
IV. ENVIRONMENTAL IMPACT ANALYSIS

G. LAND USE

ENVIRONMENTAL SETTING

The 887-acre Canyon Hills project site is located in the northeastern portion of the City. The project site lies within the Verdugo Mountains, a mountain range that covers an area of approximately 25 square miles.¹ The Verdugo Mountains are geographically defined by the San Fernando Valley and the La Tuna Canyon and Tujunga Canyon drainages to the west, the Los Angeles Basin to the south, the San Gabriel Valley and the Arroyo Verdugo drainage to the east, and the communities of Sunland and Tujunga, which lie at the base of the San Gabriel Mountains, to the north. The project site is an irregular-shaped property that extends along a southeast to northwest axis, and is roughly bounded by Verdugo Crestline Drive² on the north and La Tuna Canyon Road on the south. Interstate 210 bisects the project site in an east-west direction dividing it into a northern subarea (“Development Area A”) of approximately 492 acres and a southern subarea (“Development Area B”) of approximately 395 acres.

Existing Land Uses

The project site contains steep mountainous terrain with local relief changes in excess of 500 vertical feet. Land elevations range from approximately 1,160 to 2,064 feet above sea level. Natural slope gradients roughly range from 3:1 to as steep as 0.75:1 (horizontal:vertical). Steep “V” shaped canyons are abundant throughout the project site.

The proposed project site is bisected by Interstate 210. The portion of the freeway that passes through the project site was constructed in the early 1970s. Several cut and fill areas with large embankments were created in conjunction with the freeway construction. Various minor access roads (e.g., fire roads and electrical tower access roads) and leveled areas are mainly concentrated in the northern portion of the project site. The SCE transmission lines with towers and associated right-of-way cross the northern subarea of the project site.

Surrounding Land Uses

The project site is bounded on the north by vacant lands and single-family homes within the communities of Sunland and Tujunga. To the northeast and east, within the community of Tujunga, the

¹ *City of Glendale, Planning Division, Final Environmental Impact Report for Oakmont View Phase V, February 2002, page 3A-1.*

² *Verdugo Crestline Drive is a dirt road and a series of truck access areas that allow for maintenance of a Southern California Edison (SCE) transmission line that runs in a northwest-southeast direction in the northern subarea of the project site.*

project site borders an informal and sprawling pattern of single-family homes originally subdivided and developed in the 1950s, as well as the Verdugo Hills Golf Course further to the east. A large portion of the land immediately south of the project site is permanent open space, conserved as part of the Santa Monica Mountains Conservancy's La Tuna Canyon Park. Further south is the Wildwood Canyon Park, DeBell Golf Course, and various residential neighborhoods, which are located in the city of Burbank. Most of the land immediately west of the project site is vacant, with the exception of low-density single-family housing concentrated along La Tuna Canyon Road. To the northwest of the project site is the Tujunga Canyon Wash and the Hanson Dam Recreation Area.

Applicable Land Use Plans and Codes

Regional Comprehensive Plan and Guide

The project site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. SCAG has prepared a Regional Comprehensive Plan and Guide (RCPG) to address regional growth.

The RCPG was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use as a decision-making guide. It includes input from each of the 13 subregions that comprise the Southern California region (including Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The project site is located within the Los Angeles subregion. The RCPG is a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use as a decision-making guide with respect to significant issues and changes, including growth management, that are anticipated by the year 2015 and beyond. Adopted policies related to land use are contained primarily in Growth Management chapter of the RCPG. The primary goal of Growth Management Chapter policies is to address issues related to growth and land consumption by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources and enhance the quality of life in the region.

South Coast Air Quality Management District

The project site is also located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The current Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control

program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the proposed project and consistency of the project impacts with the AQMP are analyzed in detail in Section IV.B (Air Quality) of this Draft EIR.

Congestion Management Program

The Congestion Management Program (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP. The project's Traffic Impact Analysis, which is presented in greater detail in Section IV.I (Transportation/Traffic) of this Draft EIR, was prepared in accordance with the CMP as well as City of Los Angeles Department of Transportation (LADOT) guidelines.

City of Los Angeles General Plan

The City of Los Angeles General Plan (General Plan) addresses community development goals and policies relative to the distribution of land use, both public and private. The General Plan integrates the citywide elements and community plans, and gives policy direction to the planning regulatory and implementation programs.

The Land Use Element of the General Plan is divided into 35 community plans for the purpose of developing, maintaining and implementing the General Plan. These community plans collectively comprise the Land Use Element of the General Plan.

The project site is located within the areas covered by the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan ("Sunland-Tujunga Community Plan") and the Sun Valley-La Tuna Canyon Community Plan ("Sun Valley Community Plan"). All development activity associated with the proposed project is (or will be) subject to the land use regulations set forth in the Community Plans.

As shown on Figure IV.G-1 (Existing Community Plan Land Use Designations), land uses in the easterly portion of the project site, including all of the land located within the Development Areas, are guided by the Sunland-Tujunga Community Plan. The Sunland-Tujunga Community Plan area contains approximately 15,899 acres and is generally bounded by permanent open space, including the Santa

Monica Mountains Conservancy parkland on the south, the Angeles National Forest and Lopez Canyon Restoration Project on the north, the Shadow Hills and Lake View Terrace communities on the west and the Angeles National Forest and the City of Glendale on the east. Approximately 637 acres (72 percent) of the project site lies within the boundaries of the Sunland-Tujunga Community Plan area.

