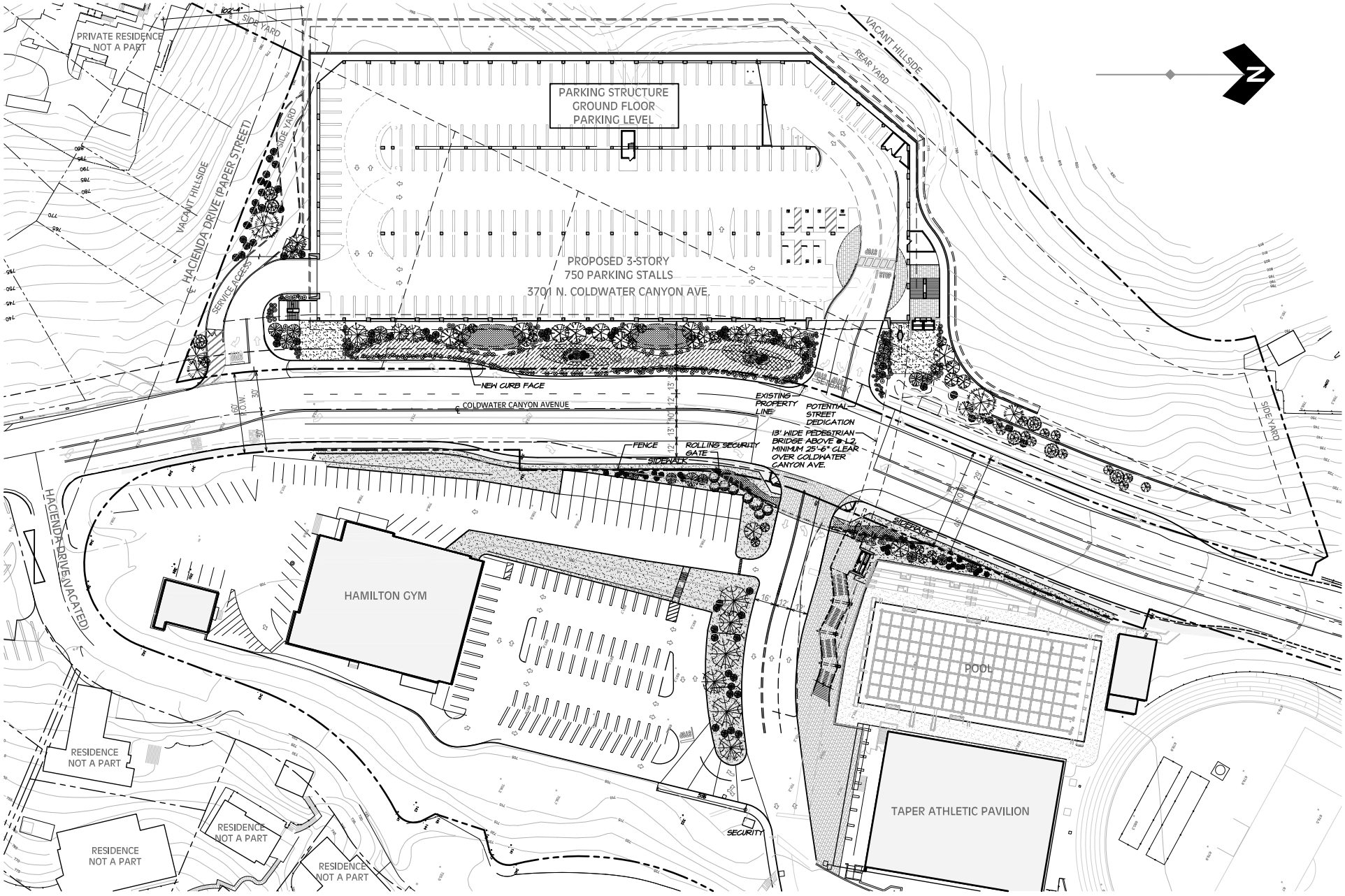
SCALE: 1" = 200'
0 50' 100' 200' 400'

SOURCE: Innovative Design Consultants

Harvard-Westlake Parking Structure ■

Figure 5

Harvard-Westlake Upper School Campus Plan



SOURCE: Innovative Design Group

Figure 6

Proposed Ground Level Site Plan

Trucks with a capacity of 20 cubic yards of material per truck will be used to carry the soil. This EIR assumes that each truck will carry 14 cubic yards of material due to soil packing inefficiencies. Truck activities would occur Monday through Friday from 7:00AM to 5:00 PM and Saturdays from 8:00 AM to 4:00 PM (approximately 25 days per month). During the peak period of grading and export activities, up to 100 truck trips per day (i.e., 50 inbound trips and 50 outbound trips) are anticipated.

All staging of construction equipment would occur on the Development Site. During excavation/grading parking for up to 20 construction workers would occur on the Development Site. During construction of the structure up to 45 construction workers would park on the Southern Parking Lot on-campus. School students, faculty and staff and construction workers would be valet parked as needed to avoid impacts to street parking.

For the proposed export of excavated soils, haul trucks are anticipated to be stationed on the Development Site (up to 6 trucks) and the Southern Parking Lot on campus (up to 6 trucks). Valet parking of students would be used as needed to avoid impacts to street parking. Up to 6 trucks may stage at a designated location off-site to be called upon by the on-site dispatcher.

Haul Route

Trucks would proceed to the Development Site, heading southbound on Coldwater Canyon. Loaded haul trucks would exit the site onto Coldwater Canyon Avenue, proceed northbound to the US-101 East (Ventura) Freeway, merge onto the US-101 South, then proceed to the CA-134 eastbound and then to I-210 eastbound then turning southbound on I-605 to Lower Azusa Road in Arcadia, leading to the landfill site which is approximately 35 miles from the development.

Discretionary Actions

The City, as Lead Agency, will use this EIR in assessing the effects of the City actions detailed below. The discretionary approvals required to implement the Proposed Project include the following:

1. Vesting Conditional Use, pursuant to LAMC Section 12.24-T.3(b), to permit the construction of a three-story parking structure with 750 parking spaces and a rooftop athletic field with a protective fence, netting and lighting, in the RE40-1-H and RE15-1-H Zones, as accessory uses to the Harvard-Westlake Campus. As part of the Conditional Use, minor revisions to the Site Plan for the Harvard-Westlake Campus are also requested to allow for a pedestrian bridge and bridge landing on the east side of Coldwater Canyon Avenue, the relocation of the Harvard-Westlake Campus' main driveway approximately 37 feet to the south off of Coldwater Canyon Avenue, minor alterations to the parking lot south of the main driveway (the Senior Parking Lot), and landscaping in the Senior Parking Lot.