The westerly portion of the project site is governed by the Sun Valley Community Plan (see Figure IV.G-1). The Sun Valley Community Plan area encompasses approximately 10,618 acres and is generally bounded by the City of Burbank and Sherman Way on the south, Branford Street, Hansen Lake, and the community of Shadow Hills on the north, the Pacoima Wash on the west, and the community of Tujunga and the City of Glendale on the east. Approximately 250 acres (28 percent) of the project site lies within the boundaries of the Sun Valley Community Plan area. However, the Development Areas are entirely contained within the Sunland-Tujunga Community Plan area. Therefore, the analysis below focuses on the Sunland-Tujunga Community Plan.³

As shown on Table IV.G-1, approximately 748 acres (84 percent) of the project site are designated as Minimum Residential (up to 1 dwelling unit per net acre), approximately 120 acres (14 percent) are designated as Very Low I Residential (1 to 3 dwelling units per net acre), approximately 10 acres (1 percent) are designated as Very Low II Residential (3 to 4 dwelling units per net acre), and approximately 9 acres (1 percent of the project site) are designated as Open Space.

Table IV.G-1
Existing Community Plan Designations
Canyon Hills Project

Community Plan Designation	Acres
Open Space	9
Minimum Residential	748
Very Low I Residential	120
Very Low II Residential	10
Total	887

³ The portion of the project site located in the Sun Valley Community Plan area is currently open space and would remain so with the implementation of the proposed project.

Figure IV.G-1, Existing Community Plan Land Use Designations

Draft San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan

The project site is also located within the area covered by the draft San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan (“Draft Specific Plan”). On September 18, 2002, the Los Angeles City Council preliminarily approved, with certain modifications, the Draft Specific Plan dated July 25, 2002, and directed the City Attorney to prepare the ordinance necessary to establish the Specific Plan. Since that time, the Draft Specific Plan has been under review by the City Attorney. Upon completion of the City Attorney’s review, the Draft Specific Plan will be sent back to the City Council for adoption. Since the Draft Specific Plan has not been formally adopted yet, it currently has no legal force or effect and does not have to be considered in this Draft EIR. However, given the significant public interest and community involvement in the Draft Specific Plan, its principal components are discussed below for informational purposes.

The Specific Plan covers substantial portions of the Sunland-Tujunga and Sun Valley Community Plan areas (see Figure IV.G-2 (Designated Scenic Highways and Scenic Highway Corridors)), including the entire project site. Six Scenic Highways are addressed in the Draft Specific Plan, including two that are adjacent to the project site: Interstate 210 (Osborne Street to the City limits) and La Tuna Canyon Road (Sunland Boulevard and the City limits), as shown in Figure IV.G-2.

The Draft Specific Plan is intended to preserve, protect, and enhance the unique natural and cultural resources in the plan area. To accomplish these goals, the plan establishes four general areas of regulation: (1) prominent ridgeline protection; (2) biological resource protection; (3) scenic highway corridors viewshed protection; and (4) equinekeeping district standards, equestrian trails, and domestic livestock.

Prominent Ridgeline Protection

The Draft Specific Plan establishes measures to protect designated prominent ridgelines from grading and/or development. As shown on Figure IV.G-3 (Prominent Ridgelines), the project site contains and is adjacent to several designated “Prominent Ridgelines” in the Draft Specific Plan. A Prominent Ridgeline is a ridgeline that is: (a) visible from the right-of-ways (including equestrian trails and/or sidewalks) of any one of the Scenic Highways (shown on Figure IV.G-2); (b) either defines a region or is a unique and visually prominent feature of a neighborhood (as seen from the right-of-way of any one of the Scenic Highways); and (c) has significant aesthetic quality as a scenic resource. According to the Draft Specific Plan, any area located within 60 vertical feet from any point along the crest of a Prominent Ridgeline is considered to be a “Prominent Ridgeline Protection Area.” The Draft Specific Plan provides that, with certain exceptions, no new buildings, structures or additions to existing structures are permitted within any Prominent Ridgeline Protection Area. In addition, no structure built within five vertical feet of a Prominent Ridgeline Protection Area can exceed a height of 36 feet.

Figure IV.G-2, Designated Scenic Highways and Scenic Highway Corridors

Figure IV.G-3, Prominent Ridgelines

As shown on Map No. 2 attached to the Draft Specific Plan, there are two Prominent Ridgelines designated on the project site. The first is located in the northern subarea of the project site and primarily consists of a portion of the Verdugo Crestline. With respect to the easterly portion of this Prominent Ridgeline, only the north side has been designated as a Prominent Ridgeline Protection Area because the south side is not visible from any Scenic Highway. The second designated Prominent Ridgeline (and related Prominent Ridgeline Protection Area) is located in Development Area B in the southern subarea of the project site. There is another Prominent Ridgeline located on the Duke Property to the north and east of Development Area A. However, no portion of that Prominent Ridgeline or the Prominent Ridgeline Protection Area associated with it are located on the project site.

Biological Resource Protection

The Draft Specific Plan establishes measures to protect the unique native plant communities of the area by establishing regulations to prohibit the use of invasive plant species, and to further protect oak trees.

Scenic Highway Corridors Viewshed Protection

Pursuant to the Draft Specific Plan, a Scenic Highway Corridor consists of all sites (located in whole or in part) within 500 feet from the centerline of any Scenic Highway. The Draft Specific Plan defines a “site” as any lot or parcel of land, or contiguous combination thereof, under the same ownership located in whole or in part within the Draft Specific Plan area. The Draft Specific Plan includes certain restrictions on development within or near Scenic Highway Corridors.