    A. Proposed Parking Structure: Pursuant to LAMC Section 12.24-F., height and area regulations (in conjunction with the requested Conditional Use for the Parking Structure):

        i. Encroachments into portions of the front yard setback area (along Coldwater Canyon Avenue), to allow for the following setbacks, in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1:

            a. A 20-foot front yard setback for the Parking Structure,
            b. A 15-foot front yard setback for the proposed retaining wall,
            c. A zero-foot front yard for the pedestrian bridge and ancillary bridge structures, and
            d. A zero-foot front yard for the service access ramp needed for Fire Department access.

ii. Encroachments into the southerly and southwesterly side yard setback areas, to allow for the following setbacks, in lieu of the 17-foot side yard setback otherwise required by LAMC Section 12.21 C.10-1:

a. A zero-foot southerly side yard setback to accommodate a service access ramp needed for Fire Department access, and
b. Zero-foot southerly and southwesterly side yard setbacks for a portion of the Parking Structure and retaining wall.

iii. The following maximum heights for the Parking Structure and ancillary structures located on portions of the Development Site, in lieu of the 30-foot height limit otherwise required by LAMC Section 12.21 C.10-4:

a. Approximately 41 feet to the top of the pedestrian bridge,
b. Approximately 64 feet 11 inches to the top of the elevator tower on the west side of the pedestrian bridge (the West Landing),
c. Approximately 44 feet 6 inches to the top slab of the Parking Structure,
d. Approximately 56 feet 6 inches to the top of the rooftop equipment room/offices on the Parking Structure,
e. Approximately 76 feet 6 inches to the top of the catchment fence on the rooftop of the Parking Structure,
f. Approximately 83 feet 6 inches to the top of the field lights secured above the catchment fence, and
g. Approximately 87 feet (maximum height of the tallest wall) for retaining walls.

iv. A maximum grading quantity of approximately 3,000 cubic yards in a Hillside Area on a lot in the RE15 Zone, in lieu of the 1,600 cubic yard maximum grading limit otherwise required by LAMC Section 12.21 C.10(f)(1), (or such amount as may be increased pursuant to LAMC Sections12.21 C.10(f)(3) and (4). (The Project would involve grading and export of a total of 135,000 cubic yards, although 132,000 cubic yards is exempt from the grading and export limits pursuant to the Baseline Hillside Ordinance, as it is underneath the footprint of structures, is required for driveways and Fire Department access, and is required to accommodate the required widening of Coldwater Canyon Avenue.)

v. A maximum quantity of earth export of approximately 3,000 cubic yards in a Hillside Area, in lieu of the 1,000 cubic yard export limit otherwise required by LAMC Section 12.21 C.10(f)(2)(i), or such amount as may be increased pursuant to LAMC Sections12.21 C.10(f)(3) and (4).

B. Existing Campus: Pursuant to LAMC Section 12.24.F., related to height and area regulations (in conjunction with the requested Conditional Use Permit):

i. To allow for the bridge and bridge landing (the East Landing) to observe a zero-foot front yard setback into portions of the front yard setback area (along Coldwater Canyon Avenue), in lieu of the 25-foot front setback otherwise required by LAMC Section 12.21 C.10-1, and
ii. To allow for the a maximum height of approximately 45 feet 7 inches at the top of the East Landing;

2. Waiver of the Tentative Map Requirement under LAMC Section 91.7006.8.2, pursuant to the Department of City Planning's, Filing Procedures for Review of Grading Plans in Hillside Areas Having an Area In Excess of 60,000 square feet, dated January 11, 2012.

In addition to the Planning approvals identified above, the following approvals are also required from other City agencies:

1. A Revocable Permit from the City of Los Angeles Board of Public Works to allow for a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue.
2. An Airspace Vacation from the City of Los Angeles to allow for a pedestrian bridge to cross Coldwater Canyon Avenue and be located within the front yard setback area along Coldwater Canyon Avenue.
3. Approval from the City of Los Angeles Cultural Affairs Commission for the design of the pedestrian bridge.
4. Approvals and permits from the City of Los Angeles for Project construction activities including, but not limited to the following: demolition, removal of protected trees, haul route, excavation, shoring, grading, foundation, and building and interior improvements.

Previous Actions

- **Ordinance 132,416 (Related Case: CPC-18760)** - Effective June 25, 1966. Zone Change from R1-1-H to RE15-1-H, affecting the entire Development Site.
- **Ordinance 158,726 (Related Case: CPC-29735-GPC)** - Effective March 29, 1984. Zone Change from RE15-1-H to RE40-1-H, affecting the Development Site with the exception of Lot 1111 (the southeastern most lot).
- **Certificate of Compliance (COC-79-70)** - On December 5, 1979, the Advisory Agency of the Department of City Planning certified that the described parcel (Portion of Lot 135, Tract 6293, M.B. 72-77/84 and Portion of Lot 1112, Tract 1000, M.B. 19-1/34) was established by division in compliance with the applicable provisions of the Subdivision Map Act and of the Los Angeles Municipal Code and may be sold, leased, financed or transferred in full compliance with all applicable provisions of the Subdivision Map Act and the Los Angeles Municipal Code. The Record Owner is listed as Patagonia Corporation. Affects Lots FR 135, Arb 1, and PT 1112.
- **Parcel Map Exemption (PMEX-2565)** - On December 21, 1981, the Advisory Agency determined that the division of land adjusting the common lot line between parcels designated A and B, composed of portions of Lot 135 of Tract 6293 and Lot 1112 of Tract 1000, is exempt from the provision of the parcel map regulations. Affects Lots FR 135, Arb 1, and PT 1112.
- **YD-1981-394-YV** - On March 31, 1982, the City's Zoning Administrator granted a Variance for the site located at 3801 Coldwater Canyon Avenue (described as portions of Tract Nos. 6293 and 1000) permitting the construction and maintenance of a lighted tennis court having a surface grade of 14 feet above the natural grade and observing a 10-foot easterly side yard setback, instead of the required 50 feet. The applicant in this case was Monarch Development Corporation. According to the decision letter, the subject tennis court appears to have been approved on the southerly pad of the 3.3-acre site fronting the west side of Coldwater Canyon Avenue, as an accessory use to a new dwelling unit development proposed on the northerly pad of the site.
- **Certificate of Compliance (COC-83-036)** - On May 25, 1983, the Advisory Agency of the Department of City Planning certified that the described parcel (Portion of Lot 135 and Portion of Lot 1112) was established by division in compliance with the applicable provisions of the Subdivision Map Act and of the Los Angeles Municipal Code and may be sold, leased, financed or transferred in full compliance with all applicable provisions of the Subdivision Map Act and the Los Angeles Municipal Code. The site address is listed as 12908 Galewood Street although the approved Plot Plan shows the site as fronting along the west side of Coldwater Canyon Avenue. The Record Owner is listed as Monarch Development Corporation of Southern California.
- **Harvard-Westlake Campus Ordinance 78,944** - On December 20, 1937, City Council approved an Ordinance granting a Conditional Variance and Exception from certain provisions of Article 2 of

Chapter 1 of the L.A.M.C. affecting the property described as Lot 1111 of Tract 1000 in the City, as per map recorded in Book 19 Page 1 et. seq. of Maps in the Office of the County Recorder. The Variance allows the property to be used for the purpose of establishing, maintaining and conducting a military academy subject to certain conditions.

- **CASE-5448** - Dated August 27, 1937, an Investigator Report describes a request for permission to establish and maintain a military academy (Harvard Military Academy) on a 22-acre parcel of land at 3800 Coldwater Canyon Avenue. At the time of the application, this property was improved with a golf course and country club (The Hollywood Country Club), including club house buildings. No changes to the exterior of the existing buildings were proposed to accommodate the school use. It is noted in the report that the property in question is somewhat isolated. The nearest residence is about 400 feet from the clubhouse building at an elevation that is considerably above the subject property. The Variance application was recommended for approval on August 30, 1937.
    - On April 28, 1941, the Board of the City Planning Commission approved plans permitting the Harvard Military School to erect a new field house and gymnasium.
    - On July 15, 1942, the City's Zoning Administrator granted an Approval of Plans, as required by Condition No. 1 of Zone Variance Ordinance No. 78,944 and under the authority of Section 12.13(J) of the Municipal Code, for an 11' x 14', one-story, one-room office addition to the classroom building at 3700 Coldwater Canyon Avenue.
    - A Site Plan dated June 5, 1955 indicates a Conditional Use was approved by the City Planning Commission to add a new classroom building at the northeast end of the Harvard School campus.
    - A letter dated June 12, 1961 from a City Planning Associate indicates another Approval of Plans for the construction of a new one-story classroom and auditorium building to replace an older structure of like use on the existing school site. The letter references other existing uses on the site, including school buildings, dormitories, athletic fields, bleachers, and parking areas.
    - On May 11, 1964, the Chief Zoning Administrator granted an Approval of Plans for a General Master Plan for future building development and plans for new Lower School, academic center and infirmary buildings. Additional Conditions of Approval were imposed.
    - On January 4, 1967, the Chief Zoning Administrator granted an Approval of Plans for a two-story Lower School building connected to the existing Rugby Hall by a roofed breezeway and finished in a manner that complements the other buildings on the school site.
    - On October 16, 1972, the Associate Zoning Administrator granted an Approval of Plans, as required under Condition No. 1 of the Zone Variance Ordinance No. 7899 and under the authority of LAMC Section 12.27-B, for a gas fired ceramic kiln to be utilized in connection with the academic program of the Harvard School. The plans indicate that the kiln would be located within a 6-foot high chain-link fence enclosure, at least 20 feet from the west wall of the most northerly classroom building, and about 30 feet from the northerly property line. The kiln consists of an approximately 6' x 6' masonry structure with an area of 32 cubic feet.
    - An undated letter from a Recommendation Report signed by the Zoning Administrator indicates another Approval of Plans for the construction of a single-family dwelling and garage on the school property to be used to house Harvard-Westlake's Headmaster, located easterly of the administrative building, 100 feet westerly of Hacienda Drive, and 130 feet northerly of Avenida del Sol.
- **CPC-8123** - On March 28, 1957, the City Planning Commission approved the acquisition and conditional use of the property described as a portion of Lot 1111, Tract 1000, Page 1 in the office of the County Recorder of Los Angeles County for the construction and maintenance of a pumping plant structure (NOTE: While this case appears on ZIMAS, it does not involve the Property. Based on the map corresponding to this decision, the property described is located southeast of the Harvard-Westlake Campus.)

- **ZA-16047** - On February 7, 1961, the Chief Zoning Administrator conditionally approved a Variance from the automobile parking lot improvement requirements of the R1 Zone to permit the use of turf surfacing instead of asphalt on two new parking areas providing 104 parking spaces in connection with the new classroom auditorium building on the 23-acre campus of the military school at 3700 Coldwater Canyon Avenue. Three Conditions of Approval were imposed.
- **Ordinance 132,416** (Related Case: CPC-18760) - On June 25, 1966, City Council approved a Zone Change Ordinance that changed the zone of the site from R1-1-H to RE 15-1-H.
- **CPC-24600** - On March 28, 1973, the City Planning Commission conditionally approved plans for the replacement of the library building, the relocation of a new field house and the inclusion of additional parking on the 23-acre Harvard School site located east of Coldwater Canyon Avenue and northerly of Hacienda Drive, known as 3700 Coldwater Canyon Avenue. Three Conditions of Approval were imposed, including the requirement to provide and improve a minimum of 33 additional off-street parking spaces (for a new total of 379 parking spaces) to accompany the 16,520-square foot expansion of the school facilities at a rate of one parking space per 500 square feet.
- On July 3, 1975, the City Planning Commission conditionally approved plans for the construction of a 20' x 30' storage building, pergolas and a stairway.
- **ZA-1992-0579-PAD** - On May 29, 1992, the Chief Zoning Administrator granted an Approval of Plans to permit closure of an existing patio area between two buildings on an existing high school site, for use as a classroom, subject to four Conditions of Approval.
- On March 4, 1994, the Chief Zoning Administrator granted another Approval of Plans for the construction of a new science building on the Harvard-Westlake Campus, subject to six Conditions of Approval. The Findings of Fact indicate that a campus parking study was completed by Crain and Associates in December 1992 that found that the 436 parking spaces currently provided on the campus were adequate to meet the parking needs for the campus, including the proposed science building.
- **ZA 1996-0882-PAD** - On October 30, 1996, the Chief Zoning Administrator granted an Approval of Plans for the construction of a new one-story art gallery addition of approximately 1,845 square feet to an existing two-story building (Mudd Hall) on the Harvard-Westlake Campus, subject to five Conditions of Approval. The "Background" section of the decision letter references 436 on-site parking spaces.
- **ZA-1997-0377-PAD** - On June 4, 1997, the Chief Zoning Administrator granted an Approval of Plans for the construction of a new first-story library addition of approximately 1,200 square feet to the existing Mudd Hall below the previously authorized 1,845 square-foot second level art gallery on the Harvard-Westlake Campus [ZA 96-0082 (PAD)]. This grant imposed five Conditions of Approval.
- On July 17, 1997, the Chief Zoning Administrator issued a Letter of Clarification to clarify that, as conditioned, no enrollment increase was authorized under this case and that no additional parking requirement was triggered. This letter also clarified that a previous Plan Approval under Case No. ZA-1992-0579-PAD established 436 parking spaces as the set number of parking spaces required for this particular site, whether it is above or below Code.
- **ZA-1999-0093-PAD** - On March 29, 1999, the Chief Zoning Administrator granted an Approval of Plans for both the demolition and replacement of an approximately 4,924 square-foot section of as well as the construction of an approximately 3,507 square-foot addition to Hamilton Gym; the construction of an approximately 3,318 square-foot one-story addition to the Taper Gym; and the reconfiguration of the parking lot between those two building on the Harvard-Westlake Campus. A total of five Conditions of Approval were imposed. The "Background" section of the approval references the following:

  > "The parking lot between the gymnasiums currently accommodates 257 parking spaces. However, not all of the spaces or backup areas comply with current codes. In the new plan, 245 code compliant parking spaces are proposed, including 7 handicap spaces. The campus will continue to have substantially more than the 328

spaces that were determined in 1992 under Case No. ZA 92-0579(PAD) to be required for the school and substantially more than the 436 spaces that were provided on campus in 1992 and that were determined at that time to be adequate to meet the parking needs of the campus. Since no additional enrollment results from this action, these observations still hold and no additional parking is required to be provided. The reconfiguration of the parking lot and walkways will not change existing landscape features along Coldwater Canyon Avenue."

- **CPC-2006-2375-PAD** (Related Case: ENV-2006-4105-MND) - On September 1, 2006, the Associate Zoning Administrator, on behalf of the City Planning Commission, conditionally approved plans for a deemed-to-be-approved conditional use site (Harvard-Westlake Campus) to permit the installation and operation of four light pole structures with light fixtures (luminaries) at the existing athletic field; and approved a modification of the height regulations to permit the four athletic field light poles to exceed the maximum 45-foot height limit of a non-single family use in Height District 1, with the two poles proposed to be located on the east side of the field having a maximum height of 80 feet and the two poles proposed to be located on the west side of the field having a maximum height of 60 feet. A total of 17 Conditions of Approval were imposed. These new light poles were installed in 2007 and are regularly used on the Harvard-Westlake Campus.