The Draft Specific Plan also designates two potential Vista Points. As shown on Map No. 4 of the Draft Specific Plan, one of those two potential Vista Points is located along La Tuna Canyon Road near Development Area B. According to the Draft Specific Plan, a Vista Point is a publicly-owned area, which has exceptional hillside area views and is set aside for public viewing purposes and/or access to trails.

Equinekeeping District Standards, Equestrian Trails, and Domestic Livestock

The Draft Specific Plan provides measures to preserve the historic equestrian and domestic livestock nature of the area, including minimum standards for new subdivisions located within existing and future “K” Equinekeeping Districts within the Draft Specific Plan area. As shown on Figure IV.G-4 (Existing Zoning Designations), the project site includes approximately 24 acres of land designated as “K” Equinekeeping District.

In addition, and as shown on Map No. 4 attached to the Draft Specific Plan, the western portion of the project site contains an unofficial equestrian trail. The location of that unofficial equestrian trail is shown on Figure IV.G-5 (Unofficial Equestrian Trail System). An unofficial equestrian trail is one that

has been used informally for equestrian purposes over some period of time, but which requires a dedication of a public easement and improvement to allow permanent community access.

Los Angeles Municipal Code

The development of the proposed project is also governed by the applicable land use, zoning and subdivision regulations in the Los Angeles Municipal Code (LAMC), in particular Chapter 1 thereof. The Comprehensive Zoning Plan of the City of Los Angeles (Zoning Ordinance), which is set forth in Section 12.00 *et seq.* of the LAMC, includes the development standards for the various zoning districts in the City. Section 13.00 *et seq.* of the LAMC includes the development standards for various supplemental use districts in the City.

As shown on Table IV.G-2, approximately 860 acres (or 97 percent of the project site) is zoned A1-1 (Agricultural, Height District No. 1); approximately 24 acres (or 2.7 percent of the project site) is zoned A1-K-1 (Agricultural, Height District No. 1, Equinekeeping District); and approximately three acres (or 0.3 percent) is zoned RE11-1 (Residential Estate (with minimum lot area of 11,000 square feet), Height District No. 1).

As set forth in LAMC Section 12.05, single-family dwellings, parks and playgrounds, golf courses, agricultural uses, and the keeping of horses are permitted uses in the A1 zone. Lots in the A1 zone normally require a minimum average lot width of 300 feet and a minimum area of five acres, except that the lot area for dwelling units shall have a lot area of no less than two and one-half acres. The associated Height District No. 1 limits the height of a building to 45 feet and the floor area of a main building to a maximum of three times the buildable lot (i.e., FAR 3:1). As set forth in LAMC Section 13.05, the keeping of equines, bovines, goats or other domestic livestock are permitted uses in the "K" Equinekeeping District. The minimum lot size is normally five acres of land. As defined in the LAMC Section 12.07.01, single-family dwellings, parks, playgrounds, the keeping of equines, and accessory buildings (i.e., private garages, servants quarters, recreation rooms and private stables) are permitted uses in the RE11 zone. The minimum allowable lot area for the RE11 zone is normally 11,000 square feet and the minimum lot width is normally 70 feet.

**Table IV.G-2
Existing Zoning Designations
Canyon Hills Project**

Zoning Designation	Acres
A1 Agricultural	860
A1-K Agricultural - Equestrian	24
RE11 Residential Estate	3
Total	887

Figure IV.G-4, Existing Zoning Designations

Figure IV.G-5, Unofficial Equestrian Trail System

Hillside Area

The LAMC defines a “Hillside Area” as any land designated as a Hillside Area on the Bureau of Engineering Basic Grid Map. The project site is designated as a Hillside Area on the Bureau of Engineering Basic Grid Map. As such, the portion of the project site designated in the “Minimum Density” housing category in the Sunland-Tujunga and Sun Valley Community Plans are currently subject to certain provisions in Section 17.05C of the LAMC that restrict the permitted number of residential units and are sometimes referred to as the “slope density ordinance.”

Very High Fire Hazard Severity Zone

Section 91.223 the LAMC defines a “Very High Fire Hazard Severity Zone” as any land in the City established by the Board of Forestry and State Fire Marshal and described in Division 72 as Mountain Fire District and Fire Buffer Zones. The entire project site is located within a Very High Fire Hazard Severity Zone. As such, the project site is subject to certain provisions in Section 91.7207 of the LAMC relating to Mountain Fire Districts (now known as Very High Fire Hazard Severity Zones) that, with certain exceptions, require residential buildings to have enclosed under-floor areas and utilities, protect attic openings, and have fire retardant roofing assembly. In addition, the Chief Engineer of the Fire Department is required to report that adequate fire protection exists or is in the process of being provided (see Section IV.J.1 (Fire Protection)).

Oak Tree Ordinance

Section 46.00 *et seq.* of the LAMC sets forth regulations for the preservation of oak trees in the City. Section 46.02 of the LAMC provides that an oak tree cannot be removed or relocated without first obtaining a permit from the Board of Public Works. The application for that permit must indicate the location of each oak tree in the development area proposed to be retained, relocated or removed. In addition, a minimum of two oak trees (a minimum of 15 gallons in size) are to be planted for each one that is removed. Further, a bond must be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated.