ATTACHMENT B -- EVALUATION OF ENVIRONMENTAL IMPACTS

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

☑ Aesthetics	☑ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☑ Air Quality	☑ Hydrology/Water Quality	☐ Recreation
☑ Biological Resources	☑ Land Use/Planning	☑ Utilities/Service Systems
☑ Cultural Resources	☐ Mineral Resources	☑ Mandatory Findings of Significance
☑ Geology/Soils	☑ Noise	

INITIAL STUDY CHECKLIST (To be completed by Lead Agency)

INITIAL STUDY CHECKLIST (To be competed by the Lead City Agency)	
PROPONENT NAME: Harvard-Westlake School Contact: John Amato, Vice President	**PHONE NUMBER:** 310-288-3255
PROPONENT ADDRESS: Harvard-Westlake School 700 N. Faring Road Los Angeles, CA 90077	
AGENCY REQUIRING CHECKLIST: City of Los Angeles Planning Department	**DATE SUBMITTED:** April 12, 2013
PROPOSAL NAME (If Applicable): Harvard-Westlake Parking Improvement Plan	

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS (AE) - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☑	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☑	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☑	☐	☐	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☑	☐	☐	☐

a, b, c) The project includes construction of a three-story parking structure and pedestrian bridge along Coldwater Canyon Avenue. The proposed athletic field atop the parking structure would be surrounded by a 32-foot tall catchment fence that would include lights built in to the supporting poles that would extend five to seven feet above the fence. Although the catchment fence is technically a structure, it would primarily consist of netting that would be marginally visible. The light poles are proposed to be painted green to blend with surrounding vegetation.

The project would include removal of approximately 135,000 cubic yards of soil from the Development Site. The project proposes the removal of at least 104 trees protected by City Ordinance (a combination of oaks and walnuts) of the estimated 315 trees protected under the City's Protected Tree ordinance on the Development Site. It is also estimated that 26 protected trees would be encroached upon. The impact to protected trees, including further analysis of the existing conditions on site, will be included in the EIR. The Development Site contains several hundred trees/shrubs and other plants that are not protected by the City's Protected Tree Ordinance. These trees/shrubs and other plants comprise protected habitats that are measured in acres of habitat potentially impacted rather than number of plants. The project would impact 0.65 acres of Southern Oak Woodland/Southern Walnut Woodland as well as an additional 0.04 acres of adjacent (off-site) woodland area; 2.76 acres of Southern Oak Woodland/Southern Walnut Woodland are present on-site so the majority of this protected woodland community would remain undisturbed. The site contains 2.84 acres of landscaped/disturbed area plus an additional 0.33 acres of ruderal land, of which 2.74 acres would be impacted by the project. Therefore the vast majority of the site that would be impacted is already disturbed.

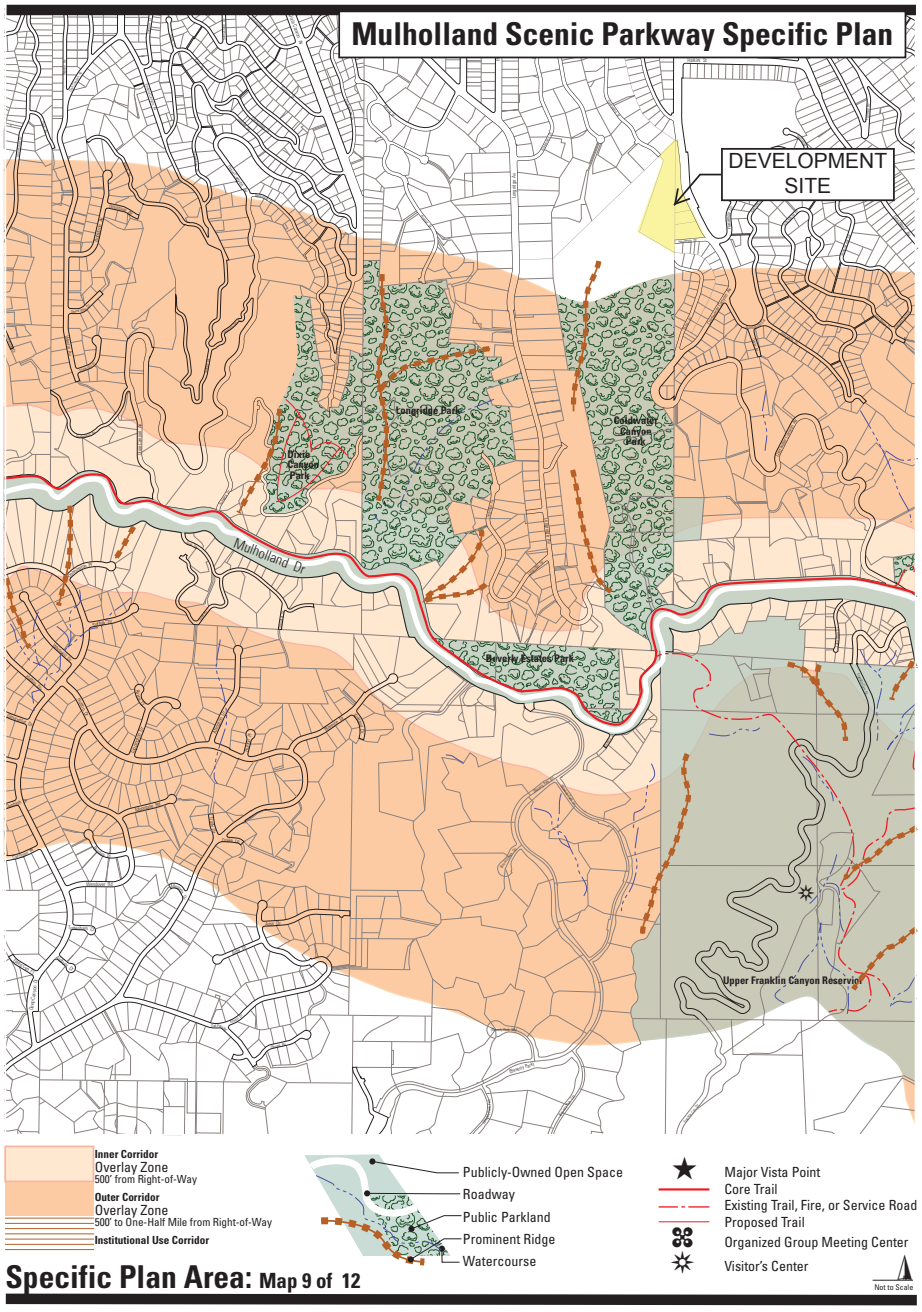
The project would be visible to the public from the immediately adjacent street (Coldwater Canyon Avenue). It would be visible in private views from homes and gardens located to the north, east and south.

Coldwater Canyon Avenue adjacent to the Development Site is a secondary highway in the City of Los Angeles; it is identified as a Designated Scenic Highway in the Transportation Element of the General Plan (adopted September 1999) and as a Secondary Scenic Highway in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (as of March 2008).

Mulholland Drive, located just over half a mile to the south is designated as a Scenic Parkway in the Transportation Element and the Community Plan. Because of intervening topography and structures, the project would not be visible from Mulholland Drive. The Development Site is not subject to the

Mulholland Scenic Parkway Specific Plan (May 1992). The Development Site is 185 feet from the outer corridor overlay zone and 2,325 feet from the inner corridor overlay zone of the Mulholland Scenic Parkway Specific Plan; the site is 2,825 feet from Mulholland Drive (see Specific Plan Area Map below).

In addition the Community Plan (Sherman Oaks - Studio City - Toluca Lake – Cahuenga Pass) Land Use Map identifies a Scenic Corridor, that corresponds to the outer corridor ½ mile buffer of the Mulholland Scenic Parkway Specific Plan, passes 185 feet south of the site through the residential area south of St. Michael's Church and immediately south of the house south of the Development Site on Potosi Avenue.



Approximately 35.1% (1.9 acres) of the (5.5-acre) Development Site would be developed with the new structure and an additional 4.5% (0.25 acres) is proposed to be paved with driveways and an additional approximately 19.1% of the site would be newly landscaped. Approximately 41.3% of the site would remain undisturbed except for the planting of new trees (see Figure 7 below).

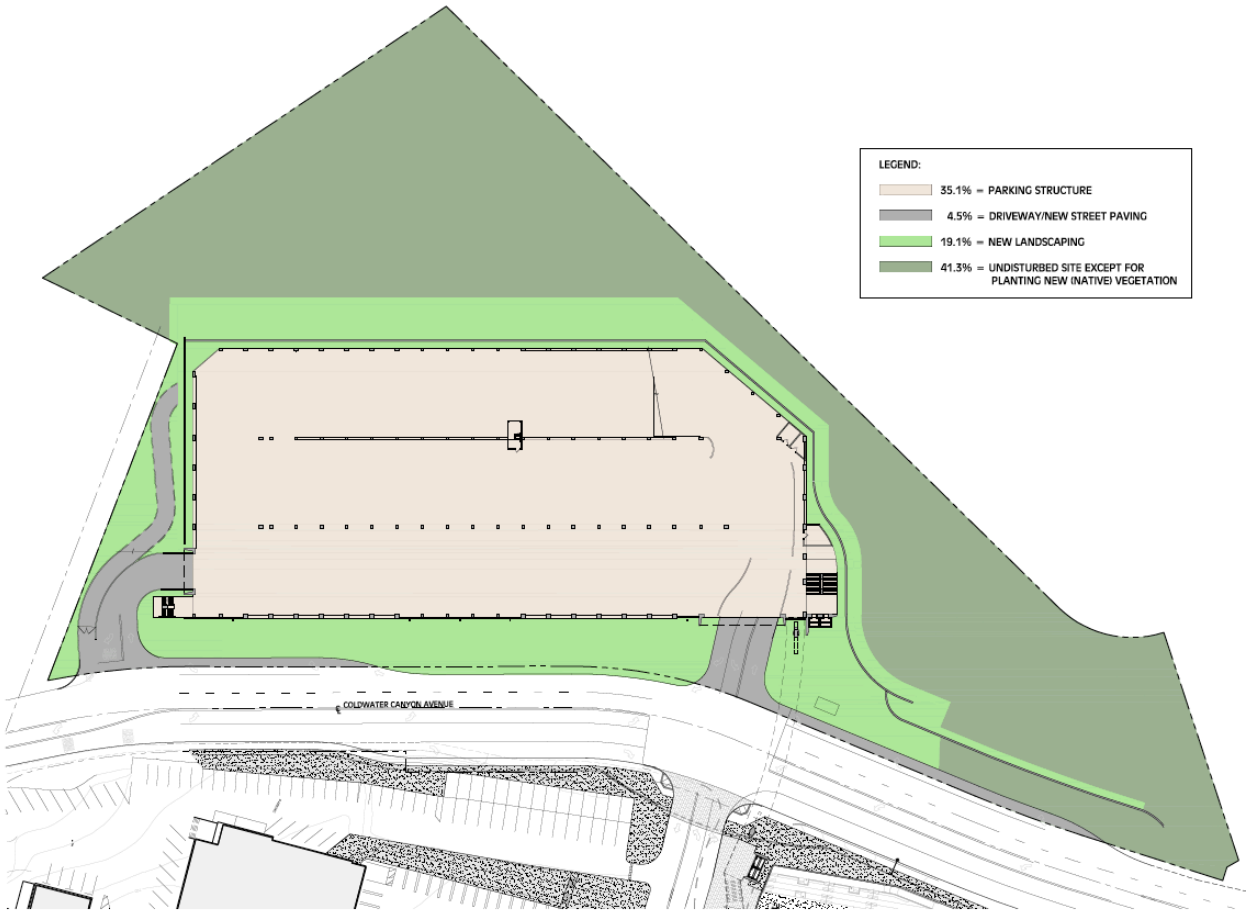


Figure 7: Development Site – Structure, Paving and Landscaping

The existing Development Site includes an area previously developed with two residential structures as well as an area that has been used for construction staging. The area of the Development Site where the residential buildings were removed and areas that have been used for construction staging in connection with the construction of a new DWP water pipeline within Coldwater Canyon Avenue total approximately 2.84 acres. The project would impact 2.71 acres (out of the 2.84 acres) of disturbed/landscaped area as well as 0.04 acres of ruderal (mostly weeds) vegetation. Removal of the disturbed/landscaped and ruderal areas could be a benefit. Removal of the Southern Oak Woodland/Southern Walnut Woodland as well as blocking views of wooded areas from the roadway is potentially significant. The proposed landscaping plan includes substantial screening of the structure that would substantially mitigate the project impact. Potential impacts to views along Coldwater Canyon Avenue will be analyzed further in the EIR.

d) The proposed athletic field atop the parking structure would be surrounded by a 32-foot tall catchment fence that would include lights attached to the supporting poles. Lighting of the field would occur only on weekdays during winter months up to 8:00 pm (as currently occurs at Ted Slavin field). Although

the catchment fence is technically a structure, it would primarily consist of netting that would be marginally visible. Lighting would be directed towards the field and would include shields to prevent spillover lighting on to adjacent properties.

The proposed building would also include interior lighting from fully-shielded LED, metal-halide or fluorescent fixtures on motion sensor controls for each level and in segregated areas. All interior lighting point sources would be shielded from exterior view. Lighting of the athletic field and potential impacts on nighttime views in the area will be discussed in the EIR.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. AGRICULTURE AND FOREST (AF) - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a, b, c, d, e) The proposed project would be infill development located within the City of Los Angeles. "Forest land" is land that can support 10-percent native tree cover of any species under Section 12220(g) of the California Public Resources Code, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The project would not conflict with existing zoning for agricultural, forest land, timberland use, or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland or forestland. While the Development Site does include 2.76 acres of Southern live oak/southern walnut woodland (approximately half the Development Site), this area is not managed for public benefit. The project site is also currently zoned residential (RE40 and RE15), not agricultural. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY (AQ) - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☑	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☑	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

a) The Project would be exclusively used by students, faculty, staff and guests of the existing school across Coldwater Canyon Avenue; once completed it would not increase trips in the area (see discussion of Transportation/Traffic below), would be consistent with zoning, and would therefore be consistent with the 2007 and Draft 2012 AQMP. Therefore, impacts would be less than significant.

b-d) The proposed project would generate short-term regional and localized emissions from construction activity. An analysis of construction air emissions will be completed based on guidance provided by the South Coast Air Quality Management District (SCAQMD) in the *CEQA Air Quality Handbook* and associated updates provided on the SCAQMD website. Regional emissions will be estimated based on sources including, but not limited to, the anticipated heavy-duty equipment mix, truck trips, and construction activities. It is not anticipated that the proposed project would be a long-term source of operational emissions because it would not result in an increase in vehicle trips. The findings of the air quality analysis addressing project emissions and any applicable mitigation measures will be included in the EIR.

e) Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project. The proposed project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Therefore, construction of the proposed project would result in less-than-significant impacts related to odors.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed project is not the type of land use that is typically associated with odor complaints. No impact would occur during project operation.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES (BR) - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☑	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☑	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☑	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☑	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☑	☐	☐	☐

a, b, d, e) Of the 33 sensitive plant species potentially occupying the Development Site, only the Plummer's mariposa lily would potentially occur there. The Plummer's mariposa lily could occur in the nonnative grassland portion of the ruderal habitat in the proposed area of direct impact (grading area). This area consists of less than 1,000 square feet and if the species did occur there only a few individuals would likely be affected. However, this impact will be further analyzed to determine the level of significance of impacts to sensitive plant species in accordance with CEQA guidelines.

A number of protected and/or sensitive birds and reptiles could occur on the Development Site. No riparian habitat is located on the Development Site. Further analysis in the EIR will determine the level of significance of potential impacts to protected species in accordance with CEQA guidelines.