Significant Ecological Areas (County of Los Angeles General Plan)

The County of Los Angeles General Plan designates the Verdugo Mountains as being within a Significant Ecological Area (SEA). The project site is located entirely within the SEA No. 40. However, County SEA policies only apply to areas outside of incorporated cities, while the project site is entirely contained within the City. Therefore, consistency of the proposed project with County restrictions and requirements regarding SEA No. 40 is not required.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the CEQA Guidelines, a project would have a significant land use impact if it would:

- Physically divide an established community;
- Conflict with any 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Project Impacts

Community Division

The potential for the proposed project to physically divide an established community is based on a comparison of the existing land uses on and adjacent to the project site and the proposed project. As previously discussed, the project site is currently undeveloped. The project site is bounded on the north by vacant lands and single-family homes. To the northeast and east, the project site borders an informal and sprawling pattern of single-family homes. Much of the land to the south and west of the project site is vacant, with the exception of some single-family homes concentrated along La Tuna Canyon Road. There are currently no community services or public services⁴ on the project site, and there are no existing roadways through the project site that are used by the adjacent residential communities to the north and east. Therefore, the proposed single-family homes in Development Area A would not divide the residential communities to the north and east. The existing homes to the southwest of the project site, along La Tuna Canyon Road would, for the most part, be topographically separated by a hillside from Development Area B. Therefore, the proposed project would not physically divide any established communities.

⁴ *Community and public services include schools, libraries, recreational facilities, neighborhood retail uses and other community-serving land uses.*

Land Use Compatibility

Appendix G to the CEQA Guidelines does not include any significance threshold relating to a proposed project's land use compatibility with existing uses in the vicinity of the project site. However, it is useful to address the functional compatibility of the proposed project with the surrounding land uses, although such analysis is not required.⁵ The physical compatibility of the proposed project with its surrounding environs is based on an analysis of proposed uses and improvements and their potential on- and off-site impacts on traffic, noise, air quality, light and aesthetics. These impacts, together with proposed mitigation where applicable, are discussed in their respective sections of this Draft EIR.

From a functional perspective, the proposed homes would be compatible with existing homes in the project vicinity. The proposed low-density single-family homes would be constructed adjacent to existing residential communities to the north, northeast and southwest. These adjacent communities are more dense than the proposed homes. Existing homes adjacent to Development Area A are typically on lots that are approximately 40 feet wide and range from 70 to 270 feet deep, with the average lot approximately 100 feet deep. The proposed homes would have lot sizes ranging between approximately 9,000 and 39,000 square feet and would be two stories high. This compares to average lot sizes ranging from approximately 4,000 to 8,000 square feet and average heights ranging from one to two stories in areas to the north and northeast of the project site. Although the residential uses on the project site would be less dense than the adjacent residential uses, the proposed project would be consistent with the existing residential land uses in the adjacent community. Therefore, the proposed homes would be compatible with the existing homes to the north and northeast.

As discussed above, existing homes to the southwest, along La Tuna Canyon Road would, for the most part, be topographically separated by a hillside from the proposed homes in Development Area B. The proposed homes in Development Area B would also be less dense than and have similar heights as nearby homes. Therefore, the proposed low-density single-family homes in Development Area B would be functionally compatible with the existing homes along La Tuna Canyon Road.

In addition, as part of the proposed project, approximately 693 acres of the 887-acre project site would be permanently preserved as open space. The proposed project also includes a proposed equestrian park, an equestrian trail, hiking trails and recreational opportunities. The proposed equestrian park would be at the same location on the project site as a neighboring resident's existing equestrian arena,

⁵ *Functional compatibility is defined as the capacity for adjacent, yet dissimilar land uses to maintain and provide services, amenities, and/or environmental quality associated with such uses. Potentially significant functional land use compatibility impacts may be generated when a proposed project hinders the functional patterns of use and relationships associated with existing land uses; patterns of use relate to the interaction and movement of people, goods, and/or information. (Source: Christopher A. Joseph & Associates).*

corral fence, rail fence and feed shed. The proposed extension of permanent open space and equestrian and hiking uses are compatible with the existing open space, equestrian and recreational uses in the project vicinity.

Therefore, the proposed development of single-family homes and recreational facilities, together with the preservation of open space, would be functionally compatible with surrounding land uses.

Consistency with Land Use Plans, Policies and Regulations

This section analyzes the consistency of the proposed project with the provisions and requirements of the applicable regional and local plans and regulations that currently govern development of the project site and surrounding areas.

Regional Comprehensive Plan and Guide

The RCPG does not include any policies which are generally applicable to the proposed project. According to SCAG, the proposed project is not regionally significant per SCAG Intergovernmental Review Criteria and CEQA.⁶

Community Plans

All proposed development within the project site would be located within the Sunland-Tujunga Community Plan area. All areas of the project site that are located within the Sun Valley Community Plan area would be preserved as permanent open space. As summarized in Table IV.G-3 and shown on Figure IV.G-6, the proposed project includes amendments to the land use designations for a portion of the project site located in the Sunland-Tujunga Community Plan area. First, the land use designation for approximately 237 acres of land within the proposed Development Areas that are currently designated Minimum Residential, Very Low I Residential or Very Low II Residential would be changed to Low Residential. In addition, the land use designations for approximately 80 acres of land in the northern subarea of the project site, but outside of proposed Development Area A, that are currently designated Very Low I Residential and Very Low II Residential would be changed to Minimum Residential. Finally, the land use designation for the approximately nine acres of land in the southern subarea of the project site that are currently designated as Open Space would be changed to Minimum Residential. The current land use designations for the portion of the project site located within the Sun Valley Community Plan area would not change. As a result, all of the land outside the proposed Development Areas, and a portion of the land located inside the proposed Development Areas, would be designated Minimum Residential.