The proposed project would impact 0.65 acres of oak and walnut woodland which would be considered significant because both oaks and walnuts are important parts of the regional ecosystem and because both resources are protected by local and state regulations. Of the 315 protected trees inventoried on the Development Site, 104 are proposed for removal, 26 are proposed to sustain permanent encroachment, and 185 are proposed to be preserved in place. The proposed removal of protected trees includes 10 oaks and 94 walnuts. The proposed encroachment would impact three oaks and 23 walnuts. Potential

impacts to protected trees, plant and animal life on the Development Site will be further evaluated in the EIR.

c) There are no wetland features that meet federal or State definitions of "waters of the US," or riparian areas, on, or adjacent to, the Development Site.

f) No adopted habitat Conservation Plans, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan is located in the vicinity of the Development Site. However, the project is located immediately adjacent to land owned by the Mountains Recreation and Conservancy Authority. Potential impacts to this land will be further discussed in the EIR.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES (CR) - Would the project:				
a) Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☑	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

a) The Harvard-Westlake Upper School campus includes City of Los Angeles Historic-Cultural Monument No. 32, Saint Saviour's Chapel. It was listed in 1965. The chapel was built in 1914 at the original campus of the Harvard School at Western Avenue and Venice Boulevard. It was designed by Reginald Johnson, the son of the first Episcopal bishop of Los Angeles. When the campus moved to its present Studio City location in 1937, the chapel was divided into 16 pieces and moved to the new campus. There are no other known resources in the vicinity of the Development Site. No changes are proposed to the chapel or to its immediate vicinity. Therefore, there would be no impacts to an historical resource.

b, c, d) The Development Site includes areas that have previously been disturbed (on the main campus and on the Development Site where two residences were previously located) as well as vegetated hillsides. No archeological or paleontological resources or human remains are known to exist in the immediate vicinity of the Development Site and no impacts are anticipated. The project is not part of a formal cemetery and, therefore, it is unlikely that human remains exist within the Development Site. Potential impacts to archeological, paleontological and human remains will be further discussed in the EIR.

Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:

  - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

  - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Environmental impacts may result from project implementation due to discovery of unrecorded human remains.

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
    - Stop immediately and contact the County Coroner:
      1104 N. Mission Road
      Los Angeles, CA 90033
      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
    - The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
    - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
    - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    - If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
    - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS (GS) - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐
iv) Landslides?	☐	☑	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral	☐	☐	☑	☐

spreading, subsidence, liquefaction, or collapse?

d)	Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☑	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

a) i) The City of Los Angeles, like most of Southern California is a region of high seismic activity and is therefore subject to risk and hazards associated with earthquakes. Several active faults within the region are considered capable of affecting property throughout the City. The closest fault is the Hollywood Fault located approximately 2 miles from the Development Site.[2] Implementation of the proposed project would involve the construction of a parking structure with rooftop athletic field. The design and construction of the project would conform to applicable codes including the California Building Code seismic standards and other codes as determined by the Department of Building and Safety. Therefore, impacts would be less than significant.

ii) The potential for ground shaking exists throughout Southern California and would be of comparable intensity at the proposed project as it is for large parts of the Southern California region. The project would not be habitable but would include use by students, faculty and staff as well as guests, which could expose them to some seismic risk, but no more than other structures in the region. Compliance with applicable building codes would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts would be less than significant.

iii, iv) Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less (historical depth to groundwater appears to be 40 feet but groundwater was not encountered in borings to a depth of 71 feet). Such conditions do not exist on the Development Site. A small portion of the Development Site does contain potentially liquefiable soils that are proposed to be removed during grading. The project would be located on a hillside (borings indicate no past landslides) with up to 23 feet of alluvium and up to 20 feet of fill within east flowing drainages. The project would include excavation that would substantially cut in to the slope and could expose steeply sloping bedrock, and would require use of soil nails (designed as appropriate for site conditions) to ensure stability of the structure. The project would not increase risks due to seismic-related ground failure, liquefaction or landslides. Therefore, impacts would be less than significant. Although Zimas indicates that landslides and liquefaction are potential issues to be addressed at the Development Site, the project specific Preliminary

[2] ZIMAS data for the Development Site.

Geotechnical Report indicates that there are no landslides and that the small area of liquefiable soils would be removed as part of the project.[3]

The potential for seismic-related ground failure will be further analyzed in the EIR.

b, c) See a) above. The project would result in substantial excavation that would expose bedrock. Construction would comply with applicable codes including the California Building Code. A preliminary geotechnical report has been prepared and has identified requirements for project construction. Therefore, impacts would be less than significant.

d) Siltstone located within the top two feet of soils on the Development Site has moderate to high potential for expansion. Removal of the top two feet of site soil within the structure footprint along with erosion control and drainage would be provided to the satisfaction of the Building and Safety Department. Therefore, impacts would be less than significant.

e) The proposed project could include bathrooms, and if so, would be connected to the wastewater system. Therefore, septic tanks and other alternative wastewater disposal systems are not required or necessary for the proposed project, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS (GHG) - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☑	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

a-b) The primary source of regional greenhouse gas emissions (GHG) is vehicular exhaust. On completion of the project, the number of vehicular trips in the area would not change.

There are numerous State and local plans, policies, and regulations that pertain to GHG emissions. For example, State Assembly Bill AB 32 requires the California Air Resources Board to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to Statewide levels in 1990 by 2020. Senate Bill 375 provides a means for achieving AB 32 goals through the reduction in emissions of cars and light trucks. The Green LA Action Plan includes the goal to reduce GHG emissions 35 percent below 1990 levels by 2030. As discussed above, it is anticipated that the proposed project would not substantially change long-term vehicular GHG emissions. However, construction would result in increased emissions of GHGs during construction. The EIR will further analyze GHG emissions.

Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact

[3] Geotechnical Professional Inc., Preliminary Geotechnical Investigation, Proposed Parking Structure, Harvard-Westlake School, 3700 Coldwater Canyon Avenue, July 2010

VIII. HAZARDS AND HAZARDOUS MATERIALS (HM) - Would the project:

a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☑	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☑
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

a) Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Operation of the parking structure would not involve the routine transport, use, or disposal of hazardous substances other than minor amounts of cleaning materials and fuels in parked vehicles as well as herbicides or pesticides that would be used for landscaping. The quantities of such products are not expected to be large enough to create a potential hazard to the public or environment through their routine transport, use or disposal. Hazardous materials would be handled in accordance with federal OSHA and California OSHA standards. Therefore, impacts would be less than significant.

b) The parking structure is not anticipated to involve hazardous materials that could result in an upset or accident condition. Therefore, impacts would be less than significant.

c) The proposed parking structure is proposed to be used by an existing school. It would not emit hazardous materials other than those already associated with school operations (cleaning materials, herbicides pesticides, etc.). Therefore, impacts would be less than significant.

d) The Development Site is not on a list of hazardous materials sites. Previous uses on the Development Site have included residential use and construction staging. Implementation of the parking structure would not create a significant hazard to the public or the environment. Therefore, less than significant impacts would occur.

e) The Development Site is located within a canyon and not within two miles of an airport and would not result in a hazard associated with airplanes. Therefore, no impact would occur.

f) The Development Site is located within a canyon and not within two miles of a private airstrip. Therefore, no impact would occur.

g) Coldwater Canyon Avenue is not classified as a Disaster Route for emergencies.[4] A disaster route is used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property and minimize impact to the environment. During a disaster, these routes have priority for clearing, repairing and restoration over all other roads. The proposed project would not interfere with the City's Emergency Operations Master Plan and Procedures. Construction could result in some delays along Coldwater Canyon Avenue. However, use of flaggers would reduce project impacts to a less than significant level.

h) The hillside areas of Los Angeles are located in a Mountain Fire District that are subject to increased risk of fire due to topography. The project would include irrigated landscaping that would help reduce the risk of fire. The project would not increase risk of wildland fire. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY (HW) - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☑	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☑	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☑	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☑	☐

[4]City of Los Angeles, General Plan Safety Element, Critical Facilities and Lifeline Systems, Exhibit H, http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf Accessed September 2012.

e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☑	☐
g)	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h)	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☑
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☑	☐

a) Construction activities would include substantial earth moving, as well as maintenance/operation of construction equipment and handling/storage/disposal of materials that could contribute to pollutant loading in storm water runoff. Approximately 3.6 acres of the 5.5-acre Development Site would be impacted by construction activities.