⁶ Correspondence from SCAG, Jeffrey M. Smith, AICP, Senior Regional Planner, September 19, 2002.

Figure IV.G-6, Proposed Community Plan Land Use Designations

The proposed project includes the Low Residential housing category consistent with Map Footnote 7 in the Sunland-Tujunga Community Plan, which permits clustering of residential units in hillside areas up to the density permitted under the Low Residential land use designation. The maximum density permitted under Low Residential is nine dwelling units per net acre. In contrast, the density for the proposed project is approximately 1.8 dwelling units per net acre, based on the number of proposed homes (280) divided by the net acres (i.e., gross acres less road acreage) in the proposed Development Areas (158 acres). Therefore, the proposed density does not exceed the maximum density permitted under the proposed Low Residential land use designation.

Table IV.G-3
Proposed Community Plan Designations
Canyon Hills Project

Community Plan Designation	Acres
Minimum Residential	650
Low Residential	237
Total	887

The Sunland-Tujunga Community Plan includes other goals, objectives and policies that are generally applicable to the proposed project. The policies implement the goals and objectives that are outlined in the Community Plan. Consistency of the proposed project with applicable policies is addressed in Table IV.G-4.

**Table IV.G-4
Comparison of Project Characteristics to Community Plan Policies^a
Canyon Hills Project**

Policies	Consistency Discussion
1-1.1 Designate land for single and multi-family residential development.	Consistent. The proposed project is a single-family residential development on land currently designated for residential development.
1-1.2 Protect existing single-family residential neighborhoods from encroachment by higher density residential and other incompatible uses.	Consistent. The proposed project includes single-family homes and open space, similar to adjacent land uses. As discussed above, the proposed housing density in Development Area A is less dense than the existing housing density in the nearby neighborhoods.
1-1.3 Require that new single and multi-family residential development be designed in accordance with the Urban Design Chapter.	Consistent. The proposed project would generally be developed in accordance with the community design and landscaping standards set forth in the Urban Design Chapter. Similar to the standards included in the Urban Design Chapter, the proposed project includes entryway improvements, street trees and public open space.
1-3.1 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, impacts on traffic levels, and environmental impacts when changes in residential densities are proposed.	Consistent. The existing neighborhoods near the project site include single-family homes that range in age, design and size. The proposed project includes single-family homes similar to those in the adjacent neighborhood, although proposed residential development would be less dense than the homes in the adjacent neighborhood. The proposed project includes similar land uses to those that already occur in the vicinity. The proposed homes would be adjacent to existing infrastructure associated with the nearby homes (including, but not limited to, roadways, electricity, water, and solid waste services). In addition, the proposed project would preserve approximately 693 acres of the 887-acre project site as permanent open space, and develop recreational facilities and an equestrian park. Project impacts to neighborhood character, services and public facilities, traffic, and other environmental issues are addressed in their respective sections of this Draft EIR.

Table IV.G-4 (continued)
Comparison of Project Characteristics to Community Plan Policies^a
Canyon Hills Project

Policies	Consistency Discussion
1-3.3 Preserve existing views of hillside and mountainous areas.	Partially Consistent. The proposed project would not preserve all existing views of hillside and mountain areas. However, the proposed project would conform to the scenic corridor and ridgeline development requirements in the Draft Specific Plan. Furthermore, the proposed project would preserve approximately 693 acres (78 percent of the 887-acre project site), largely consisting of undeveloped hillside and mountainous areas, as permanent open space.
1-5.1 Promote greater individual choice in type, quality, and location of housing.	Consistent. The proposed project includes low-density single-family homes, which remain the most desirable form of housing in Southern California. Furthermore, the proposed project would provide high-quality housing to meet existing and future needs of those desiring to live in the northeast San Fernando Valley, and help alleviate the substantial housing shortage in the City of Los Angeles.
1-6.1 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within the hillside areas.	Consistent. The proposed project would provide adequate infrastructure to support development, including sewer, drainage, fire protection, water supply, transportation, and other necessary facilities. Detailed information on the proposed infrastructure is provided in their respective sections of this Draft EIR (see Sections IV.J (Public Services) and IV.L (Utilities and Service Systems)).
1-6.2 Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.	Consistent. The site plan (see Figure III-1) for the proposed project takes into account the steepness of topography and geotechnical constraints within the project site. A detailed geotechnical study of the project site has been conducted, the results of which are summarized in Section IV.A (Geology and Soils).
1-6.3 Require that grading be minimized to reduce the effects on environmentally sensitive areas.	Partially Consistent. While the proposed project would require approximately 4.6 million cubic yards (including remedial) of grading, the project is a low-density residential development and clusters homes in a manner that minimizes grading and other effects on environmentally sensitive areas. Furthermore, approximately 693 acres (78 percent) of the project site would be preserved as permanent open space.
1-8.1 Protect existing single-family equestrian oriented neighborhoods and horsekeeping districts from encroachment by higher density residential and other	Consistent. The proposed project supports the existing single-family equestrian-oriented neighborhoods and horsekeeping district by providing an equestrian park

Table IV.G-4 (continued)
Comparison of Project Characteristics to Community Plan Policies^a
Canyon Hills Project