The Regional Water Quality Control Board (RWQCB) regulates runoff during clearing, grading, and excavation activities that may result in soil disturbance of any construction site of at least one acre of total land area. The National Pollution Discharge and Elimination System (NPDES) General Construction Permit requires that where construction activities would occur over more than one acre the following steps are to be taken: (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; and (2) eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation. The SWPPP typically includes minimization of erosion during construction, stabilization of construction areas, sediment control, control of pollutants from construction materials, as well as post-construction stormwater management (e.g., the minimization of impervious surfaces, treatment of stormwater runoff, etc.). The SWPPP also must include a discussion of the program to inspect and maintain all BMPs. The City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities, Second Edition, contains specific minimum BMP requirements for all construction activities.

The proposed project would comply with all applicable regulations with regard to surface water quality as governed by the Regional Water Quality Control Board (RWQCB). The City Bureau of Engineering construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system.

In accordance with NPDES requirements, a Draft Standard Urban Stormwater Management Plan (SUSMP) has been prepared. It identifies BMPs to address water quality in storm water runoff that would be incorporated into the design of the proposed project as appropriate. BMPs would include source and treatment control. Source control BMPs would be used to prevent pollutants from entering into the storm water discharges and may include effective site design and landscape planning, storm drain signage, properly managed trash storage areas and proper maintenance of treatment control BMPs.

With conformance to the City of Los Angeles Low Impact Development Ordinance (that amends and expands SUSMP requirements) and regional regulations and requirements concerning storm water discharge, and implementation of source control and treatment BMPs, the proposed project would reduce discharge of potential pollutants from storm water runoff to the maximum extent practicable. Therefore, the proposed project would not result in a violation of water quality standards or discharge requirements. The proposed SUSMP and potential impacts to water quality and discharge requirements will be further discussed in the EIR.

b) The proposed project would not require the use of groundwater, therefore, it would not result in direct additions or withdrawals of groundwater.

Construction of the proposed parking structure would increase the amount of impervious surfaces on the Development Site and would reduce the area available for groundwater recharge activities. The project would include project design features such as catch basins and a bio-swale designed to infiltrate or treat stormwater for the first 0.75 inches of rainfall. Potential impacts to groundwater infiltration will be further analyzed in the EIR.

c) The project is located on an undeveloped hillside but along Coldwater Canyon Avenue, which includes existing drainage facilities. No storm drains would be relocated as part of the project. During project operation, storm water or any runoff irrigation waters would be directed into catch basins and the project bio-swale and then into existing storm drains that currently receive surface water runoff. Since the existing Development Site is largely permeable, the proposed project could increase the volume of storm water runoff. Project landscaping and the proposed bio swale would allow some percolation and reduction of runoff. The Department of Public Works would require that direct flow to storm drains be maintained. On- and off-site erosion or siltation could occur during construction of the project. Construction activities would include appropriate storm drain connections and implementation of BMPs. Therefore, impacts to drainage patterns from the implementation of the proposed project would be reduced. Impacts to drainage will be further discussed in the EIR.

d) The adjacent street has an existing curb and gutter system. Alteration of flows would be controlled through catch basins and the bio swale, and then conveyed to existing off-site regional storm drain facilities by flood control improvements. As a result, street surface flow would remain similar to existing conditions and would accommodate the 85th percentile storm event and the proposed project would not result in flooding on- or off-site. Impacts would be less than significant.

e) Storm flows could be increased due to an increase in impermeable surfaces. In general, this would increase the amount of storm water that would be conveyed to the existing storm drain system compared to existing conditions. The proposed catch basins and bio swale would mitigate flows for the first 0.75 inches and would accommodate the 85th percentile storm event.

f) As discussed above in Section IX a), Hydrology and Water Quality, project construction and operations would be required to comply with applicable regulations, as well as code and permit provisions in order to prevent violation of water quality standards or waste discharge requirements. Implementation of BMPs in the SUSMP would result in a less than significant impact to water quality.

g) The Development Site is not located in a 100-year floodplain. Therefore, no impact would occur.

h) As discussed above, the proposed project would not be located within a 100-year flood hazard area. Therefore, no impact would occur.

i) All the dams and reservoirs in the City have been retrofitted pursuant to the 1972 State Dam Safety Act, and therefore the occurrence of dam or reservoir failure is unlikely. The project is not located in an area subject to flooding, including flooding as a result of the failure of a levee or dam. Accordingly,

implementation of the proposed project would not create any new impacts related to flooding due to dam failure beyond existing conditions. Therefore, no impact related to flooding due to dam failure would occur.

j) According to the City of Los Angeles General Plan Safety Element, the project is not located in an area with the potential to be affected by a tsunami or inundation by seiche.[5] Therefore, the project is not located in an area of potential mudflow. The proposed project would adhere to all applicable City design criteria requirements related to safety. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING (LU) - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☑	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☑	☐	☐	☐

a) The proposed project is located across Coldwater Canyon Avenue from the existing Harvard-Westlake campus and the proposed parking and athletic field would be used exclusively by that school. It would not physically divide a community. The new structure would be topographically separated from uses to the north, south and west. Therefore, no impact would occur.

b) The project is not anticipated to conflict with any adopted plans. This issue will be further discussed in the EIR.

c) The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. This issue will be further discussed in the EIR.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. MINERAL RESOURCES (MR) - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑

[5]City of Los Angeles, General Plan Safety Element, 1996, Exhibit G Inundation & Tsunami Hazard Areas in the City of Los Angeles, available at: *http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf*, accessed September 2012.

a, b) The Development Site is not located within or adjacent to City-designated Oil Field/Drilling Areas (La Cienega Oil Field, LA City Oil Field, LA Downtown Oil Field).[6] No impacts to the availability of mineral resources are anticipated. Implementation of the proposed project would not result in the loss of availability of any known mineral resources. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. NOISE (N) - Would the project:				
a) Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☑	☐	☐	☐
b) Exposure of people to or generation of excessive ground borne vibration or groundborne noise levels?	☑	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☑	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

a, b, c, d) The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its residents and noise sensitive land uses. Regarding construction, the Los Angeles Municipal Code (LAMC) requires that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on any Sunday. The LAMC also specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited when in or within 500 feet of a residential zone. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the

[6] City of Los Angeles General Plan Conservation Element. http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf Accessed September 2012.

operation of equipment. The proposed project would require construction activities that would result in temporary increased noise levels. These noise levels will be quantified and discussed as they relate to existing ambient noise levels. The findings of the noise analysis and any applicable mitigation measures will be further discussed in the EIR.