Policies	Consistency Discussion
incompatible uses.	and trail. In addition, the residential densities and uses associated with the proposed project are similar to the residential densities and uses in the vicinity of the project site.
1-8.2 Horsekeeping areas should be developed at Minimum to Very Low densities appropriate to such use.	Consistent. The proposed project would include an approximately 3-acre equestrian park. In addition, an equestrian trail would connect the equestrian park to Development Area B. These areas would be designated for Low and Minimum Residential land uses.
5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community.	Partially Consistent. The proposed project includes the preservation of approximately 693 acres (78 percent of the project site) as permanent open space.
5-1.3 Accommodate active park lands, and other open space uses in areas designated and zoned as Open Space.	Consistent. The project site does not include any land currently zoned as Open Space. The project site includes only approximately nine acres of land that have been designated as Open Space under the Sunland-Tujunga Community Plan. As part of the proposed project, those nine acres would be re-designated as Minimum Residential and partially improved for the equestrian park, with the balance preserved as permanent open space. In addition, the proposed project would provide 1.7 acres of active recreational uses, a three-acre equestrian park and preserve approximately 693 acres (78 percent) as permanent open space (see Section IV.J-3 (Recreation and Parks)).
5-1.4 Preserve as much of remaining undeveloped hillside land, as feasible, for open space and recreational uses.	Consistent. The proposed project would preserve approximately 693 acres (78 percent) of the project site as permanently open space, and includes a three-acre equestrian park.
5-1.5 Protect Scenic Corridors by establishing development controls in harmony with each corridor's individual scenic character.	Consistent. The City is in the process of preparing the Draft Specific Plan for final approval by the City Council. As discussed in more detail below, the proposed project is consistent with applicable requirements in the Draft Specific Plan.
8-2.1 Insure that landscaping around buildings be placed so as not to impede visibility.	Consistent. A vesting tentative tract map for the proposed project would be submitted to the Crime Prevention Section of the Los Angeles Police Department for review. Landscaping plans would be filed with the Foothill Area Commanding Officer.
8-2.2 Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	Consistent. The proposed project would provide illuminated public space, recreational facilities and landscaped areas that are designed to eliminate areas of

Table IV.G-4 (continued)
Comparison of Project Characteristics to Community Plan Policies^a
Canyon Hills Project

Policies	Consistency Discussion
	concealment. In addition, all lighting plans for the proposed project would be submitted to the Police Department for review.
9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	Consistent. The Fire Department has conducted a preliminary review of the proposed project and will have subsequent and more detailed reviews at the subdivisions and plan check stages (see Section IV.J.1 (Fire Protection) for additional information).
12-1.2 Signalize problem intersections to provide increased capacity and improve safety.	Consistent. The intersection of Development Area A Access/I-210 Westbound Ramps and La Tuna Canyon Road will be signalized to mitigate a significant traffic impact (see Section IV.I (Transportation/Traffic) for additional information).
13-1.1 Maintain a satisfactory LOS for streets and highways that should not exceed LOS “D” for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS “E” or LOS “F” on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS “E” if possible.	Consistent. With implementation of a mitigation measure to signalize the intersection of Development Area A Access/I-210 Westbound Ramps and La Tuna Canyon Road, the traffic impacts associated with the proposed project would be less than significant. Three of the study intersections in the project vicinity, including the I-210 Eastbound Ramp/Sunset Boulevard, I-210 Westbound Ramps/Sunland Boulevard and Tujunga Canyon Boulevard/Foothill Boulevard intersections are anticipated to have LOS “E” or LOS “F” during the AM or PM peak hours, with mitigation, following the completion and occupancy of the proposed project. However, the development of the proposed project would not cause a significant traffic impact at any of those intersections in relation to the future pre-project (existing, ambient growth and related projects) traffic volumes. The LOS at each of those intersections is the same in the future pre-project and future post-project conditions. Section IV.I (Transportation/Traffic) presents an analysis of level of service impacts on streets and highways in the project site vicinity.
13-1.2 Highways and Street dedications shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City’s Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.	Consistent. The proposed project includes development of access roads and an internal roadway system for the residential areas, as well as access to the proposed equestrian park. These roadway improvements and dedications would be developed in accordance with City requirements.

Table IV.G-4 (continued)
Comparison of Project Characteristics to Community Plan Policies^a
Canyon Hills Project

Policies	Consistency Discussion
13-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.	Consistent. With implementation of the traffic mitigation measure identified above, the proposed project would accommodate projected increase in traffic (see Section IV.I (Transportation/Traffic) for additional information).
13-2.2 Driveway access points onto major and secondary highways, arterials, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.	Consistent. All driveways developed as part of the proposed project would adhere to City requirements.
14-1.1 Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.	Partially Consistent. The proposed project would incorporate bike paths into the new roadway system for access to the proposed recreation areas (e.g., tennis courts, trail heads and playgrounds), but not to schools. The closest school to the project site is approximately 2.4 miles away. Although there is a planned bikeway on La Tuna Canyon Road (between Tuxford and Honolulu), it does not currently exist. The proposed project does not include any roadway improvements that would conflict with the City's plans for the bikeway along La Tuna Canyon Road (see Section IV.I (Transportation/Traffic)).
14-1.3 Assure that local bicycle routes are linked with the routes of neighboring areas of the City.	Consistent. The proposed project would incorporate bike paths into the new roadway system for access to the proposed recreational facilities (e.g., tennis courts, trail heads and playgrounds). As previously discussed, the planned bikeway on La Tuna Canyon Road (between Tuxford and Honolulu) does not currently exist.
14-2.2 Existing unimproved roads should be considered for future equestrian trail inclusion when they are located in "equestrian" ("K") districts and in "RA" zoned areas that are developed in an equestrian oriented manner.	Consistent. The project site includes 24 acres of land in the "K" Equinekeeping District. However, this portion of the project site does not include any existing unimproved roads and, in any event, would be preserved as permanent open space.
14-2.3 Encourage the development of equestrian trails through residential areas appropriate for horsekeeping.	Consistent. Neither Development Area is appropriate for horsekeeping due to the steep topography. However, the proposed project includes an equestrian park, as well as an equestrian trail that would connect the equestrian park to Development Area B.
14-2.4 Existing trails should be protected from encroachment by incompatible land uses. New trails	Consistent. None of the equestrian trails shown on the Sunland-Tujunga Community Plan Map are located on

Table IV.G-4 (continued)
Comparison of Project Characteristics to Community Plan Policies^a
Canyon Hills Project

Policies	Consistency Discussion
should be expanded where appropriate and feasible.	the project site. One of the unofficial equestrian trails shown on Map No. 4 attached to the Draft Specific Plan is located in the southern subarea of the project site, but outside proposed Development Area B, and would not be affected by the proposed project.
^a This table describes only the Community Plan policies that are applicable to the proposed project.	

As reflected in Table IV.G-4, the proposed project is consistent with the applicable policies in the Sunland-Tujunga Community Plan. Therefore, land use impacts related to the City of Los Angeles General Plan and, in particular, the Sunland-Tujunga Community Plan would be less than significant.

Draft San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan

The Draft Specific Plan includes several requirements and restrictions which, if adopted by the Los Angeles City Council, would be generally applicable to the proposed project. Although CEQA does not require analysis of a proposed project’s consistency with an unadopted plan, that analysis is set forth below for informational purposes. The analysis of the proposed project’s visual impacts is presented in Section IV.N (Aesthetics).

Section 6B: If all or a portion of a “Prominent Ridgeline Protection Area” is not visible from any listed “Scenic Highway,” then a single-family dwelling may encroach into such Prominent Ridgeline Protection Area or portion thereof if (1) the proposed home is constructed to preclude silhouettes against the skyline above Prominent Ridgelines on the site, when viewed from a listed Scenic Highway, and (2) no grading or berming shall occur that would alter the elevation of the crest of the Prominent Ridgelines on the project site, when viewed from any listed Scenic Highway.

Consistency Discussion: As discussed above, the easterly portion of the “Verdugo Crestline” Prominent Ridgeline Protection Area located along or near the northern boundary of the project site is not visible from designated Scenic Highways located to the south. As a result, the south side of that Prominent Ridgeline does not include a Prominent Ridgeline Protection Area. None of the proposed homes in Development Area A will be constructed in a manner that silhouettes any homes against the skyline above the Verdugo Crestline Prominent Ridgeline, when viewed from any listed Scenic Highway to the north of the project site. In addition, no grading or berming would occur that would alter the elevation of the crest of the Verdugo Crestline Prominent Ridgeline.

Section 7A: No buildings or structures shall be placed or constructed within any Prominent Ridgeline Protection Areas, except as otherwise provided in Section 6 of the Draft Specific Plan. As discussed above, the City Council has directed the City Attorney to expand the definition of “Prominent Ridgeline Protection Area” to include the areas located within 60 vertical feet of the crest of a Prominent Ridgeline. Section 7A.1 provides further that no structure shall be constructed outside a Prominent Ridgeline Protection Area that would result in a silhouette against the skyline above the corresponding Prominent Ridgeline, when viewed from any of the listed Scenic Highways. The City Council has directed the City Attorney to modify this requirement so that no structure built within five vertical feet of a Prominent Ridgeline Protection Area can exceed a height of 36 feet.

Consistency Discussion: As reflected in the site plan for the proposed project, none of the proposed homes would be located in whole or in part in a Prominent Ridgeline Protection Area and no proposed home located within five feet of a Prominent Ridgeline Protection Area would exceed 36 feet in height.

Section 7A.2: No grading or removal of native vegetation shall occur within any Prominent Ridgeline Protection Area(s), except as necessary to meet fire safety and brush clearance requirements, to develop recreational trails, or for landscaping associated with residential lots.

Consistency Discussion: No grading or removal of native vegetation would occur within any Prominent Ridgeline Protection Area in connection with the proposed project, except as permitted in Section 7A.2.

Section 9A.1: The maximum height of any structure within a Scenic Highway Corridor shall be 30 feet, provided that on sites where the depth of the lot (as measured from the applicable Scenic Highway) is greater than 500 linear feet, this provision shall apply to the portion of the lot located within the Scenic Highway Corridor, in addition to the area 200 linear feet from the Scenic Highway Corridor.

Consistency Discussion: None of the proposed homes located within 200 linear feet from Interstate 210 or La Tuna Canyon Road would exceed 30 feet in height.

Based on the foregoing, the proposed project is consistent with the requirements and restrictions in the Draft Specific Plan. Therefore, if the Los Angeles City Council formally approves the Draft Specific Plan in its current form, the land use impacts related to the Draft Specific Plan would be less than significant.

Los Angeles Municipal Code

The project proposes to cluster all residential development onto approximately 194 acres in the eastern portion of the project site. In connection with the proposed clustering, and to achieve consistency with

the proposed land use designation of Low Residential in the Development Areas, the proposed project includes amendments to the zoning designations for a portion of the project site located in the Sunland-Tujunga Community Plan area. Specifically, the zoning designation for approximately 234 acres currently designated as A1 (Agricultural) would be changed to RE11-H and RE9-H (Residential Estate). In addition, approximately three acres of land currently zoned RE11 would be modified to RE11-H.