The proposed project would not generate new vehicle trips, but it would redistribute trips in the project area. The project would result in new bus parking and circulation on the southern portion of the existing campus (as opposed to on Coldwater Canyon Avenue) and cars would park in to the new structure rather than on the existing campus and surrounding streets. In addition, noises resulting from athletic activities (cheering, players calling to each other, etc.) would occur on the athletic field. Operational noise levels will be further discussed in the EIR.

e, f) The proposed project would not be located within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. The proposed project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated\	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING (PH) - Would the project:				
a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a b, c) The proposed project would not develop residential uses, and therefore, would not induce population growth. The project parking and athletic field would be used exclusively by an existing school, which would not result in an increase in student population. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated\	Less-Than-Significant Impact	No Impact
XIV. PUBLIC SERVICES (PS) - Would the project:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☑
ii) Police protection?	☐	☐	☐	☑

iii) Schools?	☐	☐	☐	☑
iv) Parks?	☐	☐	☐	☑
v) Other public facilities (including roads)?	☐	☐	☐	☑

a i, ii, iii, iv, v) While the proposed project is located in a Mountain Fire District, it would include irrigated landscaping that would help reduce the risk of fire. The project would not increase risk of wildland fire. The proposed project would not induce growth and would not result in an increase in demand for fire and police services, parks or schools. No impact is anticipated to occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. RECREATION (RC) - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

a, b) As discussed in Section XIII, Population and Housing, above, the proposed project would not induce population growth. No residential uses would be developed under the proposed project. The proposed project would include construction of an athletic field for school use. The proposed project would not result in an increase of use of existing neighborhood and regional parks or other recreational facilities. Therefore no impacts are anticipated to occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC (TT) - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☑	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☐	☑	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☑	☐	☐

a,) A traffic analysis has been prepared to address the proposed parking and athletic facility. The project would provide parking to meet an existing demand and the athletic facility would allow the existing Harvard-Westlake athletic facilities to be less space-constrained. The athletic field would serve existing students. It is not intended for use by others and as such would not increase trips to and from Harvard-Westlake School. The project would result in construction traffic during the 18 month construction period. The project would result in re-striping of Coldwater Canyon Avenue in the vicinity of the project, which would improve traffic flow through the area. The project would provide parking for the Harvard-Westlake Upper School and an athletic field. Neither facility would generate new traffic to the area. Findings of the traffic analysis, including any mitigation measures will be included in an EIR.

b) After completion of construction, the project would not result in generation of new trips and therefore impacts to facilities identified in the Congestion Management Plan would be less than significant. Nonetheless, the Congestion Management Plan will be discussed in the EIR.

c) No impacts to air traffic would occur as a result of the project. No further analysis is necessary.

d) Coldwater Canyon Avenue is a busy arterial with poor lines of sight and rapidly moving vehicles next to a school. The project would include restriping of Coldwater canyon Avenue that should improve vehicle safety. In addition the pedestrian bridge should ensure that pedestrian safety is not impacted. Impacts are anticipated to be less than significant. No further analysis is necessary.

e) The implementation of the proposed project would not impede emergency access; restriping of Coldwater Canyon Avenue should improve emergency access in the area on completion of the project. Construction could impact vehicle flow (including emergency vehicles) during the 18-month construction period. Use of flag men should reduce this impact to a less than significant level. No further analysis is necessary.

f) The project would be consistent with adopted plans and policies regarding transit, bicycles and pedestrians and would not decrease the performance or safety of such facilities.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS (US) - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑

b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☑	☐
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g)	Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	☐	☑
h)	Impact other utilities and service systems?	☐	☐	☑	☐

a) The proposed project could include bathrooms, which would connect to the public sewer system resulting in potential minor incremental increases in wastewater flows. The proposed project would adhere to all applicable RWQCB requirements and policies. Construction and implementation of the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Therefore, no impact would occur and no further analysis will be undertaken.

b) The proposed project would require minimal amounts of water during construction and operation. Implementation may result in a slight increase in water use for plant irrigation. However, the proposed landscaping includes native and drought tolerant vegetation, which would minimize the increase in water use. As discussed above, the proposed project would result in only incremental increases to the wastewater system. Therefore, less than significant impacts would occur and no further analysis will be undertaken.

c) The project includes catchment basins as well as a bio swale that would help in managing and cleansing stormwater. Implementation of BMPs would occur in accordance with City requirements. Therefore, impacts are anticipated to be less than significant with mitigation. Hydrology and drainage will be further analyzed in the EIR.

d) Potable water for the proposed project would be supplied by Los Angeles Department of Water and Power (LADWP), which gets its water from the Los Angeles Aqueduct (LAA), local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water.[7] The proposed project could result in an incremental increase of water usage during project construction (for dust abatement) and operation (for plant irrigation). According to LADWP's 2010 Urban Water Management Plan, LADWP projects they will accommodate a water demand of 710,760 acre-feet per

[7]Los Angeles Department of Water and Power, LADWP Quick Facts and Figures. available at: *https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=e936fwt5b_4&_afrLoop=29886216871455,* accessed September 2012.

year and plans to have excess supply by 2030 under average weather conditions. The proposed project would represent a negligible fraction of LADWP's projected water demand and supply, and the water demand generated by the proposed project is accounted for in LADWP's future projections. Therefore, water demand of the proposed project could be accommodated by planned LADWP supplies. Impacts would be less than significant and no further analysis will be undertaken.

e) As stated in Section XVII a), Utilities and Service Systems, above, the proposed project would not generate substantial amounts of wastewater and, therefore, less than significant impacts are anticipated to the wastewater treatment capacity. No further analysis is necessary.

f) The proposed project would be used by students of the existing school. Since the Development Site currently contain plants (which create some greenwaste) and users of the parking structure are already in the project area, it is anticipated that operational solid waste generation would remain similar to existing conditions. Project construction would generate 135,000 cubic yards of dirt that would be disposed of at any sites that need soil or at a local landfill (anticipated to be in Irwindale).

The City of Los Angeles is served by County of Los Angeles Class III landfills, which have a remaining capacity of 124 million tons.[8] Since there is no anticipated shortfall in disposal capacity for inert waste within the County, any construction related debris would not have an adverse impact on solid waste disposal. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs. Therefore, impacts would be less than significant and no further analysis will be undertaken.

g) Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. All local, State, and federal guidelines regarding solid waste will be complied with during project construction and operation, including Assembly Bill 1327, which requires that adequate areas for collecting and loading recyclable materials be provided. Therefore, no impact would occur and no further analysis will be undertaken.

h) The project would result in minor consumption of electricity to run lights within the garage and the nighttime lighting of the field. Lighting would be state-of-the art, and energy efficient. No further analysis is necessary.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☑	☐	☐	☐

[8]County of Los Angeles Department of Public Works, *County of Los Angeles Countywide Integrated Waste Management Plan – 2010 Annual Report*, September 2012.

b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☑	☐	☐	☐
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a, b, c) The preceding analyses conclude that the proposed project could result in significant unmitigated impacts to the environment (primarily air quality and noise during project construction). There may be environmental impacts, which are individually limited, but significant when viewed in connection with the effects of past projects, other projects, and probable future projects. Further discussion of air quality, biological resources, noise, transportation, geology and hydrology and land use and planning will be included in the EIR.

The project could result in potentially significant environmental impacts (air quality and noise), which could cause substantial adverse effects on human beings, either directly or indirectly. The EIR will identify any potentially significant impacts and appropriate mitigation measures to these impacts.

DISCUSSION OF ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary) Follows each checklist topic.		
PREPARED BT: Emily Dwyer	**TITLE:** Planning Assistant	**TELEPHONE NUMBER/E-Mail:** 213-978-1326 Emily.dwyer@lacity.org
SIGNATURE:		**DATE:** April 12, 2013