As shown in Figure IV.G-7, and Table IV.G-5, approximately 147 acres (16.6 percent) of the project site would be located in the RE9-1-H zone (Residential Estate, Height District No. 1, Hillside Area) and approximately 90 acres (10.1 percent) of the project site would be located in the RE11-1-H zone (Residential Estate, Height District No. 1, Hillside Area). As set forth in the LAMC Section 12.07.01, the RE zone permits single-family dwellings, parks/playgrounds (owned and operated by a governmental agency), and the keeping of equines in conjunction with the use of a residential lot. The maximum allowable density for the RE9 zone is normally based on a lot with the minimum average width of 65 feet and a minimum lot area of 9,000 square feet. The maximum allowable density for the RE11 zone is normally the minimum average width of 70 feet and a minimum lot area of 11,000 square feet. Pursuant to Section 17.05H.1 of the LAMC, the addition of the proposed “H” Hillside Area zoning designation would permit the City’s Advisory Agency to reduce the width and area of not more than 20 percent of the lots in the proposed RE9 and RE11 zones under certain conditions. The associated Height District No. 1 limits the height of a building to 45 feet and the floor area of a main building to a maximum of three times the buildable lot (i.e., FAR 3:1).

**Table IV.G-5
Proposed Zoning Designations
Canyon Hills Project**

Zone	Acres (Gross) Existing	Acres (Gross) Proposed
A1 Agricultural	860	626
A1-K Equestrian	24	24
RE9 Estate (9,000 SF)	0	147
RE11 Estate (11,000 SF)	3	90
Totals	887	887

The proposed zone changes are consistent with the proposed amendments to the land use designations on the project site discussed above. In addition, the proposed project, which consists of 280 homes and related recreational uses, is consistent with the proposed zoning for the project site. However, a conditional use permit would be required for the approximate three-acre proposed equestrian park adjacent to La Tuna Canyon Road that would be available for public use.

Figure IV.G-7, Proposed Zoning Designations

Oak Tree Ordinance

An oak tree permit would be required for the removal and replacement of up to 232 oak trees in accordance with Section 46.00 et seq. of the LAMC. In accordance with those regulations, prior to the issuance of a grading permit, a tree report and landscape plan prepared by a City-designated oak tree expert would be submitted to the City. In addition, a minimum of two oak trees (a minimum of 15 gallons in size) would be planted for each one that is removed. Further, a bond would be posted to guarantee the survival of trees which would be maintained, replaced or relocated to assure the existence of continuously living trees for a minimum of three years from the date the bond was posted or the trees were replaced or relocated. This issue is discussed in greater detail in Section IV.D (Biological Resources).

Habitat Conservation Plans

As previously discussed, the project site is located within the Verdugo Mountains SEA No. 40. However, County SEA policies only apply to areas outside of incorporated cities, and the project site is entirely contained within the City. There are no habitat conservation plans or community conservation plans that are applicable to the proposed project. Therefore, the proposed project would not conflict with any habitat conservation plan or community conservation plan.

MITIGATION MEASURES

The proposed project would not physically divide an established community or conflict with any applicable land use plan, policy, regulation, habitat conservation plan or natural community conservation plan. The proposed project's land use impacts would be less than significant. Therefore, no mitigation measures are recommended.

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if other related projects in the vicinity of the project site would result in land use impacts in conjunction with the proposed project. Thirteen proposed or approved projects were identified that could potentially contribute to the cumulative effects of the proposed project (see Figure II-1 in Section II.C (Related Projects)). Development of the proposed project in conjunction with the related projects would result in an intensification of existing prevailing land uses in the project vicinity.

In particular, the Duke Project (Related Project No. 7), which is located directly north and east of the project site, is similar to the proposed project. The Duke Project is a low-density (10-unit) single-family hillside residential development in the Verdugo Mountains. All of the related projects, including the Duke Project, are subject to the same development standards and environmental review as the proposed project. The Duke Project is considered to be compatible with the proposed project and the

existing residential uses northeast of the project site. The Duke Project is similar in nature to the proposed project (i.e., low-density, single-family homes) and has been subject to the same environmental review and regulations as the proposed project.

The 12 other related projects include a 125-unit residential development, a 160-acre golf course and approximately 220,305 square feet of other non-residential land uses (e.g., commercial, recreational or institutional land uses). The 125-unit residential development (Related Project No. 9) is located in the unincorporated community of La Crescenta and, thus, would be subject to the County's development standards and environmental review. The 11 other related projects have been or would be subject to the same City environmental review and regulations as the proposed project. Furthermore, these 11 related projects do or would have to conform to the zoning and land use designations for each site. With the exception of the Duke Project and Related Project No. 11 (Golf Course), all of the related projects are located in urban areas and would be considered "infill" development. Similar to the proposed project, the Duke Project and the Related Project No. 11 sites are currently undeveloped and do not contain any community services or roadways that the nearby residential communities use. Therefore, the development of the related projects would not physically divide an established community or conflict with any applicable land use plan, policy, regulation, habitat conservation plan or natural community conservation plan.

As previously discussed, the proposed project would not physically divide an established community or conflict with any applicable land use plan, policy, regulation, habitat conservation plan or natural community conservation plan. Therefore, the related projects, in combination with the proposed project, would not result in any cumulatively significant land use impacts.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project's land use impacts would be less than significant